ITEM 8 – ACTION
December 17, 2025

Approval of the Visualize 2050 National Capital Region Transportation Plan,
the FY 2026-2029 Transportation Improvement Program (TIP),
the Air Quality Conformity Analysis, and the MPO Self Certification Statement

Action 1: Adopt Resolution R3-2026 finding that Visualize 2050 and the FY 2026-2029 TIP conform with the requirements of the Clean Air Act Amendments of 199

Action 2: Adopt Resolution R4-2026 approving the Visualize 2050 and the FY 2026-2029 TIP.

Action 3: Adopt Resolution R5-2026 endorsing the appended Statement of Certification.

Background: Staff will review the outcomes of the public comment period, the updated materials, and recommend the following for Board Approval: draft Visualize 2050 and FY 2026-2029 TIP, draft Air Quality Conformity Analysis and the Self-Certification Statement.

The Joint Planning Regulations issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) require that "concurrent with the submittal of the entire proposed TIP…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…" The board will be briefed on the Statement of Certification and asked to approve it.

Attachments

Item 8 - Presentation - Approval of V2050/TIP/AQC/Self-Certification
Item 8 - Memo 1: Public Comments Summary
Item 8 - Memo 2: Changes to Plan and TIP (Attachment of table Errata)
Item 8 - Memo 3: Overview of Resolutions (MDOT/MoCo Transit letters)
Item 8 - Action 1 - R3-2026 Conformity Determination (Resolution and AQC Report)
Item 8 - Action 2 - R4-2026 V50 and TIP Approval (Resolution, Executive Summary, Project List, Plan, and TIP plus appendices)
Item 8 - Action 3 - R5-2026 Self-Certification (Resolution, self-certification statement, PDF of Process docs)

TPB R4-2026
December 17, 2025

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.

Executive Summary

VISUALIZE 2050

National Capital Region
Transportation Planning Board

Draft December 11, 2025

The National Capital Region

The National Capital Region Planning Area spans roughly 3,500 square miles across 22 local jurisdictions, including Washington, DC, and portions of Maryland and Virginia. Nearly 6 million people call the region home and millions of visitors come here to see the many historic places, visit world-renowned museums, and conduct business. The region's multimodal transportation network is the backbone for navigating daily life, from commuting and accessing services, to transporting goods, for residents and visitors alike.

National Capital Region Planning Area

What is Visualize 2050?

Visualize 2050 is the 2025 update to the National Capital Region Transportation Plan, a federally required document capturing a snapshot of the current outcomes of the region's ongoing, performance-based metropolitan transportation planning process. Developed by the National Capital Region Transportation Planning Board (TPB) and its partners, this plan reflects a thorough reexamination of the region's previously identified transportation projects to account for current travel patterns, changes in forecasts growth, and the region's multi-sectoral goals. The plan outlines current conditions, key issues, anticipated funding through 2050, and priority investments to operate, maintain, and make improvements to the region's transportation infrastructure and services. The plan showcases the transportation system envisioned for 2050 and presents the level of performance anticipated by this system, based on forecasted changes in travel demand. Lastly, the plan acknowledges key challenges remaining beyond the current plan and calls for continued regional collaboration and commitment to address them and achieve shared goals.

Visualize 2050 Chapters

- **Introduction**
- **Transportation System Today**
- **Current Transportation System Performance**
- **Societal Topics**
  Economy, environment, public health, emerging technologies
- **Financial Plan**
- **2050 System and Performance**
  System improvements, future access, future congestion, environmental forecast
- **Planning Together for Future Progress**

The Region: 2025 and 2050

By 2050, the region is predicted to add 1.2 million residents (21 percent increase), 55,000 households (24 percent increase), and 800,000 jobs (24 percent increase). Throughout the region—from Frederick, MD, to Dumfries, VA, and from Bowie, MD, through downtown DC to Gainesville, VA, and beyond—a robust world-class multimodal transportation system will be essential to meeting the region's growing mobility and accessibility needs while accommodating the predicted growth.

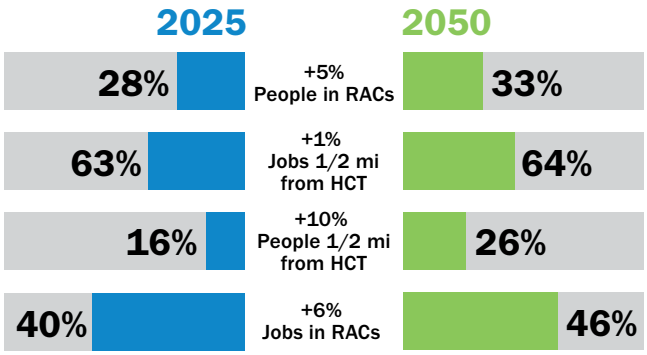
Population Growth +21%
Today: 5.95M
2050: 7.18M

Household Growth +24%
Today: 2.25M
2050: 2.80M

Employment Growth +24%
Today: 3.4M
2050: 4.2M

Local land use practices will continue to guide more people and jobs toward the region's 145 Regional Activity Centers (RACs)[1] and to areas within a half mile of High-Capacity Transit (HCT)[2] stations. In 2025, 148 HCT stations are located within RACs, and that number is projected to rise to 246 by 2050. At the same time, 10 additional RACs will have direct access to HCT, to better align transit investments with growth centers which would lead to increased transit usage.

Percent of People and Jobs in Regional Activity Centers (RACs) and near High-Capacity Transit (HCT) Stations



SeanPavonePhoto/iStock

1 RACs are COG-designated places with concentrations of employment or mixed uses.

2 HCT, also known as fixed-guideway transit, is defined as Metrorail, commuter rail, light rail, streetcar, and bus rapid transit.

Executive Summary

TPB'S VISION STATEMENT

The metropolitan Washington region remains a vibrant world capital, with a transportation system that provides efficient movement of people and goods. This system promotes the region's economy and environmental quality and operates in an attractive and safe setting—it is a system that serves everyone. The system is fiscally sustainable, promotes areas of concentrated growth, manages both demand and capacity, employs the best technology, and joins rail, roadway, bus, air, water, pedestrian and bicycle facilities into a fully interconnected network.

TPB'S VALUES

ACCESSIBILITY All people who use the transportation system in the region should have reasonable physical and affordable access to travel by road, transit, biking, walking, micromobility, ferry, and to housing choices.

PROSPERITY The regional transportation network should be an asset to attract high quality employers, minimize economic disparities, and enhance each jurisdiction and the region through balanced growth and access to high quality jobs and education for all levels.

SUSTAINABILITY Transportation infrastructure and programs in the region should be environmentally, structurally, and financially viable.

AFFORDABILITY Readily available multimodal travel options throughout the region that enable safe and efficient access to jobs, housing, services, and other destinations.

LIVABILITY Vibrant, healthy, and safe neighborhoods with a range of travel and housing choices that support economic well-being.

TPB'S GOALS

SAFETY Pursue the safety of all users, including travelers and maintenance and operations personnel alike, on every transportation mode.

WELL-MAINTAINED INFRASTRUCTURE Maintain the transportation system's infrastructure in a state of good repair to provide reliable, safe, and comfortable mobility to all its users. Maintaining the existing system is a top priority that takes precedence over creating new systems.

TRAVEL TIME RELIABILITY Enable reliable travel times on all transportation options to get the traveler to their destination on time every time.

EFFICIENT SYSTEM OPERATIONS Implement efficient transportation systems management and operations within and across different travel modes.

AFFORDABLE AND CONVENIENT MOBILITY OPTIONS Provide affordable, practical multimodal options.

ENVIRONMENTAL PROTECTION Provide and incentivize methods that build, operate, and maintain the transportation system in a manner that provides for healthy air, water, other environmental factors, and mitigates the effects of extreme weather.

RESILIENT REGION Facilitate mobility for people in the face of one or more major obstacles to normal transportation system functionality. These obstacles could include extreme weather events, major crashes and incidents, and equipment or infrastructure failures.

LIVABLE AND PROSPEROUS COMMUNITIES Support regional economic competitiveness, opportunity, and a high quality of life for all people.

Getting Around the Region

The region depends on the availability of multiple travel modes to facilitate reliable mobility and access to destinations. The ongoing and planned coordination of transportation infrastructure, services, and land uses reflects the region's commitment to multi-modalism.

The Regional Core, the historic, dense, mixed-use center, will remain the area with the most transit, walking, and biking in 2050. Half of all person trips here are expected to use these modes, with the other half using a car. In the Inner Suburbs, where most trips originate, dispersed land use and scattered RACs limit non-driving options, though nearly a quarter of work trips will still be by transit. In the low-density Outer Suburbs, fewer RACs and limited HCT access mean travel is dominated by driving, with only two percent of all trips by transit.

MODE SHARE FOR ALL TRIPS 2025→2050

41%→38%
drive alone trips

40%→40%
carpool trips (2 or more people per vehicle)

12%→14%
walk/bike trip

7%→8%
transit trips (bus or rail)

Collectively, from 2025-2050, across all trips, the share of transit, walking, and biking will increase. Carpool trips will continue to be roughly 40 percent of all trips while drive alone trips will decrease by three percent.

ROADWAYS

Most person-trips today are by driving, and this is predicted to still be the case in 2050. Across all trip purposes, autos with two or more people are forecast to be more prevalent than driving alone and auto-based commute trips are forecast to decline by three percent as people choose other modes to access work.

Maryland Department of Transportation/Flickr

Visualize 2050 reflects a targeted approach to roadway capacity expansion, adding three percent or 530 lane miles to the current 17,000+ lane miles. Of these added lane miles, almost 240 are on arterials and 86 are on tolled facilities, mainly high-occupancy toll (HOT) lanes. Many of the proposed roadway projects, especially new, widened, and extended roads that include bicycle/pedestrian facilities, will incorporate design changes and upgraded streetlight technologies to improve safety and mobility, creating a roadway network in 2050 that better accommodates multiple travel modes.

Although electric vehicles (EVs) accounted for less than three percent of all light-duty vehicles in 2023, they represent the fastest growing vehicle category with the number of battery EVs increasing nearly three times between 2020 and 2023. As the number of EVs in the region is expected to continue to grow, in response, the region's existing network of 1,500+ publicly available EV chargers is forecast to grow but not likely at the rate needed to support

the anticipated trend. Programs that promote and support the use of transit, walking/bicycling, and carpools to manage travel demand, such as Commuter Connections, will continue to encourage alternatives to driving alone for work commute trips.

Roadways are critical to support and grow the region's economy. Freight trucks currently transport about 160 million tons of goods annually on our roadways. On local streets, cargo vans and bikes help finalize deliveries to businesses and homes to meet rising e-commerce demand. Today, freight trucks can use express lanes on I-66, and by 2050 this access is planned to be extended to express lane corridors on I-495 and I-95, giving truckers more ways to bypass peak-hour traffic delays.

RAILWAYS

Branching out from the urban core of Washington, DC, one of the nation's busiest rail transit systems serves as the backbone of regional mobility. The Washington Metropolitan Area Transit Authority's (WMATA) Metrorail, Maryland Area Regional Commuter (MARC) commuter rail, and Virginia Railway Express (VRE) commuter rail together moved 650,000 riders on a typical weekday before the COVID-19 pandemic. Today, that number is more than 490,000 riders. While still lower than pre-pandemic, it represents three years of nation-leading growth in ridership.

The current 304 rail miles and 144 rail stations are planned to be 322 miles and 171 stations by 2050. Most of this added rail transit capacity will come from the *Purple Line Light Rail Transitway: Bethesda Metro Station to New Carrollton Metro Station*, a 16-mile, 21-station corridor that will link RACs in Prince George's and Montgomery counties. Commuter rail is also slated to be improved, e.g., a new VRE station in Potomac Shores and operational enhancements that ease freight bottlenecks. At the station level, upgrades in lighting, accessibility, security, communication, and wayfinding will create safer, more welcoming environments—contributing to a better experience for all rail transit users across the system.

The economy is also supported by about 250 miles of track on which two freight companies move over 6.7 million tons of goods each year into the region. Planned projects like the *New Long Bridge over the Potomac River* and the *Alexandria Fourth Railroad Track: South of George Washington Parkway to South of Telegraph Road* will increase freight and passenger rail capacity in the region, supporting movements along the East Coast.

BeyondDC/Flickr

BUS TRANSIT

The region's extensive bus network includes 15 local bus systems, along with three commuter bus systems, providing essential links for hundreds of thousands of community members. The region's bus systems facilitate more than 450,000 weekday person trips. For riders with disabilities, 11 paratransit services and over 100 specialized transportation service providers offer on-demand and shuttle rides, and these services will continue to be supported over time.

By 2050, the current 14 lane miles of bus rapid transit (BRT) and 28 BRT stations are planned to grow to 93 lane miles and 118 stations. More routes are planned to operate in their own lanes separate from general traffic, improving travel time and reliability. Commuter, express, and local bus riders will benefit from services using high-occupancy vehicle (HOV) and HOT lanes at no charge, allowing faster and more dependable travel throughout the region.

A range of other upgrades are on the docket for improving bus travel, such as transit signal priority and queue jumps at congested intersections, expansion of all-door boarding, optimization of bus routes and bus stop locations, and the addition of dedicated or peak-hour bus lanes on busy corridors. Bus technology and power sources will continue to evolve. As aging diesel fleets are phased out, local transit agencies will replace them with clean fuel buses and dedicated funding will bring EV chargers for buses across the region.

Pierre Gaunaurd/COG

Joe Flood/Flickr

WALKING, BIKING, AND MICROMOBILITY

Walking, biking, and micromobility are most used for trips in and around more dense, mixed-use urbanized communities. Complete Streets policy implementation has become standard practice and, where applicable and possible, all future applicable projects will include bicycle/pedestrian accommodations.

The region's 400+ miles of bike lanes will continue to expand through roadway projects that integrate additional bicycle facilities, as well as sidewalks, shared-use paths, safer crossings, and other amenities that support biking and walking. Many projects will incorporate access to destinations with new off-road trails or fill gaps between existing trails. With these changes, the ability for people to walk, bike, or use micromobility to reach daily destinations will become easier and safer while also providing public health benefits.

Funding the Future System

Funding for transportation projects and programs to support ongoing operations, state of good repair, and expansion of the region's system—from highways and local roads, rail and bus transit, to sidewalks and trails—comes from a variety of federal, state, local, private, and other sources.

Revenues that will fund the future transportation system will come from five different sources. Most

will come from state funding (51 percent), followed by federal funds (14 percent), fares and tolls (14 percent), local funds (18 percent), and private sources (2 percent).

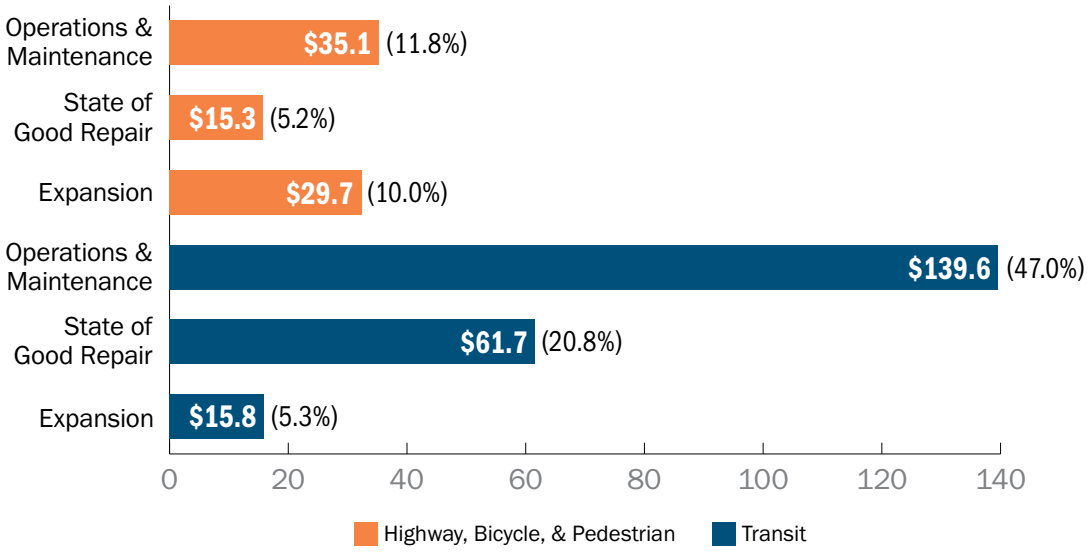
A majority, 85 percent, of the anticipated funding will be needed to operate and maintain the current multimodal system in a state of good repair. These funds will support critical work like repaving roads, rehabilitating or replacing bridges (including the I-495 American Legion Memorial Bridge), and operating and maintaining Metrorail, VRE, MARC, and bus transit services and vehicles. Consequently, only 15 percent of the total anticipated funding will be available to expand the multimodal system.

Transportation System Performance

With about 80 percent of the future population and households already on the ground today, travel behavior is expected to remain relatively stable with only modest shifts across travel modes. Today, driving alone as a single-occupant vehicle (SOV) accounts for 41 percent of all trips, a share projected to decline by 2050 to 38 percent. Given the future multimodal investments, non-SOV modes like carpooling, walking, biking, and transit, are expected to grow from 59 percent to 62 percent of all trips. Most of this increase will come from growth in walking and biking from 12 to 14 percent. Non-SOV modes are also expected to play a larger role in commuting, increasing from 40 to 43 percent of all work trips.

The additional growth and development in the region will result in more travel and an increase in total vehicle miles traveled. Even as ridesharing and transit options expand, single-occupant automobile travel will continue to dominate the region (81 percent in 2025 and 78 percent in 2050). With congestion already high during commute hours, anticipated growth and the persistent reliance on single-occupant vehicles are expected to further increase delays on the region's roadways. As a result, job access within a 45-minute auto commute is expected to fall by five percent (about 50,000 jobs), while average delay per trip will rise from 4.1 minutes to 5.9 minutes (44 percent increase). But without the investments proposed in Visualize 2050, the average regional job accessibility by car would decline by 11 percent as opposed to the projected five percent decline. The planned changes in land use and investments in transit and in pedestrian and bicycle facilities are expected to have a meaningful impact on improving travel. When combined, these modes are

Expenditures by Type and Mode in Year of Expenditure Dollars (Billions), 2026-2050



forecast to increase from 19 percent to 22 percent for all trips on a typical day. Also, access to jobs by transit is projected to rise by 16 percent (about 62,000 jobs), driven by the planned HCT expansions and the growing concentration of jobs and residents near transit stations. Although total vehicle miles traveled and congestion are expected to increase, miles traveled in an automobile by the average resident are expected to decrease by five percent as some residents will travel shorter distances.

The impact of investments in Visualize 2050 will vary depending on local land use characteristics and where future growth is concentrated. More people will walk, bike, or take transit in areas that are denser and that have more diverse land uses closer together. This suggests that travel behavior, especially that of residents, does respond to changes to land use and transportation infrastructure.

Environmental Forecasts

Despite continued growth in travel demand, on-road vehicle emissions are projected to decline steadily through 2050 as EVs and newer, cleaner, and more efficient cars and trucks replace older models across the region's fleet. Additional reductions are expected from cleaner fuel formulations, shifts in land use and development patterns, expanded investments in transit and alternative travel options, and more efficient roadway operations. According to TPB staff's extensive air quality conformity analysis, the region's anticipated growth and planned transportation

Richard Vaillancourt/Flickr

improvements will meet federal ozone air quality standards.

Many projects in Visualize 2050 also incorporate features with the potential to strengthen the resilience of the transportation system. Road and bridge upgrades will be better equipped to withstand flooding, new transit and pedestrian infrastructure will provide safer and more reliable options during periods of extreme heat, and continued restoration and maintenance of bridges will help keep them in a state of good repair to endure severe weather events.

Moving Forward as a Continuously Evolving Region

The challenges that remain reflect the region's high aspirations, embodied in its multi-sectoral goals to achieve prosperity through sustainable and accessible livability for all. A review of the past

Jeff Morfit/Flickr

Executive Summary

25 years shows how 22 jurisdictions across two states and a federal district have come together to make significant improvements in many areas.

Since then, the region added about two million people and one and a half million more jobs, and it expanded the transportation network to include 15 bus systems, complementing the urban rail and two commuter rail services. As a result, two-thirds of the jobs and half the population live in mixed-use, high-density regional activity centers or within one-half mile of a high-capacity transit station. As a leader in carpools, vanpools, and bikeshare participation, the region now sees walking and bicycling account for over 20 percent of all trips. The region has gone from non-attainment to attainment of three federal air quality standards even as the standards became more stringent.

These outcomes demonstrate the substantial progress made over the last several decades. With its commitment to coordinate transportation, land use, and environmental planning with investment decisions while taking full advantage of technological advancements, the TPB is confident that Visualize 2050 will provide meaningful gains in tackling the remaining challenges over the decades to come.

Moving forward, the region will continue to plan together **for better travel tomorrow!**

Rachel Beyerle/COG

About the TPB

The National Capital Region Transportation Planning Board (TPB) is the designated Metropolitan Planning Organization (MPO) for the Washington region. The TPB is housed at and staffed by the Metropolitan Washington Council of Governments (COG). As the region's MPO, the TPB is responsible for conducting the federally mandated transportation planning process for the metropolitan area, which includes developing and updating the regional long-range transportation plan, known as Visualize 2050, and the Transportation Improvement Program (TIP). The TPB's membership is made up of representatives from the District of Columbia, Maryland, and Virginia departments of transportation, the Washington Metropolitan Area Transit Authority (WMATA), local governments, and state legislatures.

The preparation of this report was financially aided through grants from the District of Columbia Department of Transportation; Maryland Department of Transportation; Virginia Department of Transportation; the Virginia Department of Rail and Public Transportation; U.S. Department of Transportation, Federal Highway Administration; and the U.S. Department of Transportation, Federal Transit Administration.

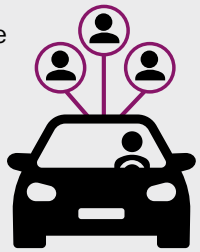
Future Challenges

CONTINUED TRAVELER FATALITIES & SERIOUS INJURIES

Safety challenges are unlikely to be fully resolved, as some of the underlying contributing factors—large vehicles, high-speed roadway designs, and distracted or unsafe driving—are complex and far-reaching.

SINGLE-OCCUPANT VEHICLES CONTINUE TO BE MOST PEOPLE'S CHOICE FOR COMMUTING

Many residents, particularly in the region's inner and outer suburbs, will continue to face limited access to timely multimodal options to access work due to long travel distances and impracticality of travel times.



ANTICIPATED RISKS TO INFRASTRUCTURE FROM NATURAL HAZARDS

Increased flooding and extreme heat will mount more pressure on essential, aging infrastructure.

INSUFFICIENT TRANSIT REVENUE TO SUSTAIN, LET ALONE INCREASE SERVICES

There continues to be challenges with adequately funding the Washington Metropolitan Area Transit Authority (WMATA) and local transit service needs with sustainable, predictable, long-term sources. Financial uncertainties will hinder the region's ability to elevate the transit system to a world-class modern standard.

CONTINUED INCREASE IN TRAFFIC CONGESTION & DELAYS

Congestion and delays are forecasted to persist. While delays may be expected and even yield reliable travel times, frustration will affect people's health and mental well-being as well as their daily activities.

CONSTRAINED FUNDS FOR MAINTENANCE

Most funds go to operations, maintenance, and state of good repair, but limited and uncertain sources—including declining gas tax revenue and unpredictable federal support—make prioritization challenging as funding needs continue to increase.

INSUFFICIENT TRUCK PARKING ALONG MAJOR ROUTES

The surge in consumer demand for rapid package delivery has increased freight traffic along major routes, leading to difficulties for truckers to find reliable parking.

ANTIQUATED INFRASTRUCTURE AT UNION STATION LIMITING SERVICE AND CAPACITY

As the region's busiest transit hub, Union Station must upgrade and expand to meet projected ridership on intercity rail and bus, Metrorail, VRE, MARC, and ground transportation driven by population/employment growth regionally and along the Northeast Corridor.

VISUALIZE 2050

Scan the QR code below to visit **Visualize2050.org**:

National Capital Region
Transportation Planning Board

Metropolitan Washington Council of Governments
777 North Capitol Street NE • Suite 300
Washington, DC 20002 • mwcog.org/tpb

National Capital Region
Transportation Plan

VISUALIZE 2050

National Capital Region
Transportation Planning Board

Draft December 11, 2025

TITLE VI NONDISCRIMINATION POLICY

The Metropolitan Washington Council of Governments (COG) operates its programs without regard to race, color, and national origin and fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations prohibiting discrimination in all programs and activities. For more information, to file a Title VI related complaint, or to obtain information in another language, visit **www.mwcog.org/nondiscrimination** or call (202) 962-3300.

El Consejo de Gobiernos del Área Metropolitana de Washington (COG) opera sus programas sin tener en cuenta la raza, el color, y el origen nacional y cumple con el Título VI de la Ley de Derechos Civiles de 1964 y los estatutos y reglamentos relacionados que prohíben la discriminación en todos los programas y actividades. Para más información, presentar una queja relacionada con el Título VI, u obtener información en otro idioma, visite **www.mwcog.org/nondiscrimination** o llame al (202) 962-3300.

ACCOMMODATIONS POLICY

Alternative formats of this document are available upon request. Visit **www.mwcog.org/accommodations** or call (202) 962-3300 or (202) 962-3213 (TDD).

ACKNOWLEDGEMENTS

The preparation of this report was conducted as part of federal metropolitan transportation planning activities with federal funds from Federal Highway Administration; Federal Transit Administration; and matching funds from the District of Columbia Department of Transportation (DOT); Maryland DOT; Virginia DOT; the Virginia Department of Rail and Public Transportation; as well as matching funds from local governments in the TPB planning area.

Development of Visualize 2050 took place under the direction and guidance of the TPB, led by TPB Chairs: Pamela Sebesky, Prince William County, 2022; Reuben Collins, Charles County, 2023; Christina Henderson, District of Columbia, 2024; James Walkinshaw and Walter Alcorn, Fairfax County, 2025.

COVER PHOTOS

Bicyclist (Elvert Barnes/Flickr), Capitol (Lara Eakins/Flickr), Metro (p2-r2/Flickr), Potomac Water Taxi (Joe Flood/Flickr), Route 734 Loudoun County (VDOT/Flickr), Express Lanes (I-66 Express Mobility Partners)

Inside Cover photos: Washington, DC (angela n./Flickr), Route 662 Lucketts Road (VDOT/Flickr)"

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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).

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VISUALIZE 2050

National Capital Region Transportation Plan

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The transportation planning process to develop Visualize 2050 is documented under separate cover and available online at **visualize2050.org**.

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Chapter 1:
Introduction

The National Capital Region—encompassing the District of Columbia, suburban Maryland, and Northern Virginia—is home to many communities that depend on a safe, reliable, and efficient transportation network for commuting, transporting goods, and navigating daily life. As one of the largest metropolitan areas within the 6th largest regional economy in the United States, the ability to move people and goods safely, reliably, and seamlessly within and through the region is critical for enhancing quality of life for everyone who lives, works, and visits the region and for sustaining economic vitality.

The National Capital Region Transportation Planning Board (TPB) is federally designated as the Metropolitan Planning Organization (MPO) and is entrusted with the responsibility to develop a long-range transportation plan for the region. The TPB developed Visualize 2050 to meet the federal requirement for MPOs to develop a metropolitan transportation plan.

Cristina Finch/COG

The TPB's planning area, shown in Figure 1.1, spans approximately 3,500 square miles across 22 local jurisdictions and is formed by:

- Natural features including the watersheds of the Potomac River, the Anacostia River, and the Occoquan River.
- Two states, one district, eight counties, and 14 cities and towns.
- Decisions around development, land use, transportation infrastructure policies, and investment priorities.

Figure 1.1: National Capital Region Planning Area

At the center of the region is Washington, DC, home to the federal government and national and historic monuments that draw global attention. The National Capital Region's 5.9 million residents and 3.3 million employees are what make the region vibrant and prosperous.

The National Capital Region Transportation Plan

The TPB and its member agencies develop the region's long-range, multimodal transportation plan looking at least 20 years into the future and update the plan at least once every four years to stay current on the changing nature of travel in the region. The plan, called Visualize, reflects a point-in-time of a robust, ongoing, and performance-based transportation planning and programming process.

A review of the process used to develop this latest version of the long-range plan, Visualize 2050, is documented under separate cover. The process document details the work behind the information shared within this plan. The TPB invites interested parties to read the "Visualize 2050 Planning and Programming Process" document available on the plan website, **www.visualize2050.org**, and learn about the extensive work that has taken place to inform this version of the plan and prepare the National Capital Region's transportation system for the future.

BeyondDC/Flickr

Elvert Barnes/Flickr

Visualize 2050

Developed between 2022 and 2025, Visualize 2050 documents the current state of transportation in the region, the many topics planners and engineers consider when analyzing transportation and related issues, the amount of money anticipated to be available through the plan's horizon year (2050), and priority investments that will address challenges and enhance future travel by making it safer, faster, more convenient, and more reliable. In addition, the plan includes TPB's policy framework including the vision statement, values, goals, priority strategies, performance measures, and targets for ongoing regional transportation planning.

The TPB's Visualize 2050 goals align with the transportation goals in the District of Columbia's *moveDC*, Maryland's The Playbook, and Virginia's *VTrans* plan and reflect the transportation goals of the nation as outlined through the federal Moving Ahead for Progress in the 21st Century Act (MAP-21).

TPB'S VISION STATEMENT

The metropolitan Washington region remains a vibrant world capital, with a transportation system that provides efficient movement of people and goods. This system promotes the region's economy and environmental quality and operates in an attractive and safe setting—it is a system that serves everyone. The system is fiscally sustainable, promotes areas of concentrated growth, manages both demand and capacity, employs the best technology, and joins rail, roadway, bus, air, water, pedestrian and bicycle facilities into a fully interconnected network.

TPB'S VALUES

ACCESSIBILITY All people who use the transportation system in the region should have reasonable physical and affordable access to travel by road, transit, biking, walking, micromobility, ferry, and to housing choices.

PROSPERITY The regional transportation network should be an asset to attract high quality employers, minimize economic disparities, and enhance each jurisdiction and the region through balanced growth and access to high quality jobs and education for all levels.

SUSTAINABILITY Transportation infrastructure and programs in the region should be environmentally, structurally, and financially viable.

AFFORDABILITY. Readily available multimodal travel options throughout the region that enable safe and efficient access to jobs, housing, services, and other destinations.

LIVABILITY Vibrant, healthy, and safe neighborhoods with a range of travel and housing choices that support economic well-being.

TPB'S GOALS

SAFETY Pursue the safety of all users, including travelers and maintenance and operations personnel alike, on every transportation mode.

WELL-MAINTAINED INFRASTRUCTURE Maintain the transportation system's infrastructure in a state of good repair to provide reliable, safe, and comfortable mobility to all its users. Maintaining the existing system is a top priority that takes precedence over creating new systems.

TRAVEL TIME RELIABILITY Enable reliable travel times on all transportation options to get the traveler to their destination on time every time.

EFFICIENT SYSTEM OPERATIONS Implement efficient transportation systems management and operations within and across different travel modes.

AFFORDABLE AND CONVENIENT MOBILITY OPTIONS Provide affordable, practical multimodal options.

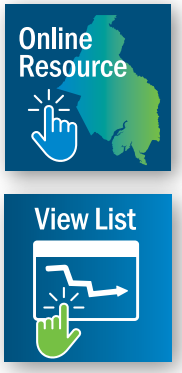
ENVIRONMENTAL PROTECTION Provide and incentivize methods that build, operate, and maintain the transportation system in a manner that provides for healthy air, water, other environmental factors, and mitigates the effects of extreme weather.

RESILIENT REGION Facilitate mobility for people in the face of one or more major obstacles to normal transportation system functionality. These obstacles could include extreme weather events, major crashes and incidents, and equipment or infrastructure failures.

LIVABLE AND PROSPEROUS COMMUNITIES Support regional economic competitiveness, opportunity, and a high quality of life for all people.

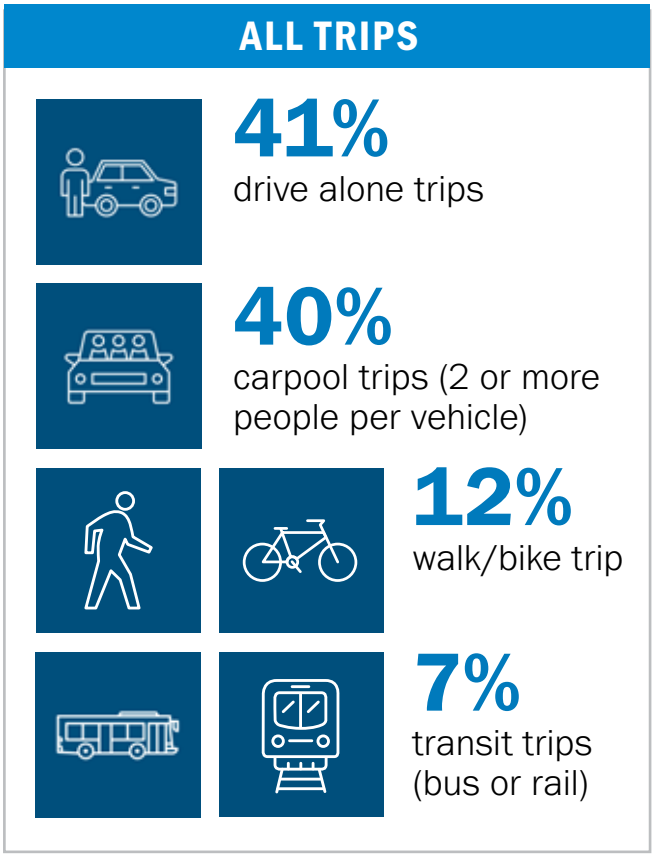
Chapter 2:
Transportation System Today

The National Capital Region has a multimodal transportation system made possible through the substantial investments of public and private agencies. The region's well-established transportation network supports the movement of people and employees as drivers and passengers, public transportation riders, pedestrians, bicyclists, and other travelers with an array of transportation options.[1] The system, as of 2023, may be viewed on the **National Capital Region Multimodal System (2023)** map with more details available on the ***List of Stations, Systems, and Providers (2023)***.



The onset of the coronavirus (COVID-19) pandemic in 2020 brought significant changes to travel patterns, and five years later, the patterns continue to evolve from pre-pandemic norms, particularly due to rates of teleworking and economic conditions. These evolving travel habits and patterns make it challenging to track changes in travel behavior in real time and reconcile them with existing pre-pandemic surveys and models.

In 2025, it is estimated that more than 18 million trips will be made daily across different modes of transportation.[2] Of these trips, the travel model estimates that approximately 41 percent are people driving alone, 40 percent are in a vehicle with two or more people, 12 percent are by walking or biking, and 7 percent are riding bus or rail transit.



Travel mode shares vary by trip purpose. The percentages reported above are across all trip purposes on a typical weekday. For work purpose trips originating at home, transit mode share is typically over 20 percent.[3] For commuting and other trip types, people continue to use all modes of transportation, making choices based on availability and what best suits their needs at any given time.

1 Metropolitan Washington Council of Governments. June 14, 2023. Round 10.0 Cooperative Forecasts of land activity. **https://www.mwcog.org/documents/2023/11/03/cooperative-forecasts-employment-population-and-household-forecasts-by-transportation-analysis-zone-cooperative-forecast-demographics-housing-population/**

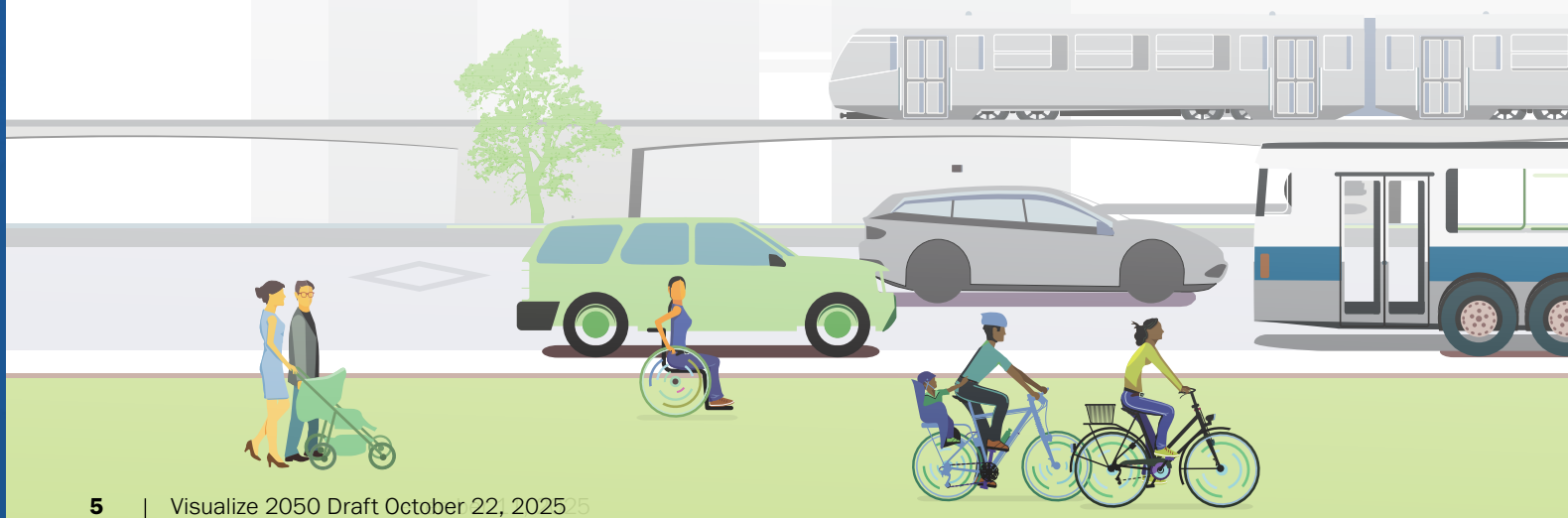
2 System performance analysis of Visualize 2050, 2025 simulation, which made use of the Gen2/Ver. 2.4.6 Travel Model and the Round 10 Cooperative Forecasts of land activity.

3 See, for example, Jane Posey, "Air Quality Conformity Analysis of the 2022 Update to Visualize 2045, Full Report" (Washington, D.C.: National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, June 15, 2022), 13, **https://visualize2045.org/plan-update/approved-2022-plan**

WITHIN ITS BOUNDARIES, THE NATIONAL CAPITAL REGION IS CURRENTLY SERVED BY:

- More than 17,000 lane miles of highways and major roads including:
  - 39 lane miles of High-Occupancy Vehicle (HOV) for vehicles with 2+ people
  - 255 lane miles of roadways with High-Occupancy Toll (HOT), dynamically priced express lanes to ensure a minimum travel speed with free use for carpool with 3 or more people and publicly operated transit vehicles
  - 296 lane miles of toll roads
- Three intra-regional rail systems
  - 1 urban heavy rail (Metrorail)
  - 2 commuter rails (MARC and VRE)
- 15 intercity bus providers and 34 intercity bus stations
- 318 miles of High-Capacity Transit (HCT)[4]
  - 129 miles of Metrorail
  - 173 miles of commuter rail
  - 14 miles of bus rapid transit
  - 2 miles of streetcar
- 172 HCT transit stations
  - 98 Metrorail stations
  - 38 commuter rail stations
  - 28 bus rapid transit stations
  - 8 streetcar stations
- 15 local and 3 commuter bus system providers
- 11 paratransit providers
- 100+ specialized transit service providers
- One intercity passenger rail provider, Amtrak, and 10 intercity rail stations
- Two Class I railroads—CSX Transportation and the Norfolk Southern Corporation transporting freight over 250+ miles of mainline track
- 800+ miles of off-street paved trails and paths for walking and biking
- 400+ miles of bike lanes
- Eight micromobility (bikes/scooters) providers
- 1,586 electric vehicle (EV) charging stations and 4,276 EV plugs
- One water taxi provider
- Three major airports with extensive domestic and international connections, Baltimore/Washington International Thurgood Marshall Airport (BWI), Ronald Reagan Washington National Airport (DCA), and Washington Dulles International Airport (IAD)

4 HCT, also known as fixed-guideway transit, is defined as Metrorail, commuter rail, light rail, streetcar, and bus rapid transit (BRT). Distances are centerline miles, not route miles.



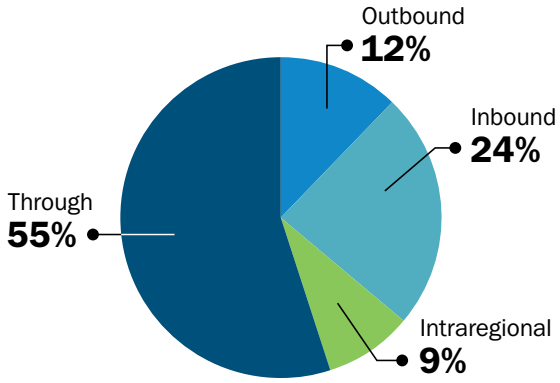
Roadways

A long history of transportation and land development policies and decisions since the region's inception have produced an extensive regional roadway network with over 17,000 lane miles of highways and major roads, more than 550 of which are tolled lanes. This network now accommodates about 81 percent of the more than 18 million trips across the region, including single-occupant and high-occupancy vehicle trips.[5] It also serves vital freight movement, via trucks. Many roadways include space for additional purposes including transit stops, bicycling, delivery services, and on-street parking.

Each year hundreds of millions of tons of freight valued in billions of dollars move across the region's roadways, contributing to the economic vitality of the National Capital Region. By value, more than 50 percent of freight on the region's roads is simply passing through, while twice as much freight travels into the region than travels out. Only 9 percent of freight moves solely within the region.[6]

Nearly every physical thing—food, clothing, medicine, furniture, and more—has been transported by truck on the region's key corridors at some point before reaching local stores and residences. Over 160 million tons of goods each year are moved along these roadways. With the rise of e-commerce, more people are choosing home delivery, driving even greater demand for small-scale freight transportation, such as cargo vans.

Figure 2.1: Value of Freight by Direction

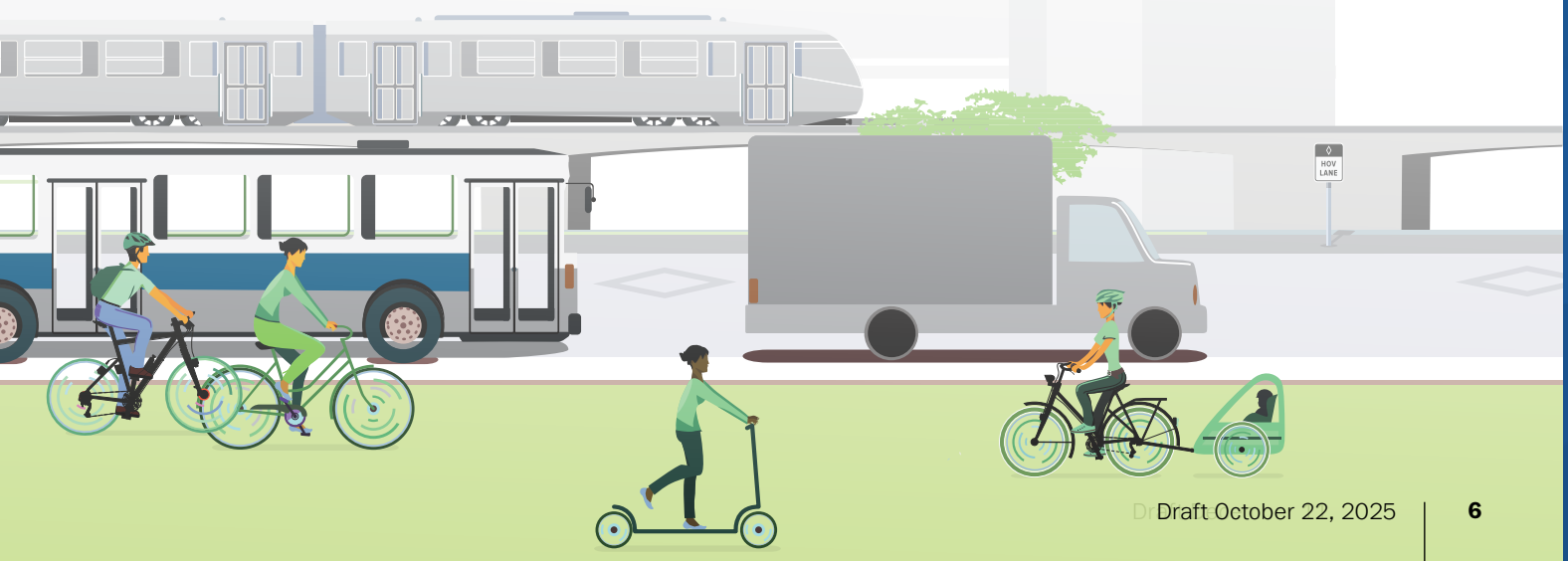


Today, automobile travel is frequently selected by many people in the region for most, if not all, daily vehicle trips. On an average weekday, residents travel approximately 97 million vehicle miles, where 41 percent of trips are single occupancy and 40 percent of trips are carpool (2 or more people per vehicle).[7]

5 Air quality conformity analysis of Visualize 2050, using the Gen2/Ver. 2.4.6 Travel Model and the Round 10 Cooperative Forecasts of land activity.

6 National Capital Region Transportation Planning Board. (2023) *2023 National Capital Region Freight Plan Update*. **https://www.mwcog.org/documents/2023/07/19/national-capital-region-freight-plan-freight/#:~:text=The%20draft%202023%20Update%20to,by%20the%20TPB%20in%202016**

7 Air quality conformity analysis of Visualize 2050, using the Gen2/Ver. 2.4.6 Travel Model and the Round 10 Cooperative Forecasts of land activity.



To keep the roadways usable, routine maintenance is needed and accounts for a large share of state department of transportation (DOT) budgets. Some parts of the region continue to experience new roadway construction or extensions, typically in combination with accommodations for other modes, as local neighborhood plans are fulfilled. Other roadways undergo retrofitting to enhance safety, expand mode choices, and optimize traffic engineering functions to meet the needs of today.

Maryland Department of Transportation/Flickr

Prior to the COVID-19 pandemic, weekday vehicle miles traveled (VMT) per capita was increasing at a slower rate than the increase in the region's population; however, VMT significantly decreased at the onset of the pandemic in early 2020. Since 2021, there has been a rebound in VMT levels. With these VMT increases, planners continue to reassess how vehicle lanes can safely and efficiently accommodate travelers using various modes within limited rights-of-way.

Alongside personal automobile travel, rideshare, taxi, and ridehail services like Uber and Lyft provide an option for people to share rides or use a vehicle as needed rather than invest in a vehicle. While only one percent of all weekday trips in the National Capital Region are by taxi and ridehailing, these shared trips comprise three percent of all weekday trips in the regional core of District of Columbia, Arlington County, and the City of Alexandria.[8]

Railways

The National Capital Region is uniquely positioned along the East Coast north-south and east-west freight rail corridors. Two Class I freight railroad companies, CSX and Norfolk Southern (NS), operate within the region along 250 miles of mainline track that carry over 6.7 million tons of local freight by rail each year, leading them to be key freight transportation providers in the region.[9]

Local, commuter, and passenger rail services play a critical role in providing affordable transportation options within and through the region. Rail transportation supports economic vitality, provides high-quality alternatives to driving, builds communities, and reduces harmful environmental impacts. The region's 318-mile system of high-capacity rail transit is one of the busiest in the country, ranking third in average unlinked rail transit trips.[10] Together, the Washington Metropolitan Area Transit Authority (WMATA) Metrorail, Maryland Area Regional Commuter (MARC), and Virginia Railway Express (VRE) moved 492,000 people on an average weekday in 2023 (compared to 650,000 pre-pandemic in 2019) and accounted for about 49 percent of all intra-regional transit trips.[11]

8 National Capital Region Transportation Planning Board (April 22, 2022) *Regional Travel Survey In-Depth Analysis*. **https://www.mwcog.org/documents/2022/04/22/regional-travel-survey-in-depth-analysis-featured-publications-regional-travel-survey/**

9 Federal Highway Administration. (2020) *Freight Analysis Framework*. **https://ops.fhwa.dot.gov/freight/freight_analysis/faf/**

10 American Public Transportation Association (2023). *Fourth Quarter 2023 Ridership Report*. **https://www.apta.com/wp-content/uploads/2023-Q4-Ridership-APTA-Update-1.pdf**

11 National Capital Region Transportation Planning Board staff collection and analysis of weekday ridership estimates reported by the region's transit operators. Ridership from 2019 is reported due to incomplete 2020 ridership data. 2023 average weekday ridership data comes from information reported to APTA. See 2023 annual ridership data is calculated using monthly ridership information sourced from the April 2024 NTD Monthly Ridership Time Series. See **https://www.transit.dot.gov/ntd/data-product/monthly-module-adjusted-data-release**

Cristina Finch/COG

Additionally, Amtrak connects people from the National Capital Region directly to places as far north as St. Albans, Vermont, and Boston, as far west as Chicago and as far south as New Orleans and Miami.

Metrorail ridership peaked in 2009 and remained stable through the early 2010s.[12] However, since 2015, ridership has declined, following national travel trends. The decline worsened due to COVID-19, with Metrorail ridership dropping from 229 million trips in 2019 to just 36.6 million in 2021. Commuter rail saw a similar decline, falling from 13.6 million in 2019 to 1.2 million in 2021.[13] Fortunately, ridership began to recover in 2022. By 2023, Metrorail reached over 144 million trips, and the commuter rail system recorded 5.2 million trips.[14]

An increase in residential and commercial density around many regional railway stations is yielding higher rail ridership. Throughout the rail network,

Adam Fagen/Flickr

underutilized properties near stations present opportunities for infill development, allowing for more vibrant communities to be built and for more people to take advantage of the region's valuable rail resources.

12 Unless otherwise noted, public transit ridership data comes from the following source: National Capital Region Transportation Planning Board. (2023) *2023 State of Public Transportation Report*. **https://www.mwcog.org/committees/regional-public-transportation-subcommittee/**

13 National Capital Region Transportation Planning Board. (2023) *2023 State of Public Transportation Report*. **https://www.mwcog.org/committees/regional-public-transportation-subcommittee/**

14 April 2024 NTD Monthly Ridership Time Series. See **https://www.transit.dot.gov/ntd/data-product/monthly-module-adjusted-data-release**

Bus Transit

The region boasts an extensive bus transit network providing mobility and connectivity to communities operated by 15 agencies. In 2023, 12 of these agencies facilitated over 450,000 local and commuter bus trips each weekday.[15] While these trips represent unlinked trips only, or vehicle boardings, many travelers combine multiple modes of transportation in a series of linked trips—often connecting to rail services—in a series of linked trips to reach their destinations.

Pierre Gaunaurd/COG

Elvert Barnes/Flickr

According to 2023 data from the National Transit Database (NTD), approximately 52 percent (141 million) of unlinked passenger trips in the region were by bus, making it the primary form of public transportation.[16] In 2023, of the 9.6 percent of commuters that used public transportation, approximately 35 percent rode bus transit per Census Bureau estimates.[17] Metrobus, operated by WMATA, accounted for 74 percent of bus ridership in the region, followed by 10 percent of riders using Ride On in Montgomery County.[18] Although the COVID-19 pandemic significantly impacted bus ridership, every agency has reported an increase in ridership since 2021.[19]

Community members with disabilities and other special needs are served by 11 paratransit services and over 100 other specialized transportation providers, offering on-demand and shuttle rides to complement fixed-route public transit. These paratransit services provide flexible mobility for any trip purpose. The largest of these is WMATA's MetroAccess, a shared-ride, door-to-door service designed to ensure accessibility and convenience for its passengers.

15 National Capital Region Transportation Planning Board staff analysis of average weekday unlinked passenger trips reported in the National Transit Database's Agency Profiles (2023). This does not include ridership data from DC Circulator, RTA of Central Maryland, VRT, or MTA. **https://www.transit.dot.gov/ntd/transit-agency-profiles**

16 National Capital Region Transportation Planning Board staff analysis of unlinked passenger trips reported in the National Transit Database's Agency Profiles (2023). This does not include ridership data from DC Circulator, RTA of Central Maryland, VRT, or MTA. **https://www.transit.dot.gov/ntd/transit-agency-profiles**

17 U.S. Census Bureau. (2023) *2023 American Community Survey 1-Year Estimates, Table B08301, Washington —Arlington, DC—VA—MD Urban Area* (2020). **https://data.census.gov/table/ACSDT1Y2023.B08301?g=400XX00US92242**

18 National Capital Region Transportation Planning Board staff analysis of unlinked passenger trips reported in the National Transit Database's Agency Profiles (2023). This does not include ridership data from DC Circulator, RTA of Central Maryland, VRT, or MTA. **https://www.transit.dot.gov/ntd/transit-agency-profiles**

19 National Capital Region Transportation Planning Board staff collection and analysis of weekday ridership estimates reported by the region's transit operators. Ridership from 2019 is reported due to incomplete 2020 ridership data. 2023 average weekday ridership data comes from information reported to APTA. See **https://www.apta.com/wp-content/uploads/2023-Q4-Ridership-APTA.pdf** 2023 annual ridership data is calculated using monthly ridership information sourced from the April 2024 NTD Monthly Ridership Time Series. See **https://www.transit.dot.gov/ntd/data-product/monthly-module-adjusted-data-release**

The region also benefits from 64 commuter bus routes operated by MTA Commuter Buses, Ride On, Fairfax Connector, OmniRide, and Loudoun County Transit. These services provide vital connections from communities such as Frederick, Maryland; Dale City, Virginia; and Leesburg, Virginia—as well as counties beyond the National Capital Region—to major employment centers including the Pentagon, Foggy Bottom, and Capitol Hill. High Occupancy Vehicle (HOV) lanes in Maryland, such as those on I-270 and U.S. 50, enhance the reliability of Ride On and MTA commuter bus routes.

On each weekday in Virginia, the I-495/395/95 Express Lanes carry approximately 1,200 bus trips, while the I-66 express lanes outside of the Beltway handle an average of 1,400 weekday bus trips.[20] The express lanes provide more reliable transit travel times, giving people a reliable alternative to personal vehicle trips.

Intercity buses operated by private providers, including Greyhound, Megabus, Peter Pan, and others connect the National Capital Region as far north as Boston, as far west as Chicago, and as far south as Miami. These buses serve thousands of trips daily operating from intercity stations or stops across the region.

Pedestrians

Walking is one of the most fundamental and widely used forms of transportation. Standard practices have evolved over the last few decades, and transportation investments now routinely include pedestrian accommodations for people to reach their destinations with ease.

NOTE: The terms “pedestrian” and “walking” in Visualize 2050 refer to people traveling by foot, using a wheelchair, a stroller, or similar mobility.

M.V. Jantzen/Flickr

The region values healthy, pedestrian-oriented, Americans with Disabilities Act (ADA)-accessible community design. Most local governments have adopted Complete Streets policies and routinely build sidewalks and related pedestrian accommodations with new developments and roads. The region is growing its network of off-road ADA-accessible multimodal trails, including the National Capital Trail Network, which featured 752 miles of trails as of 2023, which is almost 50 percent of the desired 1,549-mile network.[21]

Regionally, pedestrian transportation is concentrated in or around Regional Activity Centers (RACs)—locations identified in local government plans targeted for future household and employment growth. The density of people working and living near their destinations or in mixed-use areas naturally facilitates walking due to short distances and travel times. Where trip time and distance, in addition to other factors, lends itself to walking, people throughout the region choose to walk above using other modes. While pedestrian network enhancements continue to improve travel safety and ADA-accessibility, in general, people can walk to nearby places, if desired. As of 2019, about 3.3 percent of work trips in the region were pedestrian

20 Virginia Department of Transportation. (May 07, 2024) *I-495 Southside Express Lanes Project Response Letter to TPB Chair Christina Henderson and the Transportation Planning Board*.

21 National Capital Region Transportation Planning Board. (2023) *National Capital Trail Network 2023 Update, Progress Toward Completion*. **https://national-capital-trail-network-mwcog.hub.arcgis.com/**

trips.[22] Walking is fundamental to multimodal activity, and pedestrians who utilize another mode can accomplish longer distance trips more quickly.

Bicyclists & Micromobility

The region is a national leader in bicycle-friendly community design. Many community members choose to bike or use micromobility options for their commutes and daily trips, not only for convenience, but also for health and enjoyment. Among major U.S. cities, the District of Columbia ranks third in the percentage of bicycle commuters, with 3.3 percent of residents regularly biking to work—testament to the District's efforts to making biking a viable option for everyday travel.[23]

Mike Maguire/Flickr

Much of the increase in the share of bicycle trips over the last decade can be credited to continuous investment in bicycle infrastructure, as Complete Streets policies have been implemented in various forms across the region. Today, over 800 miles of bike paths and over 400 miles of bike lanes provide community members with convenient opportunities to choose cycling and micromobility options. Projects that convert vehicle lanes into bike lanes or build segments of the envisioned National Capital Trail Network are knitting neighborhoods across the region together with an integrated bicycle network.

Elvert Barnes/Flickr

The region's shared micromobility bicycle and scooter programs continue to be well used. Capital Bikeshare is the largest shared micromobility provider in the region. Since its inception in 2010 as one of the nation's first systems of its kind, Capital Bikeshare has grown from 1,100 bikes at 114 stations in the District of Columbia and Arlington County, to over 7,000 bikes at 770+ stations in eight jurisdictions today.[24]

Capital Bikeshare ridership has recovered and grown since the pandemic. At 4.4 million trips, 2023 was Capital Bikeshare's best year since inception.[25] The program introduced electronic bikes in 2018, providing travelers with a faster, less strenuous alternative to traditional bikes. Capital Bikeshare docks are conveniently located near most Metrorail stations, with nearly every station in DC, Arlington County, and the City of Alexandria having one within walking distance. In Fairfax, Montgomery, and Prince George's counties, most Metrorail stations are located within walking distance of a Capital Bikeshare station.

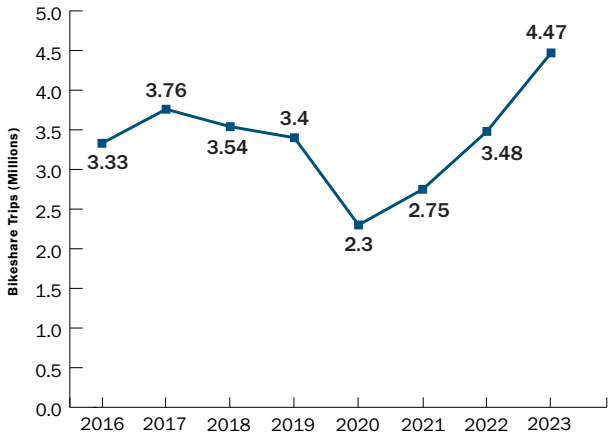
22 U.S. Census Bureau. (2020) *American Community Survey, 2015-2019 American Community Survey*. **https://www.census.gov/newsroom/press-kits/2020/acs-5-year.html**

23 Bike League. (2022) *Rates of Biking and Walking Benchmarking Report*. **https://data.bikeleague.org/data/cities-rates-of-active-commuting/**

24 Capital Bikeshare. (2024) *Capital Bikeshare DC*. **https://capitalbikeshare.com/**

25 National Capital Region Transportation Planning Board. (2024) *Dockless Bike and Scooter Share – Transportation – Events*. **https://www.mwcog.org/events/2024/06/03/dockless-bike-and-scooter-share-workshop-bicycling-bikesharing-complete-streets-walking/**

Figure 2.2:
Total Annual Capital Bikeshare Trips



Privately operated dockless e-scooter and e-bike services, offered by companies such as Lime, Lyft, Spin, and Veo, are also available in the District of Columbia, Arlington County, Alexandria, and the University of Maryland/College Park. These services see ridership levels comparable to Capital Bikeshare in these areas. DC leads with 12,000 e-scooters and 6,000 e-bikes in operation, followed by Arlington County with 1,800 e-scooters and 350 e-bikes, and Alexandria with 1,200 e-scooters and 100 e-bikes. With a larger fleet of vehicles, dockless micromobility accounts for the most shared micromobility trips in the region. The trips tend to be short—averaging 1.3 miles per trip for bikes and 0.9 miles for scooters.[26] These trends highlight the strength and continued growth of bicycle and micromobility transportation in the region.

Transportation Demand Management

Transportation Demand Management (TDM) promotes alternatives to solo driving to reduce traffic congestion and improve air quality. In the National Capital Region, the Commuter Connections program provides a range of commuter services, including ridesharing assistance, the Guaranteed Ride Home (GRH) program, and various commuter incentive programs that encourage carpooling, vanpooling, transit use, and active transportation. Among these services, SmarTrip transit benefits and transit/vanpool subsidies are the most widely used.[27] Additionally, collaboration with a regional network of 26 agencies has significantly reduced daily vehicle trips by nearly 100,000 and associated vehicle miles traveled (see Table 2.1).[28]

50 YEARS 1974-2024 COMMUTER CONNECTIONS
A SMARTER WAY TO WORK
commuterconnections.org

Table 2.1: Commuter Connections Program Daily Impacts 2020–2023

Measure	Reduction
Vehicle Trips	99,790
Vehicle Miles of Travel	1,855,412

The HOT and HOV travel networks in the region have also been effective in providing travelers with transit and carpooling alternatives and benefits. The Northern Virginia Transportation Commission's Commuter

26 National Capital Region Transportation Planning Board. (2023) *National Capital Trail Network 2023 Update, Progress Toward Completion*. **https://national-capital-trail-network-mwcog.hub.arcgis.com/**

27 National Capital Region Transportation Planning Board. (August 14, 2023) *2022 State of the Commute Survey Report*. **https://www.mwcog.org/documents/2023/08/14/state-of-the-commute-survey-report--carsharing-state-of-the-commute-telework-travel-surveys/**

28 Metropolitan Washington Council of Governments. FY 2021-2023 Commuter Connections Transportation Demand Management (TDM) Analysis Report. **https://www.mwcog.org/documents/2023/11/21/commuter-connections-transportation-demand-management-tdm-analysis-report-carsharing-commuter-connections-commuting/**

Choice program has invested $108 million from Virginia's express toll lane revenues in public transit and other transportation projects since 2017.[29]

Employer-provided commute services play a crucial role in encouraging employees to choose alternative transportation options over driving alone. Employees with access to free parking are more likely to drive alone, whereas those without free parking are more inclined to use various alternative modes. This is especially true for transit use. According to the 2022 State of the Commute survey, transit mode share among respondents without free parking was 18 percent when no commute benefits or services were offered—but increased to 36 percent when such benefits were available.[30]

Joshua Roberts, International Monetary Fund/Flickr

The COVID-19 pandemic significantly impacted the use of TDM strategies in the region. By 2022, 66 percent of regional commuters were teleworking at least occasionally—nearly double the 35 percent reported in 2019. Meanwhile, transit mode share declined across all geographic and demographic groups for commuting.[31] As the region continues to recover from the pandemic, more employers have implemented policies for in-office work requiring employees to commute for some or all workdays resulting in a mix of benefits and burdens personally and regionwide. Throughout the transitions, TDM strategies have continued to deliver positive benefits, helping to support more transportation options and reduce congestion.

Surface Connections to Airports

Three major commercial airports—Baltimore/Washington International Thurgood Marshall (BWI), Ronald Reagan Washington National (DCA), and Washington Dulles International (IAD)—serve the region and, as shown in Figure 2.3, together handled more passengers in 2023 than pre-pandemic with over 38 million annual passenger boardings, distributed nearly evenly among them.[32]

Rachel Beyerle/COG

29 Northern Virginia Transportation Commission (NVTC). (2023) *Commuter Choice 2023 Annual Report*. **https://novatransit.org/uploads/Projects/CommuterChoice/CCReport2023.pdf**

30 Footnote 28 National Capital Region Transportation Planning Board. (August 14, 2023) *2022 State of the Commute Survey Report*. **https://www.mwcog.org/documents/2023/08/14/state-of-the-commute-survey-report—carsharing-state-of-the-commute-telework-travel-surveys/**

31 Footnote 28 National Capital Region Transportation Planning Board. (August 14, 2023) *2022 State of the Commute Survey Report*. **https://www.mwcog.org/documents/2023/08/14/state-of-the-commute-survey-report—carsharing-state-of-the-commute-telework-travel-surveys/**

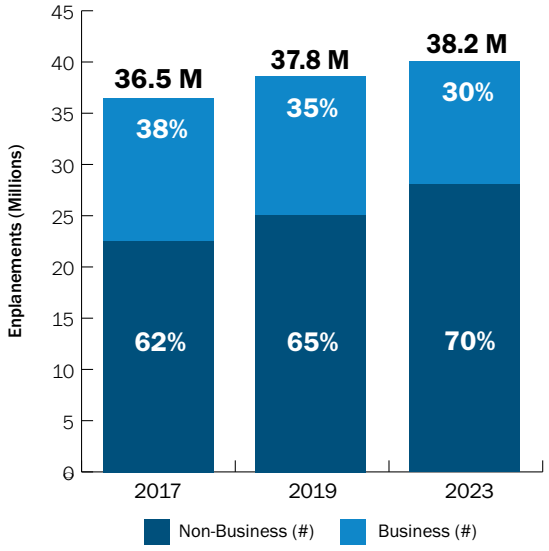
32 Total enplanement data for DCA and IAD come from the Metropolitan Washington Airports Authority (MWAA) and total enplanement data for BWI comes from the Maryland Aviation Administration.

In 2023, most air travelers began their trips from private residences (61 percent) or hotels and motels (31 percent).[33]

In 2023, private cars remained the most common mode of ground access to airports in the region, accounting for 45 percent of trips. However, there was a notable difference in usage between home and non-home locations, with 55 percent of trips from home originating by private car, compared to just 11 percent from non-home locations. The use of ridehail or transportation network companies (TNCs) like Uber and Lyft to reach the airports has steadily increased, rising from 14 percent in 2017 to 26 percent in 2023 as a percentage of airport ground access trips. Among passengers traveling from non-home locations to the airport, 37 percent used TNCs, while 28 percent of home-origin trips used TNCs. TNC usage has grown at all three major airports, while taxi use has steadily declined, particularly since 2019.

Between 2017 and 2023, the share of airport ground access trips made by passengers on non-business travel rose from 62 percent to 70 percent, while the share of trips by passengers on business travel declined from 38 percent to 30 percent.[34] These trends, as illustrated in Figure 2.3, could be partly attributed to the impacts of COVID-19, which allowed more business activities to be conducted remotely. The increase in leisure travel may also reflect more improved financial conditions for many individuals and a heightened desire to travel in the post-pandemic era.

Figure 2.3: Air Travel Trips



The share of passengers using transit to access airports remained largely stable from 2019 to 2023, with no change at BWI (4 percent), a slight decrease at DCA (13 to 12 percent), and an increase at IAD (3 to 5 percent). DCA has long been served by Metrorail, while the 2022 opening of the Silver Line added service to IAD likely leading to the increase in transit use at that airport. BWI is directly accessible from the National Capital Region on rail via MARC and Amtrak.

Pipelines

Pipeline networks support the movement of freight travel, particularly natural resources and commodities in the energy sector, due to their efficiency and cost effectiveness. By using pipelines, the demand for space on interstate highways and rail systems is reduced, easing congestion and allowing for more efficient use of other transportation modes.

33 Unless otherwise noted, air travel data comes from the following source: National Capital Region Transportation Planning. (2023) *2023 Washington Baltimore Regional Air Passenger Survey*. **https://www.mwcog.org/transportation/planning-areas/airports/casp-elements/air-passengers/**

34 National Capital Region Transportation Planning. (2023) *2023 Washington Baltimore Regional Air Passenger Survey*. **https://www.mwcog.org/transportation/planning-areas/airports/casp-elements/air-passengers/**

The Colonial and Plantation pipelines serve the National Capital Region and are part of the network of petroleum, natural gas, offshore well, and product pipelines that carry more than 48 million tons of freight annually, making pipelines the second-most used freight mode in the region by weight after truck freight.[35] Compared to the proportion of freight movement nationally, the region's nearly 22 percent of total freight moved by pipeline is greater.[36] The reliable movement of fuel through these pipelines directly impacts the ability of individuals to consistently access fuel for motor vehicles.

Cory Hancock, International Monetary Fund/Flickr

Waterways

The Potomac River is a scenic, navigable waterway in the region, though only a limited number of commodities, either by weight or value, are transported by water. Typically, goods that are less time-sensitive or difficult to move by land are transported along the Potomac River. The Port of Baltimore and the Port of Virginia, the region's closest major ports, are outside the TPB's freight analysis framework.[37]

In addition to freight, the Potomac River is home to passenger water vessels. The Potomac Water Taxi operates from March to December, providing transportation options for travelers between The Wharf and Georgetown in the District of Columbia, Alexandria City Marina in Virginia, and National Harbor in Maryland. In 2023, more than 15,000 trips were made up and down the Potomac River between these destinations, carrying over 260,000 passengers with the most popular routes those carrying passengers to and from Alexandria to destinations in Maryland and District of Columbia.

Emma K Alexandra/Flickr

35 Federal Highway Administration. (2020) *Freight Analysis Framework*. **https://ops.fhwa.dot.gov/freight/freight_analysis/faf/**

36 Air quality conformity analysis of Visualize 2050, using the Gen2/Ver. 2.4.6 Travel Model and the Round 10 Cooperative Forecasts of land activity. National Capital Region Transportation Planning Board. (2023) *2023 National Capital Region Freight Plan Update*. **https://www.mwcog.org/documents/2023/07/19/national-capital-region-freight-plan-freight/#:~:text=The%20draft%202023%20Update%20to,by%20the%20TPB%20in%202016**

37 Staff analysis of 2023 City Cruise Potomac Water Taxi passenger count data.

Chapter 3:
Current Transportation System Performance

The National Capital Region has an extensive, multimodal transportation network with new components continuously being added to improve system performance. Despite these advancements, people experience challenges when moving throughout the region. Challenges create barriers to achieving shared regional goals, but they also show planners and decision-makers where to focus and prioritize collective improvement efforts and limited resources.

Regional transportation challenges include multimodal accessibility of destinations, congestion's effect on roadway and transit travel time reliability, safety while navigating the transportation system, infrastructure and equipment maintenance, and managing transportation system operations efficiently. These challenges, particularly for public transportation, walking, and bicycling, have rendered travel by personal automobile the most used means of navigating the region, effectively limiting alternatives for both residents and visitors. The TPB works to address these challenges by both building upon the existing foundation and creating opportunities to make changes to the system in an effective, efficient, and sustainable manner.

The TPB has adopted a set of goals to guide its work on addressing the region's transportation challenges. The TPB is also guided by federally required or regionally developed targets related to transportation and other sectors such as land use, environment, and economy. The TPB tracks the system's performance using a set of measures to assess progress towards these adopted goals and targets. This chapter reports on the performance of the current transportation system and the extent to which TPB is meeting its goals and targets. The findings allow the region to reflect on past transportation investments and policies, as well as a few non-transportation strategies (e.g., land use), and identify changes to the approaches to help the region address the remaining challenges in a manner that will sustain and enhance the system into the future. Chapter 5 presents planned investments to improve current conditions, and Chapter 7 identifies key challenges beyond what this plan can accomplish.

NOTE: As one reviews this chapter, 2022 represents a period in the region when the travel and commute patterns were beginning to readjust after the massive disruption to travel caused by the 2020 COVID-19 pandemic. The pattern of travel prior to the pandemic was disrupted and has yet to be re-established. As available at the time of this writing, observed data is provided in this chapter; where observed data is not available, modeled data is provided for the base year, 2025.

Access

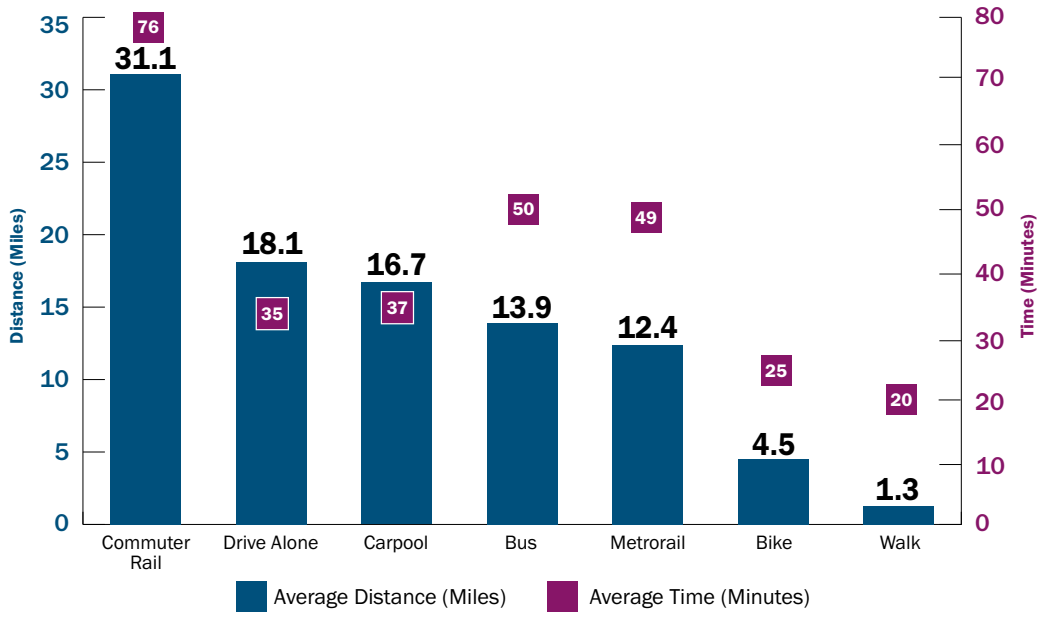
Accessibility to destinations is a fundamental need shared by everyone and is often measured by the ease with which a person can access various destinations by one or more modes of travel, such as auto or transit, during a defined period. Whether the purpose of the trip is to get to work, meet family and friends, or interact with services, there are plenty of reasons people need to travel, and the region's transportation system offers many options, though there is still room to improve destination accessibility.

NOTE: When referenced in this section, the accessibility analysis uses travel time information from the TPB's Regional Travel Demand Forecasting Model (TDFM), the Gen2/Ver. 2.4.6 Travel Model, and land use information comes from the COG Cooperative Forecasts (Round 10.0).

Many people travel to work, and much of this travel occurs in the A.M. and P.M. peak periods. The TPB's 2022 State of the Commute Survey identified average commute distance and commute times by primary mode as shown in Figure 3.1.[1]

1 Metropolitan Washington Council of Governments (August 14, 2023). *2022 State of the Commute Survey Report*. **https://www.mwcog.org/documents/2023/08/14/state-of-the-commute-survey-report--carsharing-state-of-the-commute-telework-travel-surveys/**

Figure 3.1: Average Commute Distance and Commute Time by Primary Mode



Commuter rail has the longest average travel distance (31 miles) and average travel time (76 minutes) per commute. The mode of travel with the second longest commutes by distance is Drive Alone while Bus and Metrorail have second longest commutes by time. Travelers generally choose a mode of travel based on travel time, travel cost, or convenience.

Drivers and Passengers

Most residents in the region use personal motor vehicles as their primary mode of transportation, driving, or sharing rides to reach their daily destinations. Access to jobs by auto varies throughout the region and is influenced by travel conditions and people's proximity to jobs.

According to the current accessibility analysis, in 2025, on average about one million jobs are accessible by auto within 45 minutes for a resident of the region, during the A.M. peak period.[2] The distribution (by traffic analysis zone) of accessibility to jobs by auto is shown in the map, **Current and Future Accessibility to Jobs**.[3]

A vast majority, 92 percent, of the households in the region have one or more motor vehicles available, with 39 percent owning two, 34 percent having one, and 19 percent with three or more vehicles (Figure 3.2).[4] Whether by choice or necessity, eight percent of regional households do not own a vehicle. Within the core, where density and transportation options are among the highest in the region, about one-quarter of households have no vehicle available.[5]

2 System performance analysis of Visualize 2050, 2025 simulation, which made use of the Gen2/Ver. 2.4.6 Travel Model and the Round 10 Cooperative Forecasts of land activity.

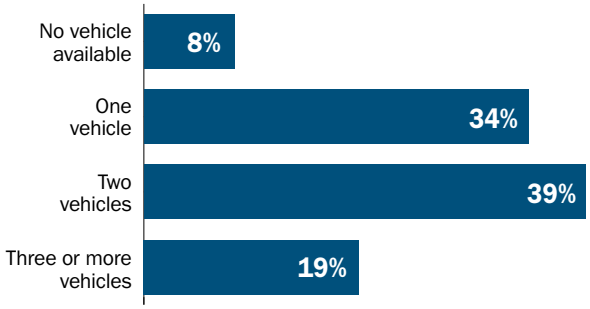
3 TPB (2025). *Visualize 2050: Access to Jobs by Auto (A.M. Peak, 45-Minute Commute)* [Interactive Map]. **www.mwcog.org/V50JobAccessForecastMap**

4 National Capital Region Transportation Planning Board (2019). *2017/18 Regional Travel Survey*. **https://www.mwcog.org/transportation/data-and-tools/household-travel-survey/**

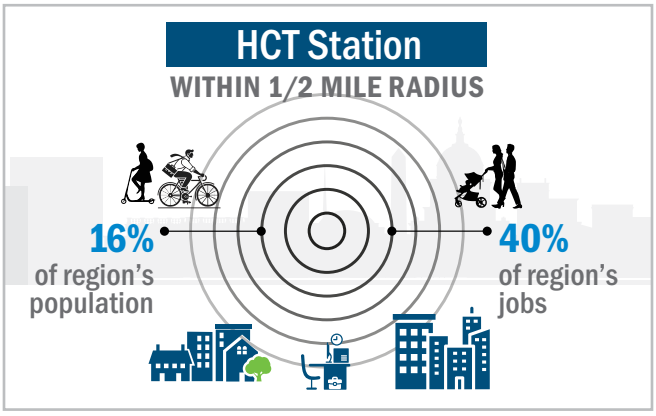
5 National Capital Region Transportation Planning Board (April 22, 2022). *Regional Travel Survey In-Depth Analysis*. **https://www.mwcog.org/documents/2022/04/22/regional-travel-survey-in-depth-analysis-featured-publications-regional-travel-survey/**

The 2023 vehicle registration data indicates there are approximately 4.2 million registered motor vehicles in the region.[6]

Figure 3.2: Household Vehicle Ownership in the Region



The choice to travel by auto is affected by many other considerations including vehicle availability, driving ability, convenience, weather, distance, cost, or the number of people or things to transport. The housing location choice, which is also dependent on several factors, affects the travel mode choice. Living further away from multimodal transportation options makes it more challenging to reach opportunities and daily needs without access to a vehicle. Vehicle ownership presents high fixed costs that not everyone can afford. The development and investment legacy has led to a high reliance on personal automobile travel in the inner and outer jurisdictions. The region demonstrates the effectiveness of investing in public transportation and development more conducive to active modes of travel, especially in its core jurisdictions where well-connected multimodal options offer attractive alternatives to personal auto use and ownership.



Rail and Bus Transit Riders

The region's HCT system is nationally recognized and frequently used by residents, employees, and visitors to access destinations every day.[7] Intercity and commuter rail and bus service—often combined with local transit travel—are available options, though multi-modal transit trips may involve longer wait times and indirect routes, resulting in lengthy trips.

According to the TPB's current accessibility analysis, in 2025, on average about 400,000 jobs are accessible by transit within 45 minutes for a resident of the region during the A.M. peak period, much less than the one million accessible by auto travel with the same travel time. This is because 40 percent of the region's jobs are located within a half mile of HCT transit stations while only 16 percent of the population reside within this area.[8] The varying levels of job accessibility by transit is shown in the map, **Current and Future Accessibility to Jobs**.[9]

Transit service is designed to provide access to many opportunities in the region, which enhances the region's economic competitiveness. For example, low-income households in the region have relatively good access to bus stops, with 74 percent living within a quarter mile of a stop compared to only

6 National Capital Region Transportation Planning Board Technical Committee (October 4, 2024). *Agenda Item 9: Analysis of 2023 Vehicle Registration Data*.

7 HCT, often used synonymously with fixed-guideway transit, is defined as Metrorail, commuter rail, light rail, streetcar, and bus rapid transit (BRT).

8 System performance analysis of Visualize 2050, 2025 simulation, which made use of the Gen2/Ver. 2.4.6 Travel Model and the Round 10 Cooperative Forecasts of land activity.

9 TPB (2025). *Visualize 2050: Access to Jobs by Transit (A.M. Peak, 45-Minute Commute)* [Interactive Map]. **http://www.mwcog.org/V50JobAccessForecastMap**

Pierre Gaunaurd/COG

Low-income households have better access to bus stops and transit service with a 15-minute or better frequency compared to the whole region.

60 percent of the region overall. Additionally, 31 percent of low-income households have access to transit service with a 15-minute or better frequency during the morning peak period, compared to only 21 percent for the whole region. Low-Income household transit access on the weekend, defined as midday Saturdays with thirty-minute service, is 46 percent compared to 32 percent for the whole region.[10]

The travel needs of people with disabilities are often served with paratransit or on-demand services. This form of public transportation often provides door-to-door service from origin to destination, making transit a more viable option by connecting all parts of the trip. Curbside management and optimized ADA design features improve connections at transit stops. WMATA's MetroAccess is the largest paratransit operator but many of the local bus systems in the region provide this service as well. Additionally, there are several public serving non-profit organizations that provide such a service including those that are supported by funding from the TPB's Enhancement Mobility program. The full list of specialized service providers is included in the ***List of Stations, Systems, and Providers (2023)*** available on the Visualize 2050 website.

Challenges with transit in the region do exist, a survey conducted during the DMV*Moves* Initiative identified distance to and from transit stops and service frequency as top challenges when using rail transit. For bus transit riders, service frequency is identified as a bigger challenge in the core and inner suburbs whereas distance to and from stops is a bigger challenge for people in outer suburbs.[11] The variety of transit providers, fare systems, and travel modes can also make it difficult for visitors and residents to navigate transfers and estimate total trip costs. The DMV*Moves* Initiative aims to improve fare integration, traveler information, and the overall user experience across the region.

Pedestrians

An interconnected network of sidewalks, shared-use paths, and trails allows residents to travel short distances without the need for a car, transit trip, or bicycle. In urban areas and many of the Regional Activity Centers (RACs), pedestrian facilities and low traffic speeds support walking. According to the 2017-2018 Regional Travel Survey, the District of Columbia, Arlington County, and City of Alexandria boast walk shares ranging from 17 to 33 percent. In the region's inner suburban jurisdictions, where most of the region's travel originates, 6 to 9 percent of all trips are made by foot, primarily concentrated in

10 National Capital Region Transportation Planning Board (October 19, 2022). *Agenda Item 9: Bus Transit Service Equity Study.* **https://www.mwcog.org/events/2022/10/19/transportation-planning-board/**

11 DMV*Moves* Initiative (October 2024). DMV*Moves Survey*. **https://dmvmoves.org/wp-content/uploads/2024/12/DMVMoves_SurveyReport_FullDeck_Oct-16.pdf**

areas with well-integrated pedestrian infrastructure such as RACs and job centers.

To improve access to transit throughout the region, the TPB adopted Resolution R4-2021 approving a list of 49 Transit Access Focus Areas (TAFAs). The TAFAs include transit stations that have the greatest potential for increasing ridership through improved pedestrian access.

(National Capital Region Transportation Planning Board (July 22, 2020). Agenda Item 10 – Action: Approval of Regional List of Transit Access Focus Areas. https://www.mwcog.org/events/2020/7/22/transportation-planning-board/)

The National Capital Trail Network, discussed in Chapter 2, provides a regional off-street system that makes walking a safe and accessible option, particularly for residents who live within proximity to the network. Approximately 63 percent of residents and 72 percent of jobs are within a half mile from the existing portions of the network.[12] Additionally, 125 of the region's 145 RACs are located within this same distance of the existing trail network, further enhancing connectivity and access to key destinations.[13] Wide street crossings, long distances to destinations, unmet mobility accommodations, high-speed roadways, and aggressive or speeding drivers are some of the many barriers to walking for community members.

Bicyclists & Micromobility

Throughout the region, there are dense networks of on-street bicycle facilities and shared micromobility fleets (bicycles and scooters) connecting housing and jobs. RACs are places more likely to have access to a variety of bicycle facility types including shared-use paths, buffered and protected bike lanes, cycle tracks, protected intersections, and exclusive bus/bicycle lanes. Shared micromobility fleets and facilities play a significant role in serving shorter trips within the core jurisdictions of DC, Arlington, and Alexandria including Capital Bikeshare (traditional and e-bikes), dockless scooters, and dockless e-bikes.

Shared micromobility ridership has been growing rapidly. Capital Bikeshare had a record 6,097,896 trips in 2024, while private dockless e-bike and e-scooter systems had over one million riders in the month of July.[14]

Neighborhoods around downtown DC within easy biking/micromobility distance to many employment opportunities have the highest bike mode share in the region, with bike commute rates ranging from 10 to 15 percent.[15] Census tracts adjacent to existing

BeyondDC/Flickr

12 Staff analysis of National Capital Region Transportation Planning Board (February 21, 2024). *Agenda Item 8: National Capital Trail Network Update Approval*. **https://www.mwcog.org/events/2024/2/21/transportation-planning-board/** (May 16, 2025). See here for mapping resource: **https://national-capital-trail-network-mwcog.hub.arcgis.com/**

13 Staff analysis of source in footnote 12 (National Capital Trail Network Update) and Metropolitan Washington Council of Governments (May 14, 2025). *RACs Maps*. **https://www.mwcog.org/documents/2025/05/14/regional-activity-centers-maps-activity-centers-land-use-region-forward/** (May 28, 2025).

14 National Capital Region Transportation Planning Board (June 30, 2025). *Dockless Micromobility Workshop Agenda Item 2: DDOT Dockless Micromobility and Capital Bikeshare*. **https://www.mwcog.org/events/2026/6/30/dockless-micromobility-workhsop/**

15 National Capital Region Transportation Planning Board (May 18, 2022). *Bicycle and Pedestrian Plan for the National Capital Region*. **https://www.mwcog.org/documents/2022/05/18/bicycle-and-pedestrian-plan-for-the-national-capital-region--bicycling-bike-to-work-day-bikesharing-walking/**

segments of the National Capital Trail Network, such as the C&O (Frederick County, Montgomery County, and DC), the W&OD (Arlington County, Fairfax County, and Loudoun County), and the Mt. Vernon Trails (Fairfax County, Arlington County, and Alexandria) tend to have higher levels of bicycling compared to surrounding suburban tracts.

However, bicycling is not a feasible mode of transportation for many community members due to safety concerns and connectivity challenges. Identified barriers include a lack of direct and complete routes, insufficient protected bike lanes, limited access to shared-use paths/trails, and the absence of showers at work or school.[16]

Remote Access

During the pandemic, services and jobs had to adapt to stay-at-home policies. Today, the tools developed during the pandemic are still widely used and provide important options for many people. Time can be saved for certain tasks, trips taken can be reduced, and people now have opportunities to access services remotely without needing to travel.

TELEWORK

Many workers in the region sometimes telework instead of physically traveling to their place of employment. In 2022, 66 percent of regional commuters said they teleworked at least occasionally compared to 35 percent of commuters in 2019.[17] As a result of pandemic telework patterns, employers have adopted a variety of policies: some continue to offer full teleworking, others provide hybrid schedules with both in-office and teleworking options, and some have returned entirely to the office.

The pandemic presented a unique opportunity to observe the effects of widespread teleworking on the region's transportation system. Looking ahead, the challenge lies in balancing the benefits of teleworking with the benefits of in-person collaboration in addition to the need to support and enhance public transit.

TELEHEALTH

The use of telehealth also increased during the pandemic. Today, it continues to be an option with more prevalence than before the pandemic. Telehealth provides access to healthcare without having to travel, making it easier and saving time for people with barriers to transportation to get the care they need.

VIRTUAL LEARNING

Similar to telehealth, students of all ages transitioned to online learning environments. The change in routine transportation of students across the region eliminated the need for the public bus services and reduced trips for parents. Although in-person schooling returned, virtual learning services continue to provide access to education without having to travel. This has expanded opportunities for people to earn college degrees while working, attend distant universities with online programs, and provide supplemental education for children.

ONLINE SHOPPING

The rise in online shopping and smartphone app-based delivery services has replaced trips to stores and restaurants. This was especially true at the peak of the pandemic, when 70 percent of survey respondents said their online ordering increased, and 58 percent said they expected their online shopping habits to continue even one year after the pandemic was over.[18] Years after the pandemic peak, online shopping remains widespread with consumers increasingly demanding fast delivery.

16 National Capital Region Transportation Planning Board (March 16, 2021). *Voices of the Region Survey Report*. **https://www.mwcog.org/documents/2021/03/16/voices-of-the-region-survey-visualize-2045/**

17 Metropolitan Washington Council of Governments (August 14, 2023). *2022 State of the Commute Survey Report*. **https://www.mwcog.org/documents/2023/08/14/state-of-the-commute-survey-report--carsharing-state-of-the-commute-telework-travel-surveys/**

18 National Capital Region Transportation Planning Board (March 16, 2021). *Voices of the Region Survey Report*. **https://www.mwcog.org/documents/2021/03/16/voices-of-the-region-survey-visualize-2045/**

Rachel Beyerle/COG

As the trend of online shopping continues to increase, vehicle delivery types will change over time. More recently, there has been an increase in the number of delivery drivers using mopeds and scooters, especially in core urban areas of the region. Planning decisions may need to more thoughtfully consider class 1 vehicle types (all two or three-wheeled motorized vehicles) when redesigning streets. These smaller vehicles, delivery trucks, and vans are competing for limited roadway and curbside space and exacerbating curbside management challenges. In the long run, this trend could significantly impact regional planning, prompting shifts from conventional delivery vehicles to drones or smaller vehicles, reimagining street designs to meet evolving demands, and adopting land use policies that address changes in retail space needs.

Overall, the benefits of remote access have been realized and are being applied as needed to meet personal and business goals. Higher levels of remote access than pre-pandemic are anticipated to continue given the knowledge and tools now available.

Reliability & Congestion

Every day, people and goods travel millions of miles along the region's roads and rails to reach their destinations. On roads alone in 2025, the region experiences 122 million daily vehicle miles traveled.[19] Traffic congestion in the nation's capital is common; it requires people to make choices about when, how, or even whether to travel. More time spent traveling means less time for other activities and can impact personal budgets, heighten stress, and raise business costs.

Travel times are often longer due to expected congestion or non-recurring events. When unexpected delays occur, the resulting unreliability can jeopardize timely arrivals. People or goods may arrive late having spent more time traveling than intended, potentially causing negative consequences.

Roadways

Roadway congestion impacts the majority of the region's travelers and is frustrating even when it is expected and common. Even though only 10 percent of all roadway lane miles were congested daily when considering both A.M. and P.M. peaks in 2023, congestion was concentrated on interstates and experienced by many people.[20] Despite the long commutes, across all trip types and times of day, the average daily delay is estimated by the TPB's travel demand model to be 4.1 minutes in 2025, suggesting that shorter trips tend to be more time reliable and occur on non-interstate roads that are less prone to congestion.[21]

19 System performance analysis of Visualize 2050, 2025 simulation, which made use of the Gen2/Ver. 2.4.6 Travel Model and the Round 10 Cooperative Forecasts of land activity.

20 National Capital Region Transportation Planning Board (November 19, 2024). *2024 Congestion Management Process (CMP) Technical Report*. **https://www.mwcog.org/documents/2024/11/19/congestion-management-process-cmp-technical-report-congestion-congestion-management-process/**

21 System performance analysis of Visualize 2050, 2025 simulation, which made use of the Gen2/Ver. 2.4.6 Travel Model and the Round 10 Cooperative Forecasts of land activity.

PERFORMANCE IS MEETING TPB-APPROVED TARGETS.

PERFORMANCE IS NOT MEETING TPB-APPROVED TARGETS.

Highway Travel Time Reliability in 2022

66.2%
of Interstates with Reliable Travel Times 59.6% target (2022)

89.2%
of Non-Interstates with Reliable Travel Times met 77.6% target (2022)

2.31
Truck Travel Time Reliability Index met 2.59 target (2022)

Even though congestion slows traffic, it can still provide predictable travel times, helping people plan their day. Travel time reliability (TTR) is primarily influenced by highway system demand and daily decisions made by millions of drivers, rather than by deficiencies in the highway infrastructure itself. Additionally, delays caused by weather, incidents, roadwork and major construction projects can affect reliability.

The overall trends indicate travelers typically need to budget twice as much time during peak travel periods (6:00 -10:00 A.M. and 3:00 -7:00 P.M.) compared to non-peak periods to ensure on-time arrivals.[22] Looking back, interstate TTR improved significantly from 58.2 percent in 2018 to 85.8 percent in 2020 due to people's reduced travel during the COVID-19 pandemic.[23] Since 2020, interstate travel and congestion have increased and interstate TTR has declined while still performing better than pre-pandemic levels. The 2022 predicted performance

Travel time on the region's major roads is generally reliable. Travelers should plan for twice as much time when travelling during peak periods compared to nonpeak periods.

Rachel Beyerle/COG

of at least 59.6 percent of interstate roadways with reliable travel time was met with an observed 66.2 percent of travel on interstates being reliable.

In addition to affecting TTR, congestion negatively impacts freight delivery. In 2016, the American Transportation Research Institute (ATRI) estimated that nationally, congestion added over $74.5 billion in operational costs and resulted in 1.2 billion hours of delay.[24] Additionally, delays can create challenges for truck drivers who are subject to federal driving time limits and mandated breaks but face a truck parking shortage. Both the 2015 Virginia Truck Parking Study and the 2020 Maryland Statewide Truck Parking Study note a lack of truck parking in the vicinity of the National Capital Region.

22 National Capital Region Transportation Planning Board (November 19, 2024). *2024 Congestion Management Process (CMP) Technical Report*. **https://www.mwcog.org/documents/2024/11/19/congestion-management-process-cmp-technical-report-congestion-congestion-management-process/**

23 National Capital Region Transportation Planning Board Technical Committee (June 7, 2024). *Item 6: PBPP Highway Asset and Travel Reliability 2022-2025*. **https://www.mwcog.org/events/2024/6/7/tpb-technical-committee/**

24 American Transportation Research Institute (October 2018). *Cost of Congestion to the Trucking Industry: 2018 Update*. **https://truckingresearch.org/2018/10/cost-of-congestion-to-the-trucking-industry-2018-update/**

Non-interstate National Highway System roads (e.g., major arterials) have experienced declining TTR since 2021 due to the rebound in automobile travelers and recurring post-pandemic congestion. As of 2022, non-interstate congestion was better than pre-pandemic levels when TTR of 89.2 percent met the target goal of 77.6 percent.[25]

Truck TTR and Peak Hour Excessive Delay also follow similar trends where performance for both measures remain better than pre-pandemic levels and has met set targets.[26] The percentage of non-single occupancy vehicle travel on the National Highway System increased from 37 percent in 2019 to 44.3 percent in 2022.[27]

Highway Delays in 2022

13.1
Annual Hours per Capita of Peak Hour Excessive Delay met 22.4 hours target

44.3%
Non-SOV Travel on the National Highway System met 37.3% target

Targeted spot improvements and the gradual expansion of the highway system have resulted in a regional transportation network where travel demand is consistent with travel reliability. Targeted improvements include innovative intersection designs that have made a positive impact to relieve congestion along corridors and at spot locations. A recent example is the Diverging Diamond Interchange at Prince William Parkway and Balls Ford Road completed in 2023.

Prince William County Police Department

Through the Congestion Mitigation and Air Quality (CMAQ) program, the TPB estimates total emissions reduction (kg/day) for VOCs and NO_x for projects funded through this program. The two-year target for FFY 2022-2023 of 0.610 kg/day for VOCs and 2.830 kg/day for NO_x was met, with funded projects achieving emissions reductions of 2.866 kg/day for VOCs and 3.093 kg/day for NO_x.

Air Quality in 2022-2023

CMAQ projects reduce VOCs by 2.866 kg/day met the emissions reduction target of 0.610 kg/day

CMAQ projects reduce NO_x by 3.093 kg/day met the emissions reduction target of 2.830 kg/day

More information about air quality can be found in Chapter 4.

25 National Capital Region Transportation Planning Board Technical Committee (June 7, 2024). *Item 6: PBPP Highway Asset and Travel Reliability 2022-2025*. **https://www.mwcog.org/events/2024/6/7/tpb-technical-committee/**

26 Peak hour excessive delay (PHED) is typically defined as annual hours of person time per capita spent at a speed of 20 miles per hour or less on the National Highway System during peak morning and evening periods.

27 National Capital Region Transportation Planning Board Technical Committee (June 7, 2024). *Item 6: PBPP Highway Asset and Travel Reliability 2022-2025*. **https://www.mwcog.org/events/2024/6/7/tpb-technical-committee/**

Bus Transit

Most buses in the region operate in mixed traffic with cars, making their reliability highly dependent on overall traffic conditions. Relieving roadway congestion not only improves general traffic flow but also benefits bus transit by maintaining trip predictability and reducing bus bunching at stops.

Recent infrastructure investments have successfully alleviated some of the impacts of roadway congestion. On I-66, the completion of express lanes to Gainesville, VA enabled the addition of new and enhanced bus operations by reducing traveler delays and operating costs, ultimately improving reliability and increasing ridership. Similarly, the growing Bus Rapid Transit (BRT)/Transitway network provides communities with more dependable travel times and an improved rider experience, as seen with Montgomery County's Flash BRT on Route 29. Additionally, technology-driven solutions such as transit signal priority and queue jumps at intersections in the District of Columbia have further improved bus operations in congested areas.

I-66 Express Mobility Partners

Congestion affects not only roadway conditions but also conditions onboard transit vehicles. Buses can become overcrowded during rush hours; however, higher frequency service and larger buses have helped mitigate overcrowding on some corridors.

In addition, expanded fleets and central bus storage/layover sites in core areas and Activity Centers are critical in providing efficient, on-time service. Examples include WMATA's Northern Bus Garage reconstruction project and the new Arlington Operations and Maintenance Facility.

Railways

Rail transit users may experience congestion from on-board overcrowding or delays due to track capacity where different rail lines share space, such as the Metrorail Blue/Orange/Silver lines corridor between Virginia and the District of Columbia. Even though rail crowding has not been as prevalent in the post-pandemic environment, return to office mandates have increased the number of commuters on transit services during peak periods.

Overcrowding is especially present during rush hours on Metrorail lines in the regional core, where it can be difficult for passengers to board or ride comfortably. Multimodal transit centers historically encounter congestion due to high volumes of passengers including the Gallery Place-Chinatown and Metro Center Metrorail stations and at Union Station, the region's largest transportation center, where passengers may line the interior corridors waiting to board Amtrak trains.

BeyondDC/Flickr

MARC and VRE trains each share track space with Amtrak and freight cars, presenting timing and congestion challenges that come with sharing critical space. For example, the two-track Long Bridge over the Potomac River is the largest freight/passenger rail bottleneck on the east coast and carries both VRE and Amtrak traffic. Where and when demand is high, insufficient track capacity leads to delays.

Rail transit reliability is also often impacted by maintenance work or incidents that require trains to single track until resolved. Extreme weather conditions can further disrupt service, with excessive heat forcing speed restrictions and delays while flooding or fallen trees can halt or delay rail operations.

Safety & Security

In 2023, vehicles in the region traveled over 44 billion miles, alongside countless unmeasured miles by pedestrians and cyclists. While the region has achieved some of its safety targets, persistent challenges continue to make the desired safety performance difficult to attain.[28] Addressing the complex issues of traveler behavior, such as distraction, impairment, speeding, and seat belt use requires ongoing efforts to enhance safety outcomes and reduce risks for all travelers and maintenance and operations personnel.

As emphasized at an October 2024 Regional Safety Summit, traveler safety and security are a priority for the TPB. Members have repeatedly expressed great concern over the number of traveler fatalities and serious injuries in the region. Aside from traffic-related fatalities and injuries, emergencies in transportation are also tied to major disasters and extreme weather, cybersecurity threats, political related emergencies, and crime.

Drivers, Passengers, Pedestrians, and Bicyclists

The safety of all roadway users continues to be a significant concern regionally and nationally. Between 2018 and 2022, the number of fatalities increased by an average of 6.1 percent annually while the fatality rate [fatalities per vehicle miles traveled (VMT)] increased by 7.8 percent per year. Between 2019 and 2020 alone, the fatality rate increased by 30.2 percent despite a decrease in VMT due to COVID-19 restrictions.[29]

The increase in the number and rate of roadway fatalities in the region reflected national trends. During to COVID-19 mitigation efforts, more people stayed at home and fewer vehicle trips were made. It has been suggested that reduced congestion and other factors led more people to speed and drive aggressively; impaired driving was also a contributor to the fatality increases. While the implementation of safety countermeasures has improved safety at individual locations, addressing changes in driver behavior has been identified as essential to reducing fatalities, serious injuries, and rates per 100 million VMT, which as of 2022 did not meet the five-year rolling average targets.

Fatalities and Serious Injuries in 2018-2022

335 roadway fatalities did not meet the maximum 253 target
0.804 fatality rate did not meet the maximum 0.588 target
2,214.6 roadway serious injuries did not meet the maximum 1,889.7 target
5.305 serious injury rate did not meet the maximum 3.867 target (5-yr. rolling average, 2018-2022)

28 National Capital Region Transportation Planning Board (2023). *2023 Vehicle Miles Traveled Data Analysis*. **https://rtdc-mwcog.opendata.arcgis.com/datasets/ae0be1d6d98b461faf2359cae8178214/about**

29 National Capital Region Transportation Planning Board (November 15, 2023). *Item 7: Draft Annual Regional Transit and Highway Safety Targets*. **https://www.mwcog.org/file.aspx?&A=3ZPRcfh6jIhFvvAXToy5UrvfrZE0D9T%2fmmyChS4IqXw%3d**

Pedestrians and bicyclists are the most vulnerable road users, as even minor contact with a higher-speed vehicle or traveler can lead to severe consequences. A new, concerning trend has been that pedestrian and bicyclist fatalities are becoming a larger portion of all roadway fatalities. From 2008 to 2017, the region had a near constant number of pedestrian fatalities. However, since 2018, pedestrian fatality numbers have increased and remain elevated compared to previous years.[30] In addition, over the five-year period from 2018 to 2022, non-motorist (pedestrian and bicyclist) fatalities and serious injuries initially declined by 20 percent from 2018 to 2020 but then surged by 44 percent from 2020 to 2022 during the COVID-19 pandemic.[31]

Non-Motorist Fatalities and Serious Injuries in 2018-2022

549.8 non-motorist fatalities and serious injuries did not meet the maximum 492.4 target (5-yr. rolling average, 2018-2022)

Common infrastructure improvements such as sidewalks, pedestrian priority crossing signals, cycle tracks, and bike lanes have been effective at providing dedicated spaces for pedestrians and bicyclists within roadway right-of-way, making walking and biking safer. Street improvement projects have incorporated countermeasures such as narrow lanes, chicanes, and bus bulbs to help reduce vehicle speeds. Where destination proximity exists and off-road right-of-way has been attained, off-road shared-use trails have provided attractive transportation alternatives to reach destinations.

Despite these infrastructure improvements, the number of pedestrian and bicyclist fatalities and serious injuries do not meet target levels. While many TPB member agencies have adopted Vision Zero or similar "zero deaths" goals and policies, significant challenges persist.

Rail and Bus Transit Riders

The safety and security of rail and transit riders is fundamental. Public transportation providers that are Federal Transit Administration (FTA) Section 5307 funding recipients and subrecipients, including WMATA, PRTC, VRE, and transit systems in the District of Columbia and suburban Maryland, collect and analyze data to establish and report transit safety targets and performance annually to improve safety and security on and around transit operations.

Fatalities in 2022

✓	**No fatalities** on Streetcar, Commuter Bus, Demand, Response and Vanpools
!	**2 fatalities** on Heavy Rail did not meet target of 0 (0.004 fatalities per revenue vehicle mile did not meet 0 target rate)
	4 fatalities on Urban Bus did not meet target of 0 (0.01 fatalities per revenue vehicle mile did not meet 0 target rate)

In 2022, the region met its safety targets of having no fatalities on Streetcar Rail, Commuter Bus, Demand Response, and Vanpools but did not meet its safety targets for Heavy Rail and Urban Bus.

30 National Capital Region Transportation Planning Board (November 20, 2024). *Item 7: Draft Annual Regional Transit and Highway Safety Targets*. **https://www.mwcog.org/file.aspx?&A=wZwn2fYVNUxTz7dVkRHBKhY9ryNN1yJzyQVO3wL6h9Q%3d**

31 National Capital Region Transportation Planning Board (November 15, 2023). *Item 7: Draft Annual Regional Transit and Highway Safety Targets*. **https://www.mwcog.org/file.aspx?&A=3ZPRcfh6jIhFvvAXToy5UrvfrZE0D9T%2fmmyChS4IqXw%3d**

Injuries in 2022

✓	**81** injuries met no more than 255 injuries target for Heavy Rail (0.15 met 0.29 target rate)
✓	**257** injuries met maximum 268 injuries target for Urban Bus (0.45 met 0.49 target rate)
✓	**0** injuries met no more than 4 injuries target on Commuter Bus (0 met 0.06 target rate)
✓	**35** injuries met maximum 46 injuries target on Demand Response (0.17 met 0.24 target rate)
✓	**0** injuries met no more than 4 injuries target on Vanpools (0 met 0.04 rate)
!	**1** injury did not meet 0 injuries target on Streetcar Rail (0.82 did not meet 0 target rate)

Additionally, in 2022, the region had no injuries or fewer than expected injuries on all transit modes except Streetcar Rail. Rates shown are per 100,000 revenue vehicle miles.

Major Safety Events in 2022

✓	**No major safety events** met the target for Vanpools
✓	**252** major safety events met 404 targets for Urban Bus (0.44 met 0.74 target rate)
!	**3** major safety events did not meet target of 2 for Commuter Bus (0.04 did not meet 0.03 target rate)
!	**7** major safety events did not meet target of 4 for Streetcar Rail (5.72 did not meet 0.27 target rate)
!	**103** major safety events did not meet target of 23 for Heavy Rail (0.19 did not meet 0.04 target rate)
!	**63** major safety events did not meet target of 39 for Demand Response (0.31 did not meet 0.20 target rate)

For the number of safety events, the 2022 data showed that the region met its targets for vanpools and urban buses but did not meet the targets for the other transit modes.[32]

Transit staff and customers benefit from the same roadway countermeasures that improve safety for private drivers and passengers, as well as updated vehicle safety features, driver training, and routine maintenance of transit vehicles and tracks. Other ongoing transit safety enhancements include bus stop placement and improvements, along with curbside management. Increased demand for use of the curb requires coordination to maintain safe, easy, and accessible transit vehicle boarding and alighting for customers at bus stops, particularly for customers with mobility needs.

32 National Capital Region Transportation Planning Board (November 15, 2023). *Item 7: Draft Annual Regional Transit and Highway Safety Targets*. **https://www.mwcog.org/file.aspx?&A=3ZPRcfh6JlhFvvAXToy5UrvfrZE0D9T%2fmmyChS4IqXw%3d**

Due to the public nature and infrastructure footprint of public transportation, the personal security of transit staff and customers is a more unique challenge when compared to the risks posed in and around a private vehicle. Improvements to increase riders' personal safety, such as increased presence of security officers, have been correlated to a decrease in crime even while Metrorail and Metrobus ridership increased.[33]

BeyondDC/Flickr

Maintenance

The National Capital Region's extensive transportation network demands consistent maintenance to uphold the high infrastructure standards travelers rely on. Proper upkeep of roads, transit vehicles, shared mobility devices, and public rights-of-way are essential for ensuring traveler safety and maintaining reliable travel times. Overall, the region is successfully meeting most of its maintenance performance targets.[34]

Roadways

Many state and local employees work tirelessly to keep the region's roadways in good condition, performing tasks ranging from repaving and landscaping to major structural replacements. The TPB tracks the acceptability of roadway maintenance based on pavement conditions, which can be interactively viewed in the **Maintenance of Roadways and Bridges** map.[35]

Online Resource

Federal regulations require State DOTs and MPOs to set targets every four years for pavement in good condition and in poor condition (not to exceed), for the Interstate system and for the rest of the National Highway System (NHS). In 2018, the TPB set targets for 2021—the most recent year for which actual performance data is now available.

In 2021, 55.2 percent of the region's pavement lane miles were in good condition, meeting the target of 44.8 percent. With only 0.1 percent of interstate pavement miles in poor condition, the region also met its target of no more than 1.6 percent.[36]

The target to not exceed 7.0 percent for non-interstate pavement miles in poor condition was met in 2021 with 4.7 percent. However, non-interstate pavement miles in good condition did not meet the minimum target of 31.1 percent as actual performance was 24.3 percent.[37]

33 Washington Metropolitan Area Transit Authority (Feb 21, 2024). *Metro enhances safety with increased police patrols on trains and buses, more than 30,000 cameras in use systemwide*. [News Release]. **https://wmata.com/about/news/Metro-enhances-safety-with-increased-police-patrols-on-trains-and-buses.cfm**

34 National Capital Region Transportation Planning Board (June 2024). *Highway Asset Performance Measures* [Interactive Map]. **https://trap-mwcog.hub.arcgis.com/apps/40ecfeb4cc604dd78583b7ecf12f18cc**

35 TPB (2025). Visualize 2050: Maintenance of Roadway and Bridges [Interactive Map]. **www.mwcog.org/V50RoadAndBridgeMaintenanceMap**

36 National Capital Region Transportation Planning Board Technical Committee (June 7, 2024). *Item 6: PBPP Highway Asset and Travel Reliability 2022-2025*. **https://www.mwcog.org/events/2024/6/7/tpb-technical-committee/**

37 National Capital Region Transportation Planning Board Technical Committee (June 7, 2024). *Item 6: PBPP Highway Asset and Travel Reliability 2022-2025*. **https://www.mwcog.org/events/2024/6/7/tpb-technical-committee/**

Highway Assets in 2021

55.2% of Interstate Pavement in Good Condition met minimum 44.8% target (2021)	**24.3%** of Non-Interstate Pavement in Good Condition did not meet the minimum 31.1% target (2021)
0.1% of Interstate Pavement in Poor Condition met maximum 1.6% target (2021)	**4.7%** of Non-Interstate Pavement in Poor Condition met maximum 7.0% target (2021)

When major pavement replacement projects occur, they can impede traffic flows by causing temporary delays in lane reductions or roadway closures. Despite the inconvenience, maintaining roadway pavements and clear rights-of-way are crucial for user safety and predictable surface and sightline conditions.

Rachel Beyerle/COG

Bridges

Bridges in the region provide critical links across physical obstacles to connect communities along roadways, railroads, and trails. Within the interstate system, bridges function as links across natural barriers, passages over railroads, and as connections to other freeways.

In 2023, there were 1,443 bridges on the National Highway System in the region. The current deck area conditions of the region's bridges can be explored in the **Maintenance of Roadways and Bridges** map.[38] Recent maintenance replacements and rehabilitations such as the 11th Street Bridge in DC, the Frederick Douglass Bridge, and the Arlington Memorial Bridge have been effective in keeping travelers moving efficiently.

Online Resource

While the region's bridge deck conditions declined between 2018 and 2021, improvements were observed in 2022 and 2023. By 2023, the region met its target of 26.1 percent for interstate bridge deck area in good condition, achieving 41.2. Similarly, the 2023 target of keeping poor bridge deck area below 3.7 percent was met, with only 1.8 percent of bridges classified as poor condition.[39] Recent maintenance work since 2019 and 2020 have contributed to these improvements in bridge conditions.

Bridge Assets in 2023

41.2% Interstate Bridge Deck Area in Good Condition met minimum 26.1% target (2023)
1.8% Interstate Bridge Deck Area in Poor Condition met maximum 3.7% target (2023)

38 TPB (2025). Visualize 2050: Maintenance of Roadway and Bridges [Interactive Map]. **www.mwcog.org/V50RoadAndBridgeMaintenanceMap**

39 National Capital Region Transportation Planning Board Technical Committee (June 7, 2024). *Item 6: PBPP Highway Asset and Travel Reliability 2022-2025*. **https://www.mwcog.org/events/2024/6/7/tpb-technical-committee/**

Balancing the need for bridge reconstruction with the demands of a heavily congested highway segment is a significant regional challenge. As aging infrastructure requires ongoing attention to maintain a reliable travel network, routine maintenance, rehabilitation, and eventual replacement are essential investments to ensure continued mobility over physical barriers.

The American Legion Memorial Bridge, connecting Maryland and Virginia on I-495, is over 62 years old and is a regional priority for replacement. Extensive repairs—including rehabilitation of the deck and concrete replacement—are necessary to maintain this Potomac River crossing in a state of good repair.

Virginia Department of Transportation/Flickr

Rail and Bus Transit

Availability, reliability, and safety are hallmarks of efficient public transportation service and form the foundation for a positive transit passenger experience. The TPB transit asset management (TAM) performance analysis aims to ensure that regional buses and trains are well-maintained and run safely.

The age and conditions of fleets and rolling stock are contributors to state of good repair. Buses, vans, autos, locomotives, and other rail vehicles are examples of rolling stock, also known here as revenue vehicles. Non-revenue service vehicles include cranes, lifts, and tow trucks. Fixed-guideway infrastructure includes rail signals, tracks, and systems. Stations, parking garages, and terminals are types of stations and facilities. By setting these targets, the region creates benchmarks for how all its combined transit assets should be maintained in order to support a good state of repair and quality service.

BeyondDC/Flickr

Most revenue vehicles in the region are in good shape as they are being procured and delivered on a planned schedule. Several asset classes of rolling stock which have higher TAM targets are also types of vehicles that are more prominent in agency fleets across the region, such as buses, cutaway buses, vans, and over-the-road buses. Some of

these vehicles are also more challenging to procure quickly than in the past due to a smaller number of manufacturers available to provide them. As a result, some agencies may continue using revenue or service vehicles past their useful life benchmark (ULB) until replacements can be acquired.

Percent of revenue vehicles in 2022 at or past their useful life benchmark

✓	Articulated Bus (2.1% met maximum 2.5% target)
✓	Bus (6.1% met maximum 6.9% target)
✓	Over-the-road Bus (8.1% met maximum 12.4% target)
✓	Automobile, Commuter Rail Locomotive, Commuter Rail Passenger Coach, Heavy Rail Passenger Car, Light Rail Vehicle (0% met 0% target)
✓	Minivan and Sports Utility Vehicle had no 2022 targets.
!	Cutaway (6.6% did not meet maximum 0.7% target)
!	Van (41.6% did not meet 0% target)

The region's specially designed steel wheel service vehicles for use on railways in 2022 met the 46.3 percent target with only 23.3 percent at or past their useful life benchmark. Service automobiles, trucks and other rubber tire vehicles did not meet their targets in 2022.

Percent of service vehicles in 2022 at or past their useful life benchmark

✓	Steel Wheel Vehicles (23.3% met maximum 46.7% target)
!	Automobiles (44.1% did not meet maximum 41.8% target)
!	Trucks and other Rubber Tire Vehicles (34.2% did not meet maximum 25.0% target)

In 2022, no streetcar rail track miles were under performance restrictions. For heavy rail track segments, 4.3 percent were under performance restrictions, which was just over the regional target of 3.5 percent.

Percent of rail track miles under performance restriction in 2022

✓	Streetcar Rail (0% met maximum 5% target)
!	Heavy Rail (4.3% did not meet maximum 3.5% target)

Lastly, most of the region's rated transit facilities did meet their set targets in 2022 of having a condition assessment below three.[40] One reason for this is new construction. For example, many new facilities have opened since 2021 including:

- OmniRide's Western Bus Maintenance and Storage Facility (2021).
- Metrorail's Dulles Railyard (2021).
- Transit Services of Frederick County's administrative and maintenance facility (2021).

40 National Capital Region Transportation Planning Board (March 15, 2022). *Item 9: PBPP Transit Asset Management Targets*. **https://www.mwcog.org/events/2022/3/16/transportation-planning-board/**

- Ride On's Brookville Smart Energy Bus Depot for battery-electric buses (2022).
- MARC's Riverside Heavy Maintenance Facility (2022).
- VRE's Lifecycle Overhaul and Upgrade Facility (LOU) (2023).
- Fairfax County Monumental Drive Commuter Parking Garage and Transit Center (2024), and
- Arlington Transit Operations and Maintenance Facility (2024).

Though all these facilities serve transit vehicles operating in the region, two are located outside the area: MARC Riverside—Baltimore, MD, and VRE's Life Overhaul and Upgrade—Spotsylvania County, VA.

Percent of facilities with a condition assessment below 3 in 2022 at or past their useful life

✓	At-Grade Fixed Guideway Station (0% met maximum 4.1% target)
	Bus Transfer Center (0% met maximum 4.1% target)
	Elevated Fixed Guideway Station (0% met maximum 4.1% target)
	Other, Passenger or Parking (0% met maximum 4.3% target)
	Parking Structure (0% met maximum 4.3% target)
	Surface Parking Lot (0% met maximum 4.3% target)
!	Underground Fixed Guideway Station (4.3% did not meet maximum 4.1% target)

Since 2015, WMATA has been upgrading its rolling stock from the 6000 series, introduced in 2006, to the 7000 series and, by 2027, plans to introduce the 8000 series cars.[41] These regular car upgrades ensure that Metro's rolling stock consistently features rail cars well within their useful lifespan. This commitment to modernizing transit extends beyond rail, as Fairfax County's Connecter fleet is also embracing upgrades with the introduction of battery-powered buses to replace aging combustion engine models.

System Management

Transportation system management offers an integrated approach to planning, engineering, and operating existing facilities. This approach maximizes a system's full-service potential and ultimately enhances the efficiency, safety, and reliability of the transportation network. Because system management makes use of existing infrastructure without increasing the physical footprint, it offers cost-effective and expedited implementation of solutions. The strategies are coordinated with others across multiple jurisdictions, agencies, and modes, making it an important regional tool.

Daily operations of the region's transportation network are monitored through the Metropolitan Area Transportation Operations Coordination (MATOC) Program, which was created following the September 11, 2001, attacks. For over two decades, the MATOC Program has enabled transportation agencies to share information, plan, and coordinate with each other to improve regional mobility and safety by responding to incidents and clearing the problem as quickly as possible.

Roadways

System management is often applied to roadways where investments in operations technologies and

41 Washington Metropolitan Area Transit Authority (2024). *Metro's Fleet of the Future*. **https://www.wmata.com/initiatives/plans/Fleet-Of-The-Future/index.cfm**

Upon being notified of the January 29, 2025 mid-air collision, Metropolitan Area Transportation Operations Coordination (MATOC) staff monitored traffic on Potomac River commuter corridors and tracked potential lane closures due to planned events/road work, unrelated incidents, or plane crash response efforts. MATOC staff notified the Operations Subcommittee and Transit Task Force to coordinate the anticipated operations and service plans.

functional design help move and smooth traffic without adding roadway capacity. Many roadway operations technologies exist, including dynamic congestion or parking pricing, ramp metering, managed/reversible lanes, traveler information communication, traffic surveillance, and coordinated or smart traffic signals.

For example, operations technologies such as parking pricing in DC is helping to address the competing parking needs of various groups, reduce congestion, and promote the use of public transit during peak periods. District Department of Transportation introduced the Performance Parking Zone in the greater U Street area as a demand-based pricing approach that leverages historical parking data to adjust rates and manage parking availability, leading to price differences by time of day.[42] Similarly, congestion pricing along segments of I-495, I-395, and I-95 in Virginia have High-Occupancy Toll (HOT) lanes that use demand-based roadway pricing to maintain highway speeds and manage congestion.

Curb space management has become particularly valuable as the region has experienced an increase in delivery drivers and ride-hailing services on top of routine stock deliveries. In addition, outdoor restaurant seating, transit stops, and street parking are competing for the same space. Alexandria's Curb Data Specifications Pilot is an innovative approach to curbside management. By merging data from meters, garages, and other parking payment systems, a digital map for curb zones provides real-time occupancy data that displays parking availability and dynamically prices parking based on demand.

Cristina Finch/COG

Traveler information programs such as Maryland Department of Transportation's Coordinated Highways Action Response Team (CHART)[43] and Virginia 511[44] provide travelers with reliable, current traffic and road closure information, as well as weather related traffic events and conditions. Programs such as these allow drivers to choose the safest and most efficient routes to their destinations.

42 District Department of Transportation (December 3, 2024). DDOT Announces Implementation of New Greater U Street Performance Parking Zone. **https://ddot.dc.gov/release/ddot-announces-implementation-new-greater-u-street-performance-parking-zone**

43 Maryland Department of Transportation (n.d.). *CHART Web Maryland 511 Traveler Information Service*. **https://chart.maryland.gov/**

44 Virginia Department of Transportation (2025). *511 Virginia*. **https://www.511virginia.org/**

Functional design of roadways also greatly influences system management. Alternative intersection, interchange, and other street designs are implemented to retrofit roadways and provide more efficient vehicle movement. Street designs commonly found in the region's more densely populated areas, such as bike lanes and narrower intersections with tighter turning radii, pose challenges for trucks maneuvering turns and can obstruct access for pedestrians and cyclists during deliveries. As more trucks operate in the region's dense urban areas and deliver goods to homes on residential streets, the negative aspects of freight, such as unwanted noise, pollutants, and vibrations from the vehicles present challenges to communities.

Rail and Bus Transit

For rail and bus transit, systems management aims to improve the flow of passengers and freight, improve operations management, and optimize service schedules to make the best use of existing resources. Service frequency, hours of service, and routes are examples of choices made by the region's transit agencies to best meet public needs. Many solutions take place in a transit agency's operations control center where common challenges such as peak hour overcrowding or disruptions from non-recurring traffic events are addressed through continuous network monitoring.

The WMATA Better Bus Network planning initiative, launched in 2022 and implemented in 2025, is a notable example of system management. Many other smaller system efficiencies at each of the region's transit agencies are gained by routinely evaluating system operations.

Emma K Alexandra/Flickr

Every day, approximately 30 freight trains move through the heart of the region, sharing tracks with passenger trains and bringing unique challenges that require ongoing coordination and planning.[45]

Critical system management actions for rail include ensuring preparedness for emergency responses in case of an incident, evaluating safe rerouting options for hazardous materials, maintaining the integrity of rail lines and bridges, and balancing freight rail operations with the quality of life for nearby communities.

In Maryland, key corridors are shared by MARC, Amtrak, CSX, and Norfolk Southern, making it essential to manage bottlenecks and ensure safety, especially as efforts continue to improve freight rail access to the Port of Baltimore. Likewise, in Virginia, freight trains share tracks with Amtrak and VRE, prompting recent agreements with CSX that will allow Virginia to acquire hundreds of miles of tracks and right-of-way. This acquisition will enable the expansion of passenger rail services while maintaining critical freight operations, supporting both regional mobility and economic growth.

45 District of Columbia Department of Transportation (March 17, 2023). *District Freight Plan Update*. **https://www.transportation.gov/sites/dot.gov/files/2023-12/DC_DDOTFrtPlan_2023.06.12.pdf**

Chapter 4:
Societal Topics

Visualize 2050 comes at a critical turning point in history. During the COVID-19 pandemic, the region saw drastic changes in economic activity and travel behavior. As the region enters a new chapter, post COVID-19, many societal topics related to transportation today and in the future are at the forefront of people's minds including the economy, environment, public health, and emerging technologies.

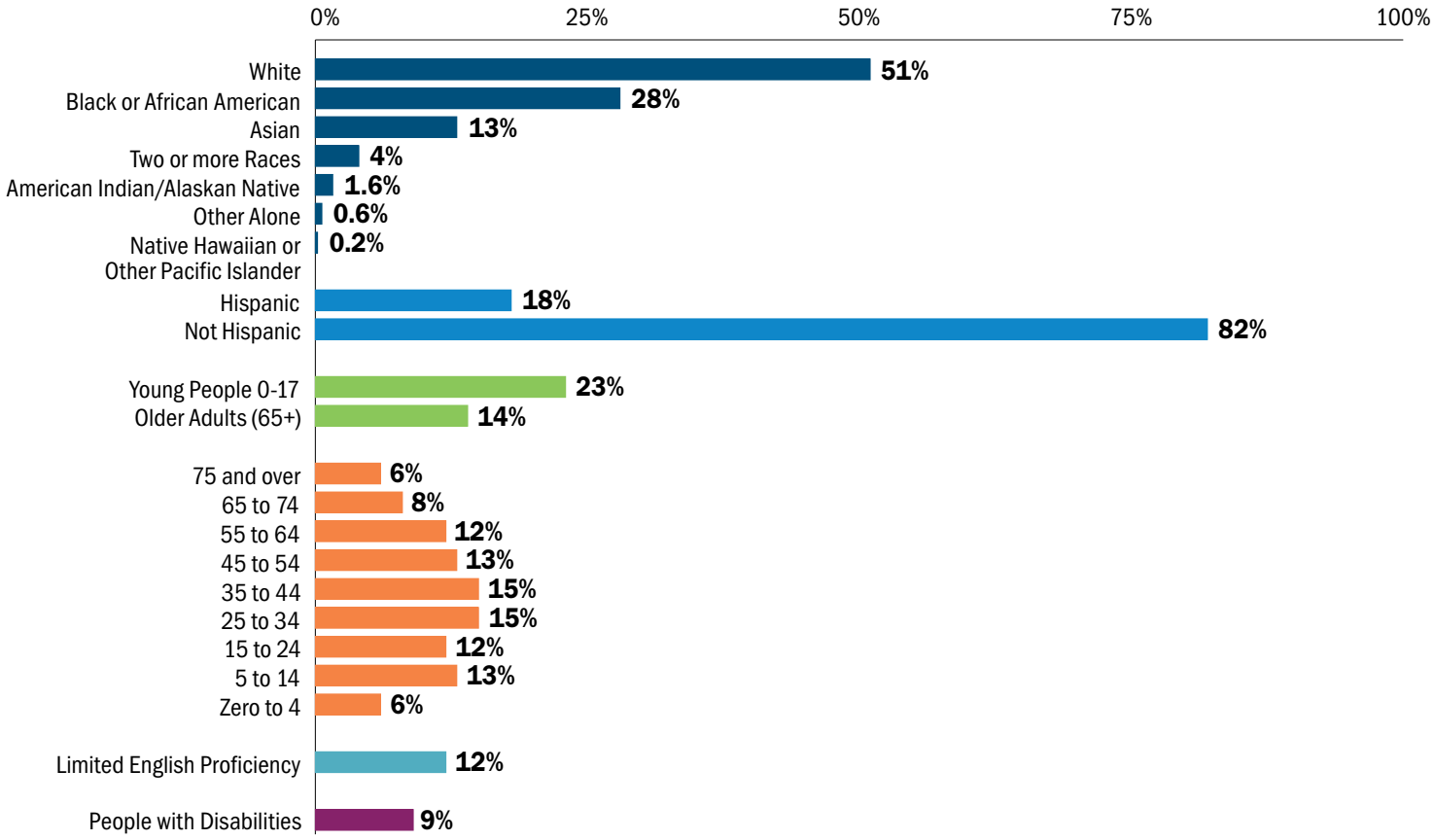
Economy

The people who live and work in the National Capital Region (see Chapter 1 for planning area) power an economy whose influence extends far beyond the region's borders—across the country and around the world. A comprehensive understanding of the economy—including the population's characteristics, the region's housing market, and employment landscape—is essential for strategically planning the future transportation system.

Population and Demographics

Today, approximately 5.95 million people of all backgrounds, ages, and abilities live in a region spanning approximately 3,500 square miles across 22 jurisdictions. Figure 4.1 provides a summary of population demographics.[1] Young people 17 and under comprise 23 percent of the population while older adults 65+ make up 14 percent. Residents with limited English proficiency comprise 12 percent, and nine percent of people live with a disability.

Figure 4.1: Regional Demographics, Current Percent of Population



1 U.S. Census Bureau (2023). American Community Survey (ACS) 5-Year Estimates Data Profiles – Selected Social Characteristics. **https://data.census.gov/table/ACSDP5Y2023.DP02?q=dp02&g=010XX00US** and Demographic Characteristics. **https://data.census.gov/table/ACSDP5Y2023.DP05?q=dp05&g=010XX00US**

Easterseals/NADTC

Population Growth
Today: 5.95M
2050: 7.18M
+21%

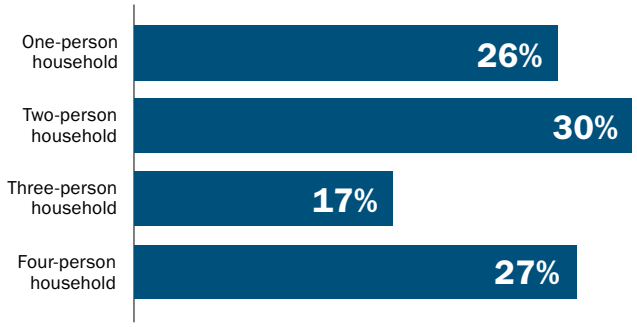
Although unforeseen disruptions, like COVID-19 or workforce reductions may occur, by 2050, the population is projected to reach over 7.18 million people, marking a 21 percent increase over 2025. Future growth will contribute to the region's quality of life and influence transportation options for both current and future residents. By 2050, Fairfax County (including City of Fairfax and City of Falls Church) and the District of Columbia are forecasted to gain the most community members, gaining 201 thousand and 147 thousand, respectively.[2]

Households and Housing

Household Growth
Today: 2.25M
2050: 2.80M
+24%

More than 2.25 million households call the National Capital Region home. As shown in Figure 4.2, two-person households are the most prevalent (30 percent), followed by households with four or more people (27 percent), one-person households (26 percent), and three-person households (17 percent).[3] The number of households is expected to rise to 2.80 million by 2050, an increase of 24 percent.[4]

Figure 4.2: Regional Household Sizes



Seventy percent of households reside in single-family homes, with 51 percent in detached houses and 20 percent in attached homes like townhouses (Figure 4.3). The remaining 30 percent live in multifamily housing. As the region continues to add people, the resulting increase in housing demand will drive residential and household growth through 2050. Homeownership is prevalent as over two-thirds (71 percent) of households own their home, while just over a quarter (27 percent) are renters (Figure 4.4). The remaining 1.7 percent is categorized as other.[5]

2 National Capital Region Transportation Planning Board (November 3, 2023). Growth Trends: Cooperative Forecasting in Metropolitan Washington. **https://www.mwcog.org/documents/2023/11/03/growth-trends-cooperative-forecasting-in-metropolitan-washington-cooperative-forecast-featured-publications-growth--development/**

3 National Capital Region Transportation Planning Board (January 2021). *2017/2018 Regional Travel Survey*. **https://www.mwcog.org/documents/2021/02/11/regional-travel-survey-technical-documentation/**

4 National Capital Region Transportation Planning Board (November 3, 2023). Growth Trends: Cooperative Forecasting in Metropolitan Washington. **https://www.mwcog.org/documents/2023/11/03/growth-trends-cooperative-forecasting-in-metropolitan-washington-cooperative-forecast-featured-publications-growth--development/**

5 National Capital Region Transportation Planning Board (January 2021). *2017/2018 Regional Travel Survey*. **https://www.mwcog.org/documents/2021/02/11/regional-travel-survey-technical-documentation/**

Figure 4.3: Home Type

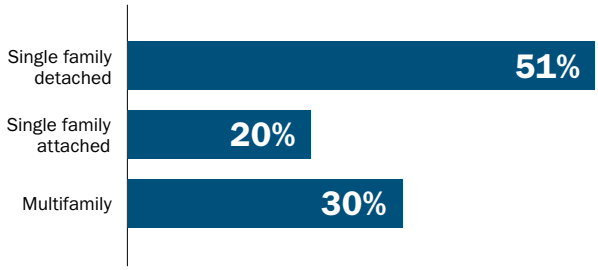
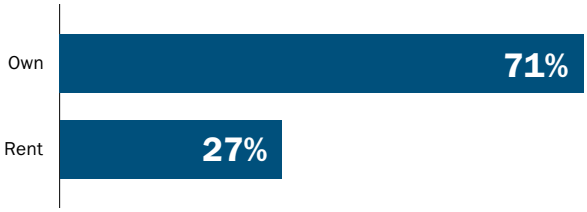


Figure 4.4: Housing Tenure



More nuanced trends in household characteristics are seen when examining the difference between the region's core, inner suburban, and outer-suburban geographies. In the core, one-person households make up the majority, over half of all households reside in multifamily housing, and approximately half are renters. Two-person households are most prevalent in the inner and outer suburbs. Since 2007-2008, the share of people living in single-family detached housing has decreased, and the share of people living in multifamily and rental housing has increased in the core and inner suburbs.[6]

Housing Affordability

The region offers highly rated schools and access to jobs in a stable economy, making it an attractive place to call home. However, housing remains unaffordable for many people, as rents in the region are high compared to the median income of renters. At the end of 2022, median rents in multifamily buildings were between 27 and 39 percent of median renter income.[7] Moreover, the COG Fair Housing Plan survey found that 84 percent of respondents faced difficulties finding affordable housing that was also up to code.[8] This financial burden is particularly severe for people with low incomes and/or with disabilities.

High costs to acquire land, escalating costs of construction materials, and prohibitive land use controls that hinder affordability and higher-density development are some of the many challenges to achieving more affordable housing in the region. Beyond rental affordability, home ownership is also difficult to attain for many people because of high costs and low supply of housing, forcing many into long commutes in search of affordable housing. Homeownership and access to affordable housing are also difficult due to a history of exclusionary zoning. Most of the region's residential land is zoned exclusively for single family homes, which artificially limits supply, creates barriers to opportunity, and increases housing costs for all.[9] Without the additional construction of homes to purchase, many people lack the opportunity to build financial stability.

To improve access to code-compliant and affordable homes, many local governments in the region have increased funding for housing, pursued zoning changes to allow for more varied housing options, and added requirements for affordable housing in new developments. In 2017, the TPB determined that additional housing in Activity Centers and near

6 National Capital Region Transportation Planning Board (January 2021). *2017/2018 Regional Travel Survey*. **https://www.mwcog.org/documents/2021/02/11/regional-travel-survey-technical-documentation/**

7 Percentage of median rents of median renter income vary depending on the number of bedrooms in a unit. See Metropolitan Washington Council of Governments (March 26, 2024). *Multifamily Rental Housing Construction Indicators Report*: **https://www.mwcog.org/documents/2024/03/26/multifamily-rental-housing-construction-indicators-report-housing-multifamily-rental-housing-featured-publications/**

8 Metropolitan Washington Council of Governments (November, 2023). *Metropolitan Washington Regional Fair Housing Plan*. **https://www.mwcog.org/documents/2023/11/15/metropolitan-washington-regional-fair-housing-plan-equity-fair-housing-housing/**

9 Pew Charitable Trusts (January 22, 2024). *How Restrictive Zoning in Virginia Has Hurt Housing Affordability*. **https://www.pew.org/en/research-and-analysis/articles/2024/01/22/how-restrictive-zoning-in-virginia-has-hurt-housing-affordability**

HCT stations would improve transportation system performance.[10] In 2019, COG endorsed a set of regional housing targets for 2030: increase the amount of units constructed, ensure 75 percent of all new housing is in RACs or HCT stations, and ensure 75 percent of new housing is affordable to low- and middle-income households. Progress toward this is being made; in 2022 about 40 percent of all multifamily rental units were built within a half-mile walk from a Metrorail station, and about 78 percent of new units were located within one of the 141 Insert Regional before Activity Centers or near a HCT station.[11]

Employment and Income

For the region's 3.4 million workers, commuting is a daily necessity that drives the economy forward. While the COVID-19 pandemic prompted unprecedented widespread remote work throughout the region, there has been an increasing trend of workers returning to their work location, which has brought about a return to significant commuting levels. The region has 3.4 million workers, many of whom commute on a regular basis. Although the region ranks among the most affluent in the nation—with a median household income nearing $125,000 and a gross regional product exceeding $679 billion annually—income disparities remain significant.[12] Nearly one-fifth (18 percent) of the region's households earn less than $50,000 a year.[13] Ensuring access to a variety of transportation options is critical to connecting residents with employment opportunities to sustain the economic prosperity of the region and its residents.

The region sustains a robust economy, which is expected to add nearly 800,000 jobs by 2050, totaling 4.2 million employees. Key industries are professional and business services, the government sector, and educational and health services. Most of this growth is projected to occur in Fairfax County (including City of Fairfax and City of Falls Church) and the District of Columbia, with anticipated increases of 159,000 and 176,000 jobs, respectively. In terms of fastest growth, Frederick County would grow at a rate of 41 percent and Prince William County (including Manassas and Manassas Park) at a rate of 34 percent.[14]

Tourism

As the home to the nation's capital, tourism is one of the major sectors in the region's economy. The region's three major commercial airports, along with its intercity rail and bus networks, make it easily accessible for visitors traveling for business, tourism, or other purposes. Hundreds of national historic places, many world-class museums, and a variety of conferences attract millions of tourists to the region on an annual basis. In 2023, DC surpassed its pre-pandemic tourism record with nearly 26 million people visiting the city, a 17 percent increase from

10 Metropolitan Washington Council of Governments (December 20, 2017). *Long-Range Plan Task Force Reports*. **https://www.mwcog.org/documents/2017/12/20/long-range-plan-task-force-reports-projects-regional-transportation-priorities-plan-scenario-planning-tpb/**

11 Metropolitan Washington Council of Governments (March 2024). *Multifamily Rental Housing Construction Indicators Report*. **https://www.mwcog.org/documents/2024/03/26/multifamily-rental-housing-construction-indicators-report-housing-multifamily-rental-housing-featured-publications/**

12 Median household data comes from: U.S. Census Bureau (2023). *American Community Survey (ACS) 5-Year Estimates Data Profiles – Selected Economic Characteristics*. **https://data.census.gov/table/ACSDP5Y2023.DP03?q=dp03&g=010XX00US**. Gross regional product data comes from: MWCOG (2025). *Regional Economic Monitoring System (REMS) Dashboard*. **https://www.mwcog.org/community/data-and-tools/economic-dashboard/**

13 U.S. Census Bureau (2023). *American Community Survey (ACS) 5-Year Estimates Data Profiles – Selected Economic Characteristics.* **https://data.census.gov/table/ACSDP5Y2023.DP03?q=dp03&g=010XX00US**

14 National Capital Region Transportation Planning Board (November 3, 2023). Growth Trends: Cooperative Forecasting in Metropolitan Washington. **https://www.mwcog.org/documents/2023/11/03/growth-trends-cooperative-forecasting-in-metropolitan-washington-cooperative-forecast-featured-publications-growth--development/**

2022. Over 10 billion dollars were also spent in 2023, supporting DC's hotels, restaurants, venues, and other destinations.[15]

Industries such as hospitality, retail, service-related sectors, and transportation are primarily supported by low-wage workers. Overall, the community members employed by the region's travel and tourism economy are among the most reliant on the public transportation system.

BWI Airport

Land Use and Development Patterns

As the region's population and employment grows, its transportation network will be challenged to meet the growing and changing needs that will come with future land-use developments. The region features a broad spectrum of development typologies, from natural areas that surround rural communities, to low-density, single-family subdivisions with adjacent commercial hubs, and dense, mixed-used urban centers.[16] Density, zoning, infrastructure, transportation networks, and the spatial relationship between different land uses together define land development patterns. Where and how land develops within the region's communities shapes the physical layout of communities and greatly influences people's practical mobility choices. When activities are far apart, travel options are limited, and reliance on vehicles to transport people becomes a necessity. This leads to more land dedicated to vehicle travel and undesired outcomes such as traffic congestion, crashes, and unfriendly environments for bicycles and pedestrians. Together, land use and transportation decisions impact travel distances, affect travel mode choice, and shape the accessibility of employment, goods, and services. Land use and transportation decisions have significant effects on the environment, public health, community character, and economic vitality.

Historically, the region has experienced significant job growth while housing supply has struggled to keep pace with demand. Recent forecasts of future employment and housing indicate this imbalance will continue, adversely affecting the area's affordability and undermining the region's appeal to new companies and talent. It also necessitates commuting to work from farther distances, which strains the transportation system, adds to the cost of living, and deteriorates the quality of life overall in the region.

To achieve a better balance between job growth and housing, a TPB task force determined that an optimal jobs-to-housing ratio of 1.54 would enhance competitiveness and improve future transportation system performance.[17] Using this ratio, COG projected that by 2030, the region will need at least 75,000 additional households beyond what was forecasted at the time. This gap has been identified as the region's "housing shortfall" in COG's *The Future of Housing in Greater Washington* (2019),[18]

15 Destination DC (May 29, 2024). *Destination DC announces record visitation, economic impact*. [News Release]. **https://washington.org/press/destination-dc-announces-record-visitation-economic-impact**

16 TPB staff analysis of regional activity density of COG's Round 10.0 Cooperative Forecasts

17 ICF et al. (December 20, 2017). *An Assessment of Regional Initiatives for the National Capital Region: Technical Report on Phase II of the TPB Long-Range Plan Task Force*. **https://www.mwcog.org/documents/2017/12/20/long-range-plan-task-force-reports-projects-regional-transportation-priorities-plan-scenario-planning-tpb/**

18 Metropolitan Washington Council of Governments (September 4, 2019). *The Future of Housing in Greater Washington: A Regional Initiative to Create Housing Opportunities, Improve Transportation, and Support Economic Growth*. **https://www.mwcog.org/documents/2019/09/10/the-future-of-housing-in-greater-washington/**

and it is expected to worsen without proactive intervention.

Activity Density

Analyzing activity density, measured by the number of people and jobs per acre, simplifies and standardizes comparisons of current and future development intensity across the region. Activity density can be categorized into similar groups, known as transects, describing the spectrum of built environments from natural, open space to dense urban core areas, as shown throughout the region in Figure 4.5.

Figure 4.5: Transects in the Region

Top street level photos come from Google Maps; Bottom overview photos come from Google Earth Pro

Every jurisdiction in the region is home to transects that range from natural zones, likely dedicated to open space and environmental preservation, to denser urban development supporting job centers and higher-intensity residential development. Traveling to, from, and within these various transects occurs on a variety of highway, transit, bicycle, and pedestrian transportation options tailored to the use and needs of each density type.

Natural and rural zones tend to be more automobile-oriented, though they may also feature commuter rail stations or long-distance trails. As development intensifies and the region becomes more urbanized and denser, a broader range of transportation options emerge to support the growing activity. Roadways are designed to handle higher traffic volumes, and transit services expand to include Metrobus and other local providers. HCT options—such as Metrorail, bus-rapid transit (BRT), or commuter rail—become more prevalent, along with major interregional transit hubs like the Paul S. Sarbanes Transit Center in Silver Spring, Maryland, and the Springfield Community Business Center Commuter Parking Garage in Fairfax County, Virginia. Active transportation infrastructure also improves, with expanded bicycle and pedestrian networks, including Capital Bikeshare and various scooter-share programs throughout the region's urbanized centers.

The region's densest transects are home to the region's urban cores, with established street networks, various HCT options, and regional transportation hubs that support global economic activity. Downtown DC includes an abundance of transportation options to support one of the country's largest central business districts (CBDs). Tysons Corner in Fairfax County, Virginia, and Silver Spring in Montgomery County, Maryland, are also home to bustling CBDs supported by high-frequency, HCT, dense street networks, and bicycle and pedestrian infrastructure.

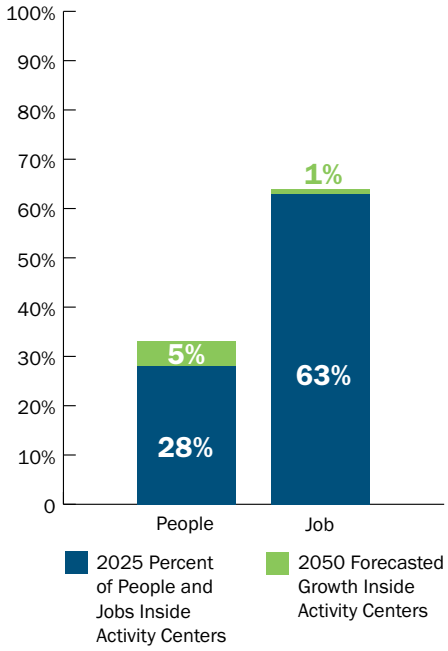
As shown in the **Forecast Population and Employment Growth, Activity Centers, and Activity Density** map, most of the region will stay the same transect in 2050; few places will increase by two or more transects, and those places with the greatest anticipated growth are located within or adjacent to currently active places.[19]

Regional Activity Centers (RACs)

RACs are COG-designated places with concentrations of employment or mixed uses, often dense transects now or planned for greater activity density in the future, that can support concentrating, connecting, and circulating travel to reduce congestion, emissions, and improve safety. As of 2025, 145 RACs are found throughout the region. Figure 4.6, as well as the Forecast Population and Employment Growth, Activity Centers, and Activity Density map, shows existing and predicted growth outside and inside of RACs by 2050, where currently, 28 percent of the region's population resides, and 63 percent of jobs are located.[20] By 2050, 33 percent of the regional population and 64 percent of jobs are forecasted to be in RACs.

Daniel Kelly/Flickr

Figure 4.6: Growth of People and Jobs Inside RACs, 2025 to 2050



Of the 145 RACs, 88, or 61 percent, are close to a HCT station. Building more residential, commercial, and employment developments in activity centers allows more community members to easily access public transportation, walking, and biking options to meet their daily needs without relying on a car. Connecting activity centers with multimodal options enhances convenience and efficiency for travel between these hubs.

Environment

Every aspect of transportation is deeply connected to the environment. Motor vehicle emissions contribute to air pollution, while natural hazards disrupt transportation systems and infrastructure. Additionally, certain activities associated with construction projects can negatively impact natural resources, disrupt ecosystem health, and affect nearby communities.

19 National Capital Region Transportation Planning Board (2025). *Forecast Job and Population Growth, Visualize 2050*. [Interactive Map]. **www.mwcog.org/V50PopAndJobForecastMap**

20 Metropolitan Washington Council of Governments (May 14, 2025). *RACs*. **https://www.mwcog.org/documents/2025/05/14/regional-activity-centers-maps-activity-centers-land-use-region-forward/**

COG stock

In turn, the environment influences transportation, shaping decisions that affect both people and infrastructure. Environmental considerations, along with regulations, shape decisions on transportation project locations and the measures needed to protect the region's environmental resources and mitigate adverse transportation impacts.

Air Quality

The Clean Air Act Amendments (CAAA) of 1990 establish standards and procedures for reducing human and environmental exposure to a range of pollutants, referred to as "criteria pollutants," generated by industry and transportation. The National Capital Region monitors the air quality in the region, specifically for criteria pollutants as defined in the CAAA. Monitoring helps to ensure that regional air quality achieves the National Ambient Air Quality Standards (NAAQS), resulting in pollutant levels that are considered acceptable for individuals and the natural environment. Historically, three criteria pollutants have been of concern in the region: carbon monoxide (CO), fine particulate matter ($PM_{2.5}$),[21] and ground-level ozone. Ground-level ozone is created when volatile organic compounds (VOC) combine with nitrogen oxide (NO_X) and sunlight. The region has achieved the CO and $PM_{2.5}$ NAAQS and has done so long enough that analysis requirements under the CAAA no longer apply.

In April 2025, the U.S. Environmental Protection Agency (EPA) acknowledged that the region had also met the current NAAQS for ozone. This continues a decades-long trend of lower pollution levels in the region, mainly attributable to federal emissions control programs, although state and local emissions control programs and local transportation and land use planning have all played a role in emissions reductions. The Commuter Connections program, for example, which has existed in the region for more than 50 years, is estimated to have reduced daily NO_X by 0.4 tons and VOC by 0.3 tons in 2022, just as the region was emerging from the COVID-19 pandemic.[22]

21 Fine particles, 2.5 micrometers in diameter and smaller.

22 Metropolitan Washington Council of Governments (November 21, 2023). *Commuter Connections Transportation Demand Management (TDM) Analysis Report FY 2021-2023*. **https://www.mwcog.org/documents/2023/11/21/commuter-connections-transportation-demand-management-tdm-analysis-report-carsharing-commuter-connections-commuting/**

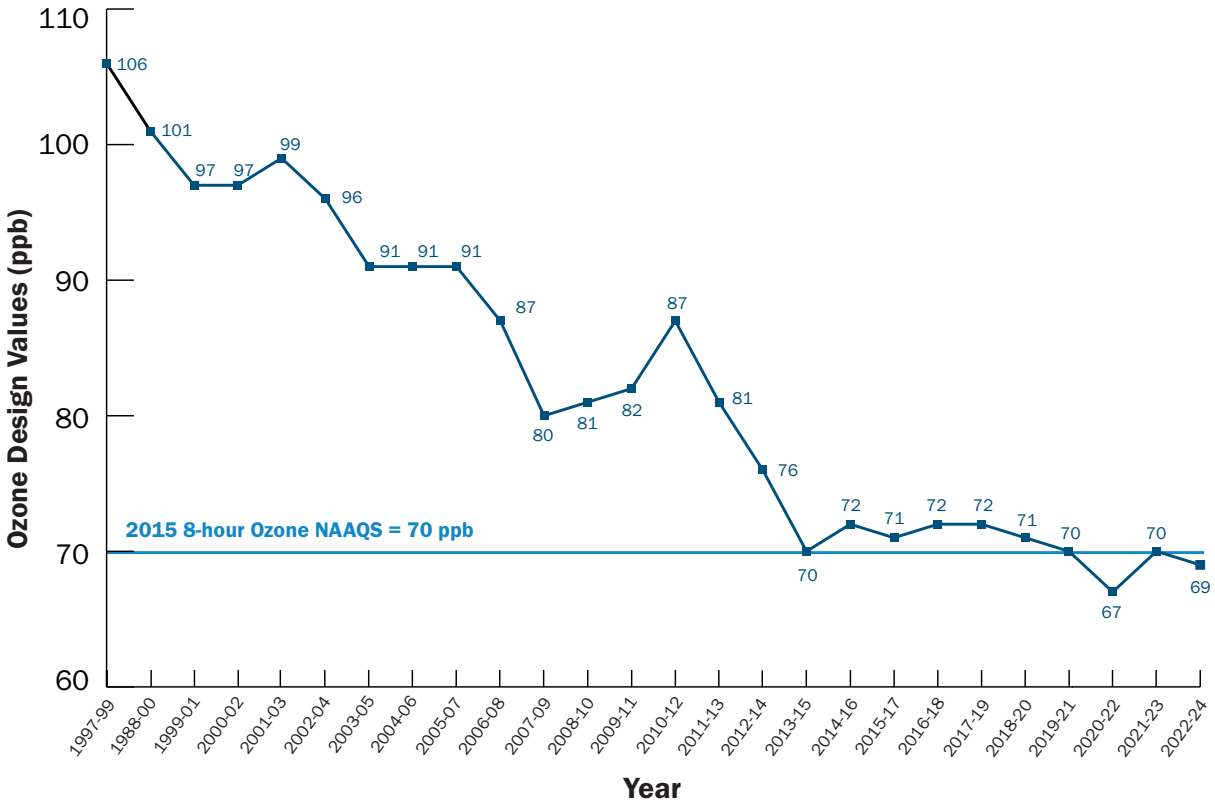
Historical ozone levels are shown in Figures 4.7, highlighting the progress made. However, with the projected increases in people and jobs by 2050, strategic regional planning must remain focused on reducing vehicle emissions to preserve healthy air quality.

Natural Hazards Resiliency

The region has been adversely affected by natural hazards and weather events like extreme heat waves, severe wind, and flooding from coastal storms or heavy precipitation. Planning for and adapting to the impacts of these events is critical to ensuring the region's transportation system can operate efficiently and safely.

Elvert Barnes/Flickr

Figure 4.7: Trends in Ozone Pollutant Levels – DC-MA-VA Air Quality Region



**Design value = 3-year average of 4th highest daily maximum 8-hour average ozone concentrations.*

Projections suggest that by 2050, DC could experience between 29 and 38 days per year with temperatures exceeding 95°F—up sharply from the observed historical average (1961-1990) of just 4.4 days per year.[23] Precipitation is expected to become more variable each year, with heavy rainfall events expected to become more frequent and intense, leading to urban flooding. Sea levels are projected to rise by approximately 1.3-1.5 ft. by 2050 and 2.5-5.2 ft. by 2100, leading to nuisance flooding.[24] While the number of storms is expected to remain the same, storm intensity is projected to increase. Though projections are uncertain, the frequency of winter conditions (i.e., snow, ice) across the mid-Atlantic could decrease; however, winter storms that do occur may be more severe, with freeze-thaw cycles causing potholes and roadway cracking. Though average and high wind speeds are difficult to project, wind intensity during storms could increase, leading to downed trees on roads and rail lines. The **Vulnerability of the Transportation System to Natural Hazards** map shows where the current transportation system is likely to be most impacted by these expected changes in extreme weather.[25]

The NCR Transportation Resilience Improvement Plan (TRIP) (2024) and the associated risk-based vulnerability assessment found that many assets across the region—including roads and highways, public transit, and active transportation—are at high risk for impacts of these types of natural hazards. The assessment found 11.3 percent of rail lines and 4.8 percent of road and highway miles are at high risk of coastal and riverine flooding, while nearly 200 bus stops are at high risk of the impacts of extreme heat.[26] As the frequency and severity of weather events are expected to increase, the region must make resilience investments to minimize potential future impacts on transportation infrastructure and disruptions to services and operations.

Ted Eytan/Flickr

A transportation system resilient to natural hazards is one that offers a range of mobility options and has infrastructure that can withstand, respond to, and recover rapidly from weather-related impacts while continuing to serve the needs of people traveling in and through the region.

Parks and Open Spaces

Throughout the region, there are many outstanding state and local parks, National Park Service and other federal public lands, and green spaces. These assets provide environmental benefits such as pollution mitigation, stormwater management, and temperature regulation. When a planned transportation project is found to have a negative impact on these assets, expanding or enhancing nearby green infrastructure can help to mitigate impacts. Within urban areas, incorporating bioswales

23 U.S. Federal Government (2025). *U.S. Climate Resilience Toolkit Climate Explorer*. **https://crt-climate-explorer.nemac.org/climate_graphs/?city=Washington%2C+DC&county=District%2Bof%2BColumbia&area-id=11001&fips=11001&zoom=7&lat=38.9071923&lon=-77.0368707&id=days_tmax_gt_95f**

24 National Capital Region Transportation Planning Board (June 20, 2024). *National Capital Region Transportation Resilience Improvement Plan*. **https://www.mwcog.org/documents/2024/06/20/national-capital-region-transportation-resilience-improvement-plan/**

25 National Capital Region Transportation Planning Board (2023). *TPB Transportation Resilience Study*. **www.mwcog.org/V50NaturalHazardsVulnerabilityMap**

26 National Capital Region Transportation Planning Board (April 10, 2024). *National Capital Region Transportation System Climate Vulnerability Assessment*. **https://www.mwcog.org/documents/2024/04/10/national-capital-region-transportation-system-climate-vulnerability-assessment/**

Virginia State Parks/Flickr

into street redesign projects contributes to stormwater management and water filtration. Less developed communities might benefit from restoring forested areas and erosion control. Table 4.1 outlines potential mitigation activities identified in environmental studies that can be used during the transportation planning process.

Community members also experience health and well-being benefits from the region's green infrastructure, which promotes active transportation along the National Capital Trail Network and within hundreds of parks. These active transportation facilities provide mental as well as physical health benefits. Making planning decisions that improve connectivity and access to parks is essential for enhancing the quality of life.

There are also cases where green infrastructure can help buffer noise from roadways, making nearby communities more pleasant. When transportation projects negatively impact green infrastructure, actions such as selective cutting and clearing, building sound barriers, and replacing or restoring forested areas can help mitigate environmental damage (Table 4.1).

Protected Lands

Protected lands include federal lands, agriculturally protected lands, easements and nature preserves, and lands protected at state and local levels. These lands provide the region with ecosystem services such as air and water purification, flood control, soil stabilization, and climate regulation. They also act as wildlife corridors that prevent habitat fragmentation, which can otherwise be disrupted by transportation infrastructure. Like green infrastructure, these lands offer recreational and mental health benefits for NCR communities and improving connectivity and access to them contributes to improved quality of life. Transportation projects can incorporate conservation easements, wildlife bridges, or buffer zones to reduce environmental impact (Table 4.1).

Wetlands

The region's wetlands are critical for many plants and animals and are valuable for flood protection, water quality improvement, erosion control, and recreation. As noted in the natural hazards resiliency section of this chapter, there are communities and transportation assets that face temporary and long-term flooding challenges. Wetlands absorb and store large amounts of water that help to protect transportation infrastructure from flood damage. At the same time, wetlands help to filter pollutants and sediments before reaching the region's rivers and lakes. Transportation planning efforts should avoid damage to wetlands to maintain these benefits for the community. In cases where damage does occur, mitigation efforts such as creating or restoring wetlands, submerging culverts, bridging roads over sensitive areas, and improving storm water management should be done.

The Visualize 2050 **Environmental Inventory** map highlights the region's environmental resources.[27]

27 National Capital Region Transportation Planning Board (2025). *Visualize 2050 Environmental Consultation Environmental Inventory Mapping*. [Interactive Map]. **www.mwcog.org/V50EnviroInvMap**

Table 4.1: Potential Mitigation Activities Identified in Environmental Studies

RESOURCE	POTENTIAL MITIGATION STRATEGY
Neighborhoods and Communities, Homes, and Businesses	■ Minimize noise impact with sound barriers ■ Prevent the spread of hazardous materials, fuels, and other contaminants with soil testing and treatment ■ New landscaping and revegetation to restore slopes ■ Design rail transit vehicles to reduce noise caused by the vehicles on the track ■ Adjust volume controls of transit public announcement system at specific sound levels in consideration of the surrounding community
Wetlands, Water Resources, and Floodplains	■ Replace or restore wetlands ■ Submerge or utilize bottomless culverts ■ Bridge sensitive areas instead of laying pavement directly onto the ground ■ Improve storm water management with continuous planting strips or rain gardens ■ Purchase wetland and stream restoration credits to compensate for potential impacts ■ Design drain structures to minimize potential increases in flood levels
Forested and Other Natural Areas	■ Use selective cutting and clearing ■ Replace or restore forested areas ■ Preserve existing vegetation ■ Provide invasive plant management for impacted areas ■ Forest mitigation banking ■ Implement soil stabilization techniques and erosion and sediment controls
Endangered and Threatened Species	■ Use selective cutting and clearing ■ Bridge sensitive areas instead of laying pavement directly onto the ground ■ Replace or restore forested areas ■ Design drainage structures to minimize obstructions to aquatic wildlife movements
Air Quality	■ Control loose exposed soils with watering or canvas sheets ■ Minimize idling of heavy construction vehicles ■ Implement dust control measures

Public Health

Transportation directly impacts public health. Air pollution from mobile sources weakens the immune system and fuels inflammation in the lungs and respiratory tract, adding to the risk of respiratory and cardiovascular diseases. With the region expecting an increase of over 20 percent more residents and jobs by 2050, air quality and emissions challenges will persist. Safety is also a significant public health challenge, with pedestrian deaths rising more rapidly than other traffic fatalities, and both the number and rate of motorist fatalities also increasing (See Safety in Chapter 3).

John Brighenti/Flickr

Physical Health

Transportation and physical health are closely connected in several ways:

- Death or serious injury possibilities due to safety or security issues while traveling
- Respiratory health concerns from automobile and truck impacts on air quality
- Active mobility options reducing obesity and other health issues
- Access to physical fitness destinations and healthy food options

Neighborhoods closer to congested or high-traffic roadways are more likely to experience negative impacts from vehicle emissions. In the National Capital Region, communities closer to the region's core, interstates, or major highways experience greater exposure than those in outer suburban or rural areas. The proximity to major roadways contributes to this disparity, leading to higher rates of asthma, cancer, heart disease, and overall lower life expectancies. Because property values are often lower in these vulnerable areas, lower-income individuals and families disproportionately bear the burden of transportation-related public health impacts.

Walking and biking are often not viable transportation options when distances to destinations are long. When personal automobiles are the primary or most efficient means of getting around, there is an increased risk of obesity and other health issues.[28] Accessing healthy foods, green spaces, healthcare, and recreational areas is more challenging where multimodal options are limited, and vehicle ownership is essential.

Mental Health

The region's transportation systems influence mental health through factors like commute times, access to social services, and opportunities for social interaction. People with limited incomes may struggle to afford a car, public transit fares, or highway tolls. They may also lack easy access to bus stops or Metrorail stations, often facing long, stressful commutes with multiple transfers. The resulting stress and sedentary time can harm people's mental health, regardless of socioeconomic status.

Emerging Technologies

Every day, many people and businesses depend on transportation-related information technology. With ongoing advancements, new technologies are increasingly integrated, enabling phones, infrastructure, and all types of vehicles to connect,

28 Frank, L. D., Andresen, M. A., & Schmid, T. L. (2004). Obesity relationships with community design, physical activity, and time spent in cars. *American journal of preventive medicine, 27*(2), 87–96. **https://doi.org/10.1016/j.amepre.2004.04.011**

monitor, and communicate about the transportation system. Understanding these trends is crucial for future planning, ensuring that regional infrastructure and operations can adapt and leverage new opportunities for improved safety, efficiency, and user experience.

Regional Intelligent Transportation System Architecture

The Regional Intelligent Transportation System Architecture (RITSA) serves as a vital framework for the integration of emerging technologies within the transportation sector. By establishing standards for communication and data exchange, RITSA facilitates enhanced coordination among transportation and public safety agencies, particularly in addressing incidents that have multi-jurisdictional or regional impacts. This collaboration is essential for improving data-sharing systems, streamlining operational procedures, and developing effective incident response strategies.

Key components such as transit signal priority (TSP), connected and automated vehicles (CAVs), autonomous vehicles, and on-demand transportation services rely on RITSA for vehicle-to-everything (V2X) communication, data exchange, security protocols, and infrastructure integration. RITSA provides the necessary structure for data warehousing and access, which are foundational for advanced analytics. It acts as the essential blueprint that ensures emerging technologies can communicate and function cohesively across the region, thereby supporting initiatives such as congestion management, emergency response, and the preparation for new mobility options.

Autonomous Driving, Connected and Automated Vehicles (CAVs)

Autonomous driving and connected and automated vehicles (CAVs) are rapidly transforming the landscape of urban mobility and reshaping the ways regions approach transportation planning. The six levels of vehicle automation, defined by SAE International's J3016 standard[29] and adopted by the U.S. Department of Transportation[30] range from Level 0 (no automation) to Level 5 (full automation with no human intervention). Intermediate levels, such as Level 3, still require some degree of driver engagement, while Levels 4 and 5 represent high to full autonomy. Since 2020, Level 5 autonomous ride-hailing services have been operating in Phoenix, Arizona, and have expended to major cities including Austin, Los Angeles, and San Francisco. As these services continue to scale, they have the potential to improve safety, reduce congestion, and increase transportation accessibility which align with TPB's goals.

As autonomous driving becomes more prevalent, it will be important to consider their effects on driver and vehicle behavior, safety, traffic flow, infrastructure requirements, and regulatory policies to ensure their smooth integration into the existing system. Additionally, the deployment of autonomous

Richard Vaillancourt/Flickr

29 SAE International (July 1, 2019). *J3016 Levels of Driving Automation*. **https://www.sae.org/news/2019/01/sae-updates-j3016-automated-driving-graphic**

30 National Highway Traffic Safety Administration (March 2022). *Levels of Automation*. **https://www.nhtsa.gov/sites/nhtsa.gov/files/2022-03/Levels_of_Automation_Static_022822-v4-tag.pdf**

ride-hailing services may influence public transit connectivity, curbside management, and access to transportation, requiring proactive strategies to maximize benefits while addressing potential challenges. As the region prepares for this transition, transportation agencies and policymakers will continue to play a crucial role in shaping the future of autonomous mobility.

Alongside autonomous driving services are CAVs, which are transforming transportation through advanced technologies that enable seamless vehicle-to-vehicle (V2V) and vehicle-to-infrastructure (V2I) communication. The transition to CAVs may have significant impacts for mobility, traffic safety, emergency preparedness, vehicle ownership, public transit, and/or regional development. Preparing for ongoing deployment of CAVs into society will be crucial for achieving regional goals related to safety, congestion management, and system efficiency.

To support these vehicles and driving advancements, agencies in the region are investing in smart infrastructure technology. The City of Alexandria, in collaboration with Virginia Tech, is studying smart intersections to enhance road safety through data collection.[31] In Arlington County, the Intelligent Transportation System (ITS) program is improving traffic operations and paving the way for future CAV integration.[32] Streetlights in Washington, DC, are being upgraded with functionality for the streetlight system to provide public Wi-Fi access.[33] As these innovations and others unfold, anticipating their impact and ongoing technological advancements will be important to maximize their benefits.

Intelligent Transportation Systems, U.S. Department of Transportation

Electric Vehicles/Zero-Emission Vehicles

Transitioning from internal combustion engine vehicles to EVs and zero-emission vehicles (ZEVs) is essential to substantially reduce emissions and become a more resilient region. There are challenges to adopting light-duty EVs, including vehicle cost, limited number of models available, long charging times, and a lack of reliable, publicly available charging infrastructure.

The Regional Electric Vehicle Infrastructure Implementation (REVII) Strategy **Electric Vehicle Charger Siting** map is a regional tool that guides decision-makers in prioritizing where to place charging stations to overcome these challenges.[34] Electrification of medium- and heavy-duty vehicles, aside from buses, remains in early phases of technological advancements. As of December 2023, the 110,000 registered light-duty EVs in the region are supported by 4,276 EV plugs across 1,586 publicly available charging stations.[35]

31 City of Alexandria (2024). *Virginia Tech Smart Intersections Pilot: Potomac Yard Metro Station*. **https://www.alexandriava.gov/mobility/virginia-tech-smart-intersections-pilot-potomac-yard-metro-station**

32 Arlington County (2024). *Intelligent Transportation Systems*. **https://www.arlingtonva.us/Government/Projects/Project-Types/Uncategorised/Intelligent-Transportation-Systems**

33 District Department of Transportation (2022). *Project Profile: D.C. Smart Street Lighting*. **https://ddot.dc.gov/page/streetlights**

34 National Capital Region Transportation Planning Board (Sep 4, 2024). *REVII Strategy EV Siting Parcel Review*. **www.mwcog.org/V50EVSitingMap**

35 National Capital Region Transportation Planning Board (Sep 4, 2024). *Regional Electric Vehicle Infrastructure Implementation (REVII) Strategy*. **https://www.mwcog.org/documents/2024/09/04/regional-electric-vehicle-infrastructure-implementation-revii-strategy-climate--energy-climate-change-electric-vehicles/**

As the number of EVs in the region increases, there are potential factors for planners and policy makers to address. For example, roadway maintenance needs may increase because of the increase in average vehicle weight. As fewer drivers fill up tanks at the gas stations, there will be a reduction in gas tax revenue, which is currently a primary source of roadway maintenance funds. Strategically locating charging stations in a convenient manner for drivers throughout the region, especially for people living in multifamily buildings or who do not have parking available at their homes, will also be an important consideration.

Maryland, Virgina, and DC are all taking actions to encourage EV adoption and develop a publicly available network of EV charging infrastructure. DC and Maryland have adopted ambitious EV registration goals. All three jurisdictions joined Mid-Atlantic Electrification Partnership (MAEP), along with West Virginia, to support the deployment of EVs and a regional network of EV chargers that will make it possible to seamlessly drive and charge light-, medium-, and heavy-duty EVs across transportation corridors and underserved communities.[36]

Earth and Main/Flickr

At the regional level, COG published the region's first EV-readiness plan in 2012. Within COG's EV Deployment Clearinghouse[37] is the Regional Electric Vehicle Infrastructure Implementation (REVII) Strategy. This strategy was published in August 2024 as a joint effort by TPB and COG to support the implementation of the findings from the TPB's Climate Change Mitigation Study of 2021 (CCMS) by developing a blueprint for a robust regional network of EV chargers as a major element of the region's commitment to reducing emissions from motor vehicles.[38]

Electric vehicles/zero-emission vehicles are used by many people traveling throughout the region and more widespread adoption is anticipated. Continued planning for supportive infrastructure as well as consideration of other societal implications will be important.

Artificial Intelligence

Artificial Intelligence (AI) is making its way into the landscape of transportation planning as computers are used for more tasks traditionally done by people. By integrating AI into processes, planners can explore innovative approaches to budget and cost estimation, enhance asset management, optimize transit routes and schedules, gain deeper insights into traffic mobility, and pinpoint areas requiring safety improvements.

The Virginia Department of Transportation is launching a pilot project that will leverage AI to address the growing financial strain of roadway maintenance. By providing deeper insights into pavement lifecycles, this initiative aims to enhance decision-making and optimize long-term maintenance strategies. Outside the region, the Texas Department of Transportation has released its AI Strategic Plan,

36 Virginia Clean Cities (2024). *Mid-Atlantic Electrification Partnership*. **https://vacleancities.org/projects-and-accomplishments/mid-atlantic-electrification-partnership/**

37 Metropolitan Council of Governments (2025). *Electric Vehicle (EV) Deployment Clearinghouse*. **https://www.mwcog.org/about-us/cog-board-and-priorities/ev-clearinghouse/**

38 National Capital Region Transportation Planning Board (Sep 4, 2024). *Regional Electric Vehicle Infrastructure Implementation (REVII) Strategy*. **https://www.mwcog.org/documents/2024/09/04/regional-electric-vehicle-infrastructure-implementation-revii-strategy-climate--energy-climate-change-electric-vehicles/**

serving as a roadmap for rolling out AI over the next three years. The plan foreshadows activities that AI may assist with in the NCR, including infrastructure and traffic analysis, strategic project prioritization and optimization, dynamic traffic signal adjustments, and the review of bid documents, among other advancements.

Drone/Automated Vehicle Deliveries

E-commerce has expanded the level of access consumers have to retailers and products, and the increased demand for goods means that new modes of freight delivery may be required. Goods delivery by drone and automated vehicles, such as the Starship robots on George Mason University's Fairfax campus, are two potential methods that may be deployed to meet delivery needs. The use of these technologies could have policy implications in various areas such as public safety. Also, the federal airspace in certain parts of the region is currently restricted, which affects drone operations. As the timeline for the deployment of these technologies is unknown, continued monitoring of the development of these and similar freight delivery technologies is important.

The concept of using drones and similar aircraft technologies is part of a larger emerging air transportation system known as Advanced Air Mobility (AAM), which is focused on moving people and cargo from point to point using innovative aircraft, technology, and air operations. AAM can generally refer to local, regional, and intraregional operations, and Urban Air Mobility (UAM) is a subset of AAM focused primarily on flight operations within urban areas. AAM/UAM rely on aircraft, predominantly drones, with electric vertical takeoff and landing (eVTOL) capabilities. As this new system matures, consideration will be needed for supporting infrastructure on the ground including siting vertiport facilities, ground access, transportation planning, and community engagement.[39]

Rob Pegoraro/Flickr

Automated Traffic Enforcement

Automated Traffic Enforcement (ATE) generally involves use of an electronic camera to enforce traffic laws by assisting with the detection of infractions and providing photo documentation of the vehicle or driver violating the traffic law. The two most common types of automated enforcement systems are red-light cameras and automated speed enforcement cameras.

ATE systems that cite red light runners and speeders are deployed across the region, although their use varies because of differences in state laws.

The TPB has attempted to shape ATE policy to improve regional roadways. In 2021, the TPB submitted a letter to the governors of Maryland and Virginia and the mayor of DC urging that they work to establish interjurisdictional reciprocity for citations issued by ATE. The letter stated that the existing Driver License Compact between all three jurisdictions allows for reciprocity across state boundaries for citations issued by law enforcement personnel but not for citations issued by automated traffic enforcement. It called on the three states to

39 U.S. Department of Transportation Federal Aviation Administration (April 26, 2023). *Urban Air Mobility (UAM) Concept of Operations v2.0: Foundational Principles, Roles and Responsibilities, Scenarios and Operational Threads*. **https://www.faa.gov/sites/faa.gov/files/Urban%20Air%20Mobility%20%28UAM%29%20Concept%20of%20Operations%202.0_1.pdf**

User Vmzp85/Wikipedia

The AeroTrain automated train system at Washington Dulles International Airport has been moving passengers between the Terminal station and gates since 2010.

"...work collaboratively to create a multijurisdictional safety taskforce to work toward an agreement on reciprocity for automated traffic enforcement citations..."[40]

The TPB renewed its interest in establishing automated traffic reciprocity at its October 2024 Regional Roadway Safety Summit, where attendees recommended that the TPB partner with COG to explore a multijurisdictional arrangement for reciprocity of automated enforcement. This recommendation was affirmed by the TPB in November 2024, and the TPB continues to pursue this action.

Automatic Train Operation

Automatic Train Operation (ATO) is recognized globally as an industry standard and best practice for transit operations worldwide due to its energy-saving benefits, optimized acceleration and braking, and enhanced operator efficiency. The WMATA Metrorail system was designed in the 1970s with then state-of-the-art automatic operation, but technological capabilities and the aging of the system limited effectiveness. In recent years, WMATA has pursued the phased reintroduction of semi-automated ATO, including Automatic Door Operation, which reduces dwell time by 10-15 seconds at each stop. As a semi-automatic system, ATO assists train operators by managing key functions, allowing them to focus more on monitoring safety concerns and their surroundings, including track conditions, train status, and door operations. A system with ATO is more efficient and better equipped to handle higher passenger capacities.

The current ATO system still relies on obsolescent technology and its modernization is a priority for WMATA. The DMV*Moves* transit initiative is facilitating regional discussions to identify funding for advanced,

40 National Capital Region Transportation Planning Board (Dec 15, 2021). *Letter in Support of Establishing Interjurisdictional Reciprocity of automated Enforcement Citations*. **https://www.mwcog.org/documents/2021/12/15/letter-in-support-of-establishing-interjurisdictional-reciprocity-of-automated-enforcement-citations-traffic-safety/**

fully automated ATO in use elsewhere globally, which could lead to driverless trains in the future. An upgraded ATO system would feature improved train operation technology and platform screen doors in all stations, which would improve the safety, speed, and reliability of the Metrorail system, improving the traveler experience as well as providing operational and cost efficiencies.

On-Demand Transit/Microtransit

A modern form of demand response transit, microtransit offers customers the opportunity to book a shared ride between dynamic pickup and drop-off points that are set based on the needs of multiple riders on a route. Typically, microtransit operates within designated service zones, uses small vehicles, and primarily uses a mobile app to schedule and manage rides. What makes these services unique is the technological convenience of booking trips through an app, with options available within minutes, hours, or even days. This contrasts to how many Dial-A-Ride services have operated traditionally where customers would perhaps need to schedule the trip at least 24 hours in advance.

Microtransit has become increasingly popular because customers have more control over the routes and lengths of their trips. For transit agencies, microtransit offers a cost-effective way to provide service in areas with low fixed-route ridership, requiring less capital investment, and potentially lower operating costs than traditional fixed-route services. However, microtransit is generally not the most efficient way of moving people due to the limited seating capacity per vehicle. This also means that the operating costs per vehicle revenue mile or hour will likely be higher than that of a fixed-route bus service. As a result, microtransit may be more effective as a strategic coverage solution or in specific contexts, rather than as a replacement for traditional transit in densely populated areas with high ridership potential.

The region features three microtransit services across Virginia and Maryland: Montgomery County's Ride On Flex, OmniRide Connect in Prince William County, and Prince George's County's Link. As of spring 2025, Arlington and Loudoun counties also have microtransit services planned.

User Rainclaw7/Wikimedia Commons

Chapter 5:
Financial Plan for Future Investments

The Visualize 2050 financial plan focuses on reporting government expenditures to maintain and expand the public road and transit system. In keeping with federal regulations, all the projects and programs included in Visualize 2050 must demonstrate that the funds needed to build, maintain and operate them are reasonably expected to be available. As such, this plan is fiscally constrained and reflects transportation investment decisions made at this time.

Funding for transportation projects and programs and for ongoing operation of the region's system—from highways and local roads, rail and bus transit, to sidewalks and trails—comes from a variety of federal, state, and local sources. Federal aid makes up a small share but funds a large part of new and major projects. States are the primary funding agencies, raising revenues from motor fuel taxes, vehicle registration fees and vehicle taxes, and other sources. Local governments, authorities, and agencies collect property taxes and user fees—such as tolls and fares—to fund operations and local projects. Five local jurisdictions in Virginia also pay the Northern Virginia Transportation Commission's (NVTC) regional gas tax to support funding for Washington Metropolitan Area Transit Authority (WMATA) and Viriginia Railway Express (VRE).

Elvert Barnes/Flickr

Rachel Beyerle/COG

As projects and programs were identified for inclusion in Visualize 2050, sponsor agencies provided estimates of capital and operating costs and identified the source of funding. In making these projections, agencies had to consider various factors affecting the estimation of funding sources and costs. Agencies considered the rising costs of project construction, especially since the COVID-19 pandemic, and the financial sustainability of maintenance and operations, especially transit system operations.

Additional challenges that could impact funding availability include changes in the economy, the price of motor fuel, motor vehicle fuel efficiencies, and the shift towards remote work and electric vehicles affecting fuel usage. Governments at all levels have been exploring alternative means of raising transportation revenues considering the above variables and reviewing best practices to achieve greater cost efficiencies in capital and operational programs through various commissions and initiatives.

Government transportation funding is limited and must be strategically allocated to meet current demands and future needs. The TPB places a strong emphasis on maintaining and preserving the existing transportation system, prioritizing system upkeep over expansion, and dedicating a significant share of funding to its maintenance.

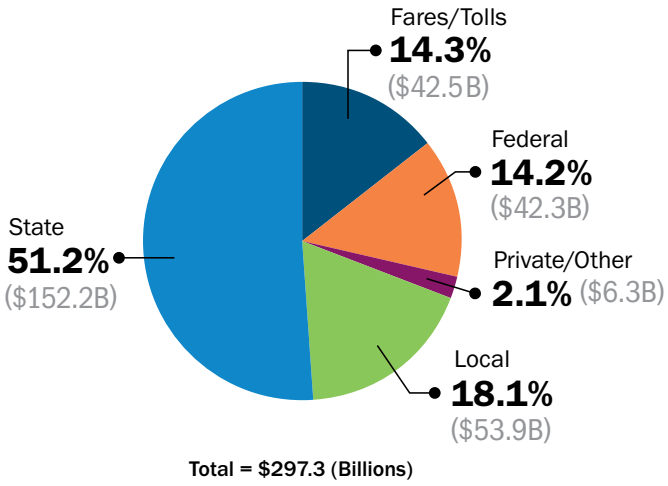
Financial analysis confirms that the Visualize 2050 plan, covering 2026 to 2050, is financially constrained by finding that forecasted revenues are reasonably expected to be available to cover the estimated costs of operating, maintaining, and moderately expanding the region's multimodal transportation system. More details of this process are available in the financial planning process documentation of Visualize 2050, including a discussion on the TPB's zero-based budgeting (ZBB) activity which required member agencies to re-evaluate and resubmit their planned projects and programs to align with the TPB's goals and other policy priorities.

Expected Revenues 2026-2050

State departments of transportation, public transportation providers, transportation agencies, jurisdictions, and the TPB cooperatively developed reasonable estimates of funds that will be available over the next 25 years to support the implementation of the region's planned projects, programs, and services.

As illustrated in Figure 5.1 and detailed in Table 5.1, the financial plan consists of five key revenue sources: federal, state, regional/local, private/other, and fares/tolls. Federal funds account for 14 percent of total revenue, and the share generated from user fees such as fares and tolls account for 14 percent. State funding, including the District of Columbia, constitutes the largest share at 51 percent. Local funding, primarily in Northern Virginia due to the transportation funding responsibilities of regional agencies and local jurisdictions in the Commonwealth, constitutes 18 percent, coming from such sources as regional sales taxes, property transfer taxes, and transient occupancy (i.e., hotel) taxes; while bonds, private investments, and other sources collectively make up the remaining two percent.

Figure 5.1 Revenues by Funding Source in Year of Expenditure Dollars (Billions), 2026-2050



Passage of the Infrastructure Investment and Jobs Act (IIJA) in November 2021 reauthorized federal surface transportation funding for five years, significantly increasing federal financial support. The federal transportation legislation also carried forward the Passenger Rail Investment and Improvement Act (PRIIA) through 2030 which provides $150 million for WMATA rehabilitation and is matched by $150 million in state funds ($50 million each from DC, MD, and VA) annually. With the IIJA expiring in 2026, Congress and interested parties are already at work on a new five-year surface transportation bill.

The Visualize 2050 financial plan reflects the current sources and levels of these various funds and assumes their availability through 2050 with moderate growth. Although future changes in funding sources, levels, and priorities are possible, especially with each new federal surface transportation authorization, the financial plan considers it reasonable to assume current revenue arrangements, given the absence of a definitive basis for predicting such changes.

Table 5.1: Revenues by Funding Source and Mode in Year of Expenditure Dollars (Millions), 2026-2050

	Federal	State/DC	Local	Private / Other	Fares / Tolls	TOTAL
District of Columbia						
Highway, Bicycle, & Pedestrian	$7,261	$4,322	$0	$0	$0	$11,583
Local Transit	$0	$127	$0	$0	$4	$130
Commuter Rail						$0
WMATA Support	$0	$37,513	$0	$0	$0	$37,513
Sub-Total	**$7,261**	**$41,961**	**$0**	**$0**	**$4**	**$49,226**
Suburban Maryland						
Highway, Bicycle, & Pedestrian	$5,124	$17,816	$0	$0	$7,200	$30,140
Local Transit	$1,481	$5,854	$9,905	$0	$1,529	$18,769
Commuter Rail	$1,807	$8,343		$0	$479	$10,629
WMATA Support		$34,563				$34,563
Sub-Total	**$8,412**	**$66,576**	**$9,905**	**$0**	**$9,208**	**$94,101**
Northern Virginia						
Highway, Bicycle, & Pedestrian	$2,739	$20,929	$13,051	$626	$1,067	$38,413
Local Transit	$1,967	$3,507	$15,138	$954	$1,512	$23,077
Commuter Rail	$1,458	$6,656	$3,512	$37	$3,267	$14,930
WMATA Support	$0	$12,585	$12,332	$1,993	$0	$26,910
Sub-Total	**$6,164**	**$43,676**	**$44,034**	**$3,610**	**$5,846**	**$103,330**
Fares, Grants, & Regional	$20,493	$0	$0	$2,653	$27,475	$50,621
GRAND TOTAL	**$42,330**	**$152,213**	**$53,939**	**$6,263**	**$42,533**	**$297,277**

Revenues - WMATA Summary

	Federal	State/DC	Local	Private / Other	Fares / Tolls	TOTAL
Capital	$20,493	$24,282	$3,405	$2,614	$0	$50,794
Operating	$0	$52,932	$18,405	$0	$27,475	$98,813
Sub-Total WMATA	**$20,493**	**$77,215**	**$21,811**	**$2,614**	**$27,475**	**$149,607**

Revenues - Modal Summary

	Federal	State/DC	Local	Private / Other	Fares / Tolls	TOTAL
Highway, Bicycle, & Pedestrian	$15,124	$43,066	$13,051	$626	$8,267	**$80,135**
Local Transit	*$3,448*	*$9,487*	*$25,044*	*$954*	*$3,044*	***$41,977***
Commuter Rail	*$3,265*	*$14,999*	*$3,512*	*$37*	*$3,746*	***$25,559***
WMATA Support	*$20,493*	*$84,661*	*$12,332*	*$4,646*	*$27,475*	***$149,607***

Planned Expenditures Through 2050

Planned expenditures are the infrastructure improvements to the region's multimodal transportation system as well as programs and services that transportation agencies expect to be able to afford and implement through 2050. The financial analysis forecasts the costs of operating, maintaining, and expanding the transportation system; thus, the financial plan includes three main funding categories:

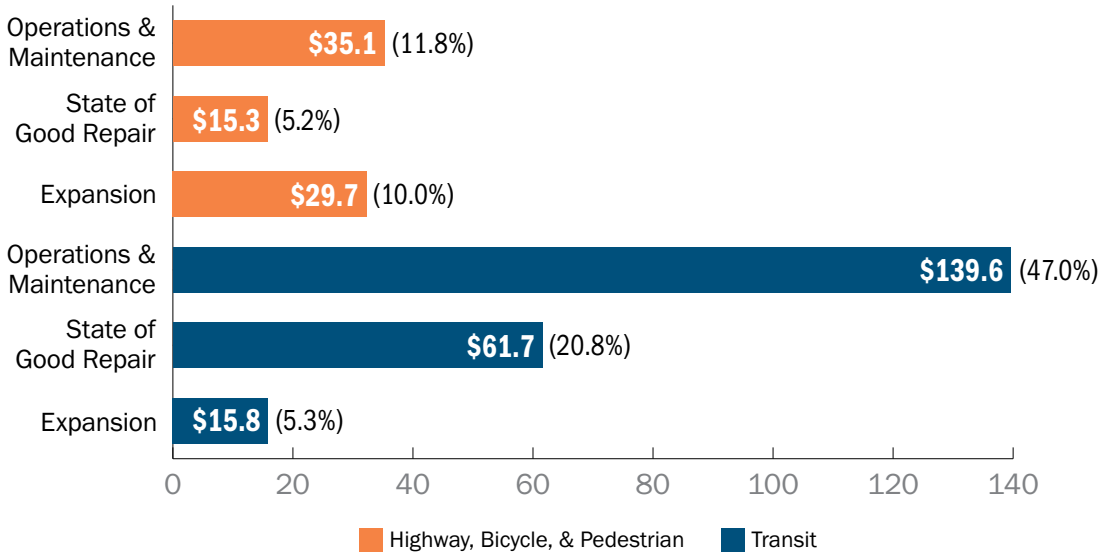
1. **Operations and Maintenance (O&M)**: Day-to-day activities like repaving roadways, upgrading bicycle and pedestrian facilities, inspecting and maintaining bridges, clearing snow and debris, servicing transit vehicles, maintaining and operating traffic signals, and paying train and bus operators.
2. **State of Good Repair (SGR)**: Major rehabilitation or complete replacement of aging infrastructure, including bridges, transit vehicles, and technology and communications systems, as they near the end of their useful lifespan.
3. **System Expansion**: Infrastructure improvements that add new capacity by increasing the number of lane miles of vehicle, bicycle, or pedestrian accommodations or by building new transit lines or adding service to existing lines.

These categories reflect the nature of matching available revenue, often referred to as "funding silos," to different expenditure streams allocated for specific types of investments. The region's planned expenditures are summarized for highway and transit modes including related bicycle and pedestrian improvements. Figure 5.2 and Table 5.2 show where anticipated funding will be devoted to improving regional transportation through 2050.

WHAT ARE FUNDING SILOS?

Transportation funding is not one "pot" of money that can be spent on any transportation project, program, or service. Federal and state laws and policies dictate where and how transportation funds can be applied, which separates the funding available into "silos."

Figure 5.2: Expenditures by Type and Mode in Year of Expenditure Dollars (Billions), 2026-2050



A total of $297.3 billion in transportation expenditures is projected for the region between 2026 and 2050. More than three quarters (85 percent) of this—$251.8 billion—will be allocated to O&M and SGR expenses to upkeep the current system's bridges, pavements, transit vehicles, rail tracks, and other assets. Less than a quarter (15 percent) of this—$45.5 billion—will be dedicated to expanding the transportation network.

When the total forecast expenditures are broken down by mode, public transportation is projected to have the majority share—73 percent of total funding. This includes 50 percent for WMATA and 23 percent for other public transit services. Of the total investment in public transportation, 64 percent is expected to support O&M, 28 percent for SGR, and seven percent to expand the transit network.

The limited funding available for system expansion, as described above, necessitates strategic investments that meet the demands to create an efficient and resilient transportation system that aligns with shared regional goals. Additionally, the federal regulations calling for the plan to be financially constrained requires balancing revenues and expenditures between O&M, SGR, and expansion and modernization.

WMATA's forecast financial needs through 2050 for both O&M and SGR, as identified in WMATA's Capital Needs Inventory, face constraints. While current services can be provided into the future, funding for critical modernization and safety improvements and for capacity increases to meet the region's growth has not been identified. The Metropolitan Washington Council of Governments (COG) and WMATA convened the DMV*Moves* regional transit initiative in early 2024 to bring together elected and appointed officials to develop regional goals for transit, specify actions for improved regional integration, identify funding needs, and agree on new funding proposals.

The COG and WMATA Boards of Directors endorsed the DMV*Moves* Plan on November 17, 2025 which calls for an additional $460 million a year of capital funding for WMATA to modernize the region's transit system. If legislatively enacted, this would provide an additional $24.3 billion through 2050, an increase of 48 percent above the $50.8 billion of WMATA's capital expenditures in Visualize 2050. Following local and state action, new funding would be reflected in future Visualize plans.

The plan identifies funding for the construction of significant capital transit projects, including the completion of the *Purple Line Light Rail Transitway: Bethesda Metro Station to New Carrollton Metro Station* in Maryland. Highways account for 27 percent of total expenditures in the plan. Of this amount, 37 percent is allocated to highway expansion, including funding for bicycle and pedestrian improvements which are typically either built with roadway projects or as off-road trails. Another 44 percent of highway expenditure will go towards system O&M and the remaining 19 percent for SGR.

Funding investment decisions are not made by the TPB itself; instead, they are made by state, local, and sub-regional bodies within the TPB's member jurisdictions, guided by the regional transportation goals and values adopted by the TPB, along with other considerations. These funding decisions are then approved by the TPB where federal funds for all projects and state, local, and other funds for projects that change the transportation systems' capacity are otherwise required to be included in the TPB's metropolitan transportation plan, such as Visualize 2050.

The intent to expend funds in the near-term from the long-term Visualize 2050 financial plan are reflected in the TPB's Transportation Improvement Program (TIP) for fiscal years 2026-2029 which can be found online at visualize2050.org/plan-resource. The TIP includes the planned obligations for expenditures which have secured funding through federal and other sources and are actively being implemented in the short-term. Beyond the FY 2026-2029 TIP, reasonably anticipated funding in FY 2030-2050 is identified for planned expenditures in the longer-term based on projected revenue sources and the priorities identified by each sponsor agency in alignment with the TPB's regional goals.

Table 5.2: Expenditures by Type and Mode in Year of Expenditure Dollars (Millions), 2026-2050

	Operations / Maintenance	State of Good Repair	Expansion	TOTAL
District of Columbia				
Highway, Bicycle, & Pedestrian	$5,518	$5,424	$641	$11,583
Local Transit	$12	$16	$102	$130
Commuter Rail				
WMATA Support	$27,587	$9,528	$397	$37,513
Sub-Total	**$33,117**	**$14,969**	**$1,140**	**$49,226**
Suburban Maryland				
Highway, Bicycle, & Pedestrian	$14,449	$3,131	$12,560	$30,140
Local Transit	$14,339	$1,706	$2,723	$18,769
Commuter Rail	$3,805	$1,467	$5,358	$10,629
WMATA Support	$25,346	$8,849	$369	$34,563
Sub-Total	**$57,938**	**$15,152**	**$21,010**	**$94,101**
Northern Virginia				
Highway, Bicycle, & Pedestrian	$15,110	$6,790	$16,513	$38,413
Local Transit	$14,107	$7,178	$1,791	$23,077
Commuter Rail	$8,555	$2,713	$3,662	$14,930
WMATA Support	$18,405	$8,165	$340	$26,910
Sub-Total	**$56,177**	**$24,847**	**$22,306**	**$103,330**
Other WMATA Support				
Sub-Total	$27,475	$22,088	$1,058	**$50,621**
GRAND TOTAL	**$174,707**	**$77,055**	**$45,515**	**$297,277**

Expenditures - WMATA Summary

	Operations / Maintenance	State of Good Repair	Expansion	TOTAL
DC	$27,587	$9,528	$397	$37,513
Maryland	$25,346	$8,849	$369	$34,563
Virginia	$18,405	$8,165	$340	$26,910
Other WMATA	$27,475	$22,088	$1,058	$50,621
Sub-Total WMATA	***$98,813***	***$48,630***	***$2,164***	***$149,607***

Expenditures - Modal Summary

	Operations / Maintenance	State of Good Repair	Expansion	TOTAL
Highway, Bicycle, & Pedestrian	**$35,076**	**$15,344**	**$29,714**	***$80,135***
All Transit	**$139,631**	**$61,711**	**$15,801**	***$217,142***
Local Transit	$28,459	$8,901	$4,617	***$41,976***
Commuter Rail	$12,359	$4,180	$9,020	***$25,559***
WMATA Support	$98,813	$48,630	$2,164	***$149,607***

Project and Program Expenditure Details

TPB member agencies will construct projects and implement a variety of programs, including the operation of transit services, to better serve residents, employees, and visitors' need to access places throughout the region. The financial plan and the ***Future Transportation Investments in Projects and Programs*** list includes three different types of records:

1. **Discrete projects (one)**: An activity with a scope of work, specific location, to/from limits, a total project cost, and finite completion year. Discrete projects will typically program funds for planning & engineering, right-of-way acquisition, and construction phases.
2. **Project groupings (more than one)**: Multiple discrete projects, or component projects, from two to 300+, typically non-regionally significant (NRS) and captured together under one record listing due to similar project scopes or types of funding.
3. **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.

NOTE: For a complete list of all expenditures included in the Visualize 2050 financial plan along with total costs, completion dates, and other information visit visualize2050.org. Expenditure details are subject to change over time as projects are refined.

A full accounting of the Visualize 2050 financial plan expenditures on discrete projects, project groupings, and ongoing programs can be found in the **Future Transportation Investments in Projects and Programs** list on the Visualize 2050 website along with a link to more expenditure details available via the **TPB's Project InfoTrak database**[1]. Regionally significant projects that may affect future air quality (RSAQ) by adding or removing highway or transit capacity are identified in the expenditures list and used in the air quality conformity analysis.

Table 5.3: Project/Program Alignment with TPB Goals per Sponsor Responses

	SAFETY	WELL-MAINTAINED INFRASTRUCTURE	TRAVEL TIME RELIABILITY	EFFICIENT SYSTEM OPERATIONS	AFFORDABLE AND CONVENIENT MOBILITY OPTIONS	ENVIRONMENTAL PROTECTION	RESILIENT REGION	LIVABLE AND PROSPEROUS COMMUNITIES
Discrete Projects	241	184	274	166	274	129	125	206
Project Groupings	31	27	27	17	27	24	12	24
Ongoing Programs	66	56	66	55	66	54	24	58
Total	338	267	367	238	367	207	161	288

1 TPB's Project InfoTrak Database listing all the plan expenditures may be found at **https://www.mwcog.org/ProjectInfoTrak**

A main consideration during the Visualize 2050 development process and ZBB exercise was to ensure projects/programs align with TPB goals. In many cases, a project or program supports achievement of multiple TPB goals. Per TPB staff analysis on the sponsor agency responses, all projects/programs included in Visualize 2050 align with TPB's goals. Table 5.3 shows the alignment expenditures by type with TPB goals while Table 5.4 summarizes the number of projects/programs by jurisdiction.

Table 5.4: Number of Projects/Programs by Type and Jurisdiction

	Discrete Projects	Project Groupings	Ongoing Programs
DC	53	5	38
MD	107	15	59
VA	195	20	44
Regional	0	6	1
Total	355	46	142

Applying TPB's Priority Strategies via the Planned Expenditures

Through the Visualize 2050 ZBB activity, member agencies applied the TPB's priority strategies to select projects and program expenditures in their local context to achieve shared regional goals. Highlights of member agencies' application of TPB priority strategies are shared in the remainder of this chapter and continue into the next. Through 2050, various individual projects and programs will ensure continuous resources are available for routine pavement, bridge, and transit asset maintenance. Through these efforts, member agencies are implementing the TPB priority strategy to apply best practices to maintain the transportation system, such as bridge and pavement management and transit asset management.

PRIORITY STRATEGY:
Apply best practices to maintain the transportation system such as bridge and pavement management and transit asset management.

Rehabilitation is important for extending a bridge's lifespan before more extensive reconstruction is needed. In Washington, DC, the *14th Street/U.S. 1 Bridge Rehabilitations over Maine Avenue, the Outlet Channel, and Haines Point Park* (T5342) is making structural repairs on multiple segments to support the critical link between DC and Virginia. This effort will extend the corridor's useful lifespan and ensure it can continue connecting the region for years to come. Built in 1977, the H Street NE bridge in DC will undergo essential reconstruction (T6039) that will also provide increased capacity for rail operations below. Best maintenance practices also involve preventative measures like those included in Prince George's County *Major Drainage and Flood Control Improvements* (T11593). To get ahead of flooding incidents that further erode infrastructure and disrupt travel, this ongoing program will fund the redesign, reconstruction, and rehabilitation of major drainage and flood control projects throughout the county.

Transit assets, like buses, rail cars, tracks, locomotives, and facilities, require continuous investments and upgrades to ensure they can keep operating. As buses and trains near the end of their

Pierre Gaunaurd/COG

useful lives, agencies are making the necessary investments to update or replace fleets. The Potomac and Rappahannock Transportation Commission (PRTC) is doing just that through the *OmniRide Bus Replacement* (CE2714) and *PRTC Transit Center Upgrades* (CE3023) programs. With these funds, the OmniRide bus service will overhaul its vintage fleet by rebuilding several bus engines to lengthen their useful lives. The facility to house and maintain these buses is 16 years old and will undergo several projects to keep the facility in a state of good repair. As investments like these are implemented, the TPB will continue to monitor the performance of bridges, pavements, and transit assets to assess the extent to which the region is meeting its performance targets and highway and transit maintenance goals.

PRIORITY STRATEGY:
Apply the endorsed safety strategies to design and operate safer infrastructure and encourage safer behavior.

BeyondDC/Flickr

The safety of travelers is among the top and most pressing concerns shared across the region. Many investments in Visualize 2050 apply the endorsed safety strategies to design and operate safer infrastructure and encourage safer behavior.

Efforts to improve safety will be seen at individual project sites with intersection reconfigurations, optimized traffic flow patterns, and new traffic calming features. Safety improvements are often folded into roadway projects to accommodate the multimodal nature of the region by including protected or off-road bicycle facilities or by making improvements for pedestrian visibility. Such is the case with the *Centreville Road (VA 28) Intersection Improvements: Manassas Drive to Fairfax County Line* (CE3815) project in Fairfax County where the goal is to improve safety, operations, and pedestrian accessibility and mobility through improvements at multiple intersections along a 2.2-mile stretch. The vision includes new medians for access management, pedestrian and bicycle facilities, improved ADA accessibility, traffic signal modifications, and restricted turns.

Other funds will be put into programs that are dedicated to prioritizing resources to on-going needs, strategic spot improvements, emerging issues, or education. In Washington, DC, for instance, the *Safety Improvements Program* (CE1148-T3212) will make strategic, data-driven investments in locations with the highest number of reported bicycle and pedestrian accidents across the city. Similarly, *Prince George's County's Pedestrian Safety Improvements* (CE3410-T6370-T3642) will fund multiple projects focused on enhancing pedestrian safety, particularly along high-crash corridors and near schools. Identified improvements include, but are not limited to, new crosswalks, pedestrian hybrid beacons, pedestrian refuge islands, sidewalks, bus pull-off areas, reconfiguring bus stop placements, and ADA upgrades.

PRIORITY STRATEGY:
Provide more telecommuting and other options for commuting such as vanpool or carpool and alternative work schedules.

The priority strategy to provide more telecommuting and other options for commuting, such as vanpool or carpool and alternative work schedules, aims to reduce single occupancy vehicle (SOV) commuting. This is done by encouraging employers to offer transit

incentives, allow for telework and flexible schedules, and disincentivize driving alone to work.

At the same time, through commuter marketing and program operations, commuters are directly encouraged to change their travel behaviors with commuter assistance and incentive programs. The regionwide Commuter Connections Program effectively reduces vehicle trips and vehicle miles traveled (VMT), and its continued funding supports congestion relief by promoting an alternative to driving alone.

Elvert Barnes/Flickr

In Maryland, the *Ridesharing Statewide Program* (CE1265-T3760) will continue to promote and encourage the establishment of carpools and vanpools by funding the activities of the ridesharing unit of the Statewide Transportation Program, including ridematching coordination. Many projects promote alternatives to SOV travel; however, no single project can be expected to reduce vehicle miles traveled (VMT) in a significant manner at the regional level. It is instead the collection of projects together that make other options for commuting more feasible.

PRIORITY STRATEGY:
Implement Transportation Systems Management and Operations (TSMO) measures at all eligible locations.

Transportation Systems Management and Operations (TSMO) measures are applied to improve traffic flow and safety by optimizing the performance of existing facilities, rather than relying solely on new construction or expansion. As a priority strategy to implement TSMO measures at all eligible locations, member agencies are applying a wide variety of solutions to fit their local contexts.

Automated Safety Camera Program/DDOT

An important element of managing traffic flow is the programming of traffic signals. Old traffic signal control technology needs to be updated like any other transportation asset. In Alexandria, Virginia, the *Traffic Adaptive Signal Control* program (CE3526-CE3611) will fund the replacement of their 30-year-old system with a new one that utilizes vehicle sensing technology and that has transit priority capabilities.

In Washington, DC, a similar program, *Traffic Operations Improvements* (CE1151-T32160), will upgrade vehicle and pedestrian traffic control systems, add new pavement markings, and enhance traffic management center operations to improve the efficiency of the city's existing street network. Alongside this, the *Traffic Camera Upgrades* program (CE3869) will modernize DC's traffic camera network to better support traffic management, safety monitoring, and the enforcement of speed limits and red-light laws.

To meet Montgomery County's transportation management needs, the ongoing *Advanced Transportation Management System* program (T3065) will integrate Intelligent Transportation Systems (ITS) to improve traffic control through

adaptive signals and GPS, monitor real-time traffic conditions, and actively inform travelers about incidents using Travelers Advisory Radio (TARS) and live broadcasts.

PRIORITY STRATEGY:
Apply effective technologies that advance the TPB's goals.

Agencies across the region are actively adopting new and updated technologies to improve transportation system performance and advance the TPB's goals. These efforts span a broad spectrum of applications, from enhancing safety and mobility to supporting sustainability and freight efficiency.

To reduce overweight freight violations and roadway infrastructure, Washington, DC, is launching the *Freight Size and Weight Enforcement Program* (CE3265-T2633). The program will expand the use of portable scales, helping to prevent pavement damage caused by overweight vehicles.

Funding for *VRE Information Technology Improvements* (T4802) will give riders of VRE real-time multimodal traveler information and an upgraded variable message system. Other technologies are being incorporated into larger projects, such as the *Crystal City Transitway Expansion from Crystal City Metro Station to Pentagon City Metro Station* (CE3521) where an expanded BRT route in Arlington will include solar-powered bus shelters to enhance the transit experience while reducing energy use.

Other transportation systems improvements like new LED signage, flashing pedestrian warnings, driver feedback displays, and upgraded traffic signal management systems will improve travelers' experiences throughout the region. For example, Alexandria's current traffic signal control system is 30 years old and unable to respond to evolving roadway conditions and travel demands. The *Traffic Adaptive Signal Control* project (CE3529-CE3611) will modernize the system with upgraded central control hardware and software, advanced vehicle detection, mobile device tracking for real-time and historical traffic data, and adaptive signal controls to enhance overall traffic flow and improve transit operations.

Arlington DES/Flickr

As demonstrated through the implementation of the TPB priority strategies highlighted, the Visualize 2050 financial plan is more than just a collection of costs and expenditures—it serves as a strategic blueprint for shaping the region's future transportation system. It reflects how the region is addressing current challenges and sets the course for meeting the needs of both current and future populations. The investment in hundreds of additional projects and programs will influence the mobility, accessibility, reliability, safety, and sustainability of the entire system across all modes of travel. The next chapter continues with highlighting how TPB member agencies are implementing TPB priority strategies, exploring how these planned investments will enhance the region's multimodal transportation system, and examining how the 2050 network will perform according to regional metrics, including travel time reliability, congestion, mode share, and emissions.

Chapter 6:
2050 System & Performance

The substantial investments planned for the region's multimodal transportation system through 2050 will feature new elements—many of which will help address current transportation performance challenges highlighted in Chapter 3. This chapter will explore each mode of the 2050 transportation system, the system's anticipated performance, as measured through extensive travel demand model analysis from 2025 (Today) to 2050, and how transportation agencies are applying TPB's priority strategies.

As in Chapter 5, some of the region's planned projects are highlighted in this chapter to showcase the implementation of strategies, and the full listing can be found on the visualize2050.org website. As shown in the future system performance analysis, the characteristics of the region's existing transportation system, including the level of service experienced, the increased demand on the system due to the forecast increase in people and jobs, and the impact of regionally significant transportation projects planned to be implemented drive what is expected from the region's transportation system in 2050.

Future Transportation Network

The region's future transportation network in 2050 will feature new elements for all modes and travelers, such as 530 miles of new roadway and 100 miles and 99 stations of High-Capacity Transit (HCT). The **Future Transportation System** map displays all mappable, programmed investments scheduled for construction in the short term (through FY 2029) and those reasonably anticipated in the long term (through FY 2050).[1]

Based on the 2020 Census, the National Capital Region is the 6th largest metropolitan area in the U.S.[2] Between 2025 and 2050, it is predicted that 1.2 million more people and 800,000 more jobs will be added to the region, a 21 and 24 percent increase, respectively, indicating that most of the anticipated number of people and jobs in 2050 are already present in 2025.

robpegoraro/Flickr

1 National Capital Region Transportation Planning Board (2025). Visualize 2050: Future Transportation System. [Interactive Map]. **https://www.mwcog.org/V50FutureTransportationMap**

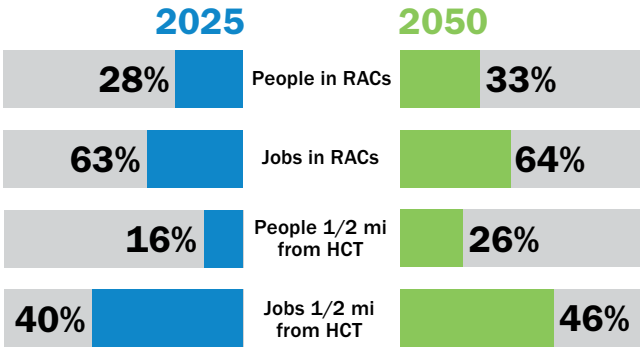
2 Rosenberg, Matt (June 7, 2024). *Which Metropolitan Areas in the United States Have the Largest Populations?* **https://www.thoughtco.com/largest-metropolitan-areas-1435135**

PRIORITY STRATEGY:
Bring jobs and housing closer together by focusing growth and adding housing units in Regional Activity Centers and near High-Capacity Transit stations.

The priority strategy to bring jobs and housing closer together is aimed at providing options for people to travel and reducing the need for automobile travel, particularly in single-occupant vehicles (SOV). This is a proven strategy to improve mobility, accessibility, and conserve natural resources.

As housing and jobs are projected to grow, they will be located closer together. This is a result of local zoning and development policies that emphasize Regional Activity Centers (RACs) and areas close to HCT stations. Transportation investments further reinforce these priorities by focusing on existing RACs, transit, and non-motorized travel, aligning with the TPB priority strategy to promote land use patterns that make the best use of the network.

Figure 6.1: Percent of People and Jobs in Regional Activity Centers and near High-Capacity Transit, Today and 2050



Visualize 2050 advances this strategy in several ways, including by designing streets that accommodate multiple travel modes and support more intensive land uses, filling in gaps in pedestrian/bicycle facilities, and investing in safety and access improvements near HCT stations. Figure 6.1 shows the anticipated impacts of targeted development and growth in RACs and HCT stations.

Roadways

By 2050, capacity changes to the region's transportation system will result in 530 new lane miles of roadway. These capacity projects will take the form of newly constructed roads, extended roads, or added general-purpose, electronic toll, or High-Occupancy Toll (HOT) lanes along existing routes.

The number of additional roadway lane miles, by type, is summarized in Table 6.1 and visualized regionwide in the **Future Roadway Network** map.[3] The changes to roadway capacity fulfill local comprehensive or state transportation plans, and improve motor vehicle access to daily needs. Although automobiles make the most use of roadways, the multimodal nature of the region is evident in new roadway projects, which increasingly include infrastructure for buses, cyclists, and pedestrians.

In the region's core, particularly Washington, DC, and other dense RACs, safety and mobility challenges are sometimes addressed by repurposing existing roadway space to accommodate a wider range of transportation modes. In contrast, the outer suburbs of Maryland and Virginia have more flexibility to expand the roadway network through widening, extensions, or new construction. However, these areas are also increasingly pursuing alternatives to roadway expansion, including multimodal and demand management strategies.

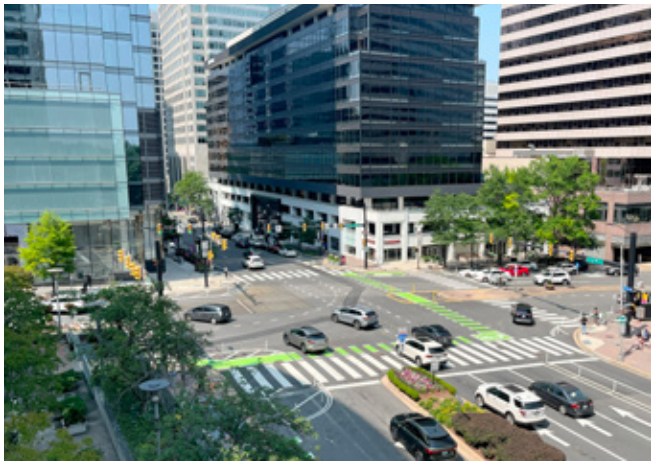
3 National Capital Region Transportation Planning Board (2025). *Future Roadway Map*. **http://www.mwcog.org/V50FutureRoadwayMap**

Table 6.1: Roadway Facilities added to the Transportation System

Roadway Type	Today Lane Miles	2050 Lane Miles	Change in Lane Miles (~% Change)
Freeways/ Expressways	3,824	4,115	291 (+8%)
General Purpose Electronic Toll Roads	*190*	*195*	*5 (+3%)*
HOV Only	*39*	*29*	*-10 (-26%)*
HOT3+	*255*	*336*	*81 (+32%)*
Arterials	13,300	13,539	239 (+2%)
Total	**17,124**	**17,654**	**530 (+3%)**

Many planned roadway projects will incorporate multimodal elements supporting alternative travel modes while also improving conditions for drivers. For example, in Tysons, VA, the *Boone Boulevard Extension: Chain Bridge Road (VA 123) to Ashgrove Lane* (CE3150), will add 1.1 miles of new roadway through existing commercial areas. This extension will provide more direct and convenient access between multiple commercial destinations, reducing the need to travel along Leesburg Pike (VA 7), which experiences congestion. The project will also enhance connectivity for non-motorized travelers by incorporating bicycle and pedestrian facilities. As part of the Tysons Grid of Streets, the extension will contribute to a finer street network with shorter block lengths, supporting a more walkable and accessible urban environment.[4]

At intersections and interchanges, many reconfigurations and traffic light system upgrades will be made to optimize traffic flow and add safety features. In Prince George's County the *I-95/I-495 Interchange at Medical Center Drive Interchange Improvements* (CE3854-T11578) will manage traffic through a diverging diamond to reduce conflict points between vehicles, improve traffic operations, support



Kenneth Candelaria/Flickr

future development, and improve pedestrian and bicycle connectivity with new shared-use paths.

Washington, DC, is rolling out a comprehensive traffic operations program (CE1151-T3216) aimed at improving vehicle and pedestrian mobility through strategic modifications to traffic signals, channelization, signage, and pavement markings. Emergency responders will also benefit from the region's evolving traffic signal system, which will increasingly incorporate smart signals capable of communicating directly with their vehicles to improve response times and safety. All these efforts will calibrate intersections and traffic management systems with the changing travel patterns from roadway improvements.

PRIORITY STRATEGY: Expand the express highway network, with rapid transit, and allow carpool/vanpool to ride free.

This strategy to expand the express highway network aims to advance several goals, including providing more options for travel, reducing congestion, incentivizing ride sharing, and expanding opportunities for rapid and reliable bus travel. The region's HOT lanes, or express lanes, are designed to provide an average minimum travel speed of 45 miles per hour, offering travelers a

4 Fairfax County (2022). *Transportation – Transforming the Existing System*. **https://www.fairfaxcounty.gov/tysons/transportation-transforming-existing-system**

faster and more reliable option for a fee. By diverting vehicles from the general purposes lanes, HOT lanes help facilitate less congested travel on those lanes. They also encourage carpooling and transit use, as buses and vehicles with three or more people can use them free of charge.

On the region's interstates, drivers will be able to make use of over 85 new lane-miles of HOT lanes. The use of high-occupancy vehicle (HOV) and HOT lanes in 2050 includes the following policies:

- In Maryland, the HOV facility on U.S. 50 will remain HOV 2+ through 2050
- In Maryland, the HOV facility on I-270 will convert from HOV 2+ to HOT 3+ when the express lanes project is implemented
- In Virginia, I-66, I-95, I-395, and I-495 are all HOT 3+
- In Virginia, all HOV-only facilities will be HOV 2+

The new HOT facilities will continue to support buses by allowing them to travel for free. In Virginia and Maryland, the *I-495 Express Lanes Northern Extension Transit Operation Services: Tysons to Bethesda* (T13640) will provide funds to support the operation of the express bus service between Tysons, VA, and Bethesda, MD. The Fairfax Connector and Omniride/PRTC will continue to travel for free on the express lanes to provide faster and more reliable travel.

Freight truck drivers will be able to bypass peak hour traffic delays by using the express lanes along I-495 in Fairfax County and I-95 from Fredericksburg to Prince William County. The *I-495 Express Lanes Truck Access* project (CE3812-CE3813), spanning from the American Legion Bridge to the I-95/I-395 Interchange, will provide the necessary infrastructure upgrades to enable this access.

The remaining HOV facilities that will be HOV 2+ will continue to promote carpooling by providing dedicated lanes for vehicles with two or more people. Efforts such as these help the region achieve reliability and affordable and convenient multimodal options by implementing its priority strategy to expand the express highway network where carpools and vanpools ride for free and transit use is encouraged in express lanes.

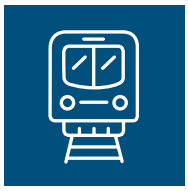
Numerous bridges tie the roadway network together and connect DC, MD, and VA. By 2050, many aging bridges will undergo a range of reconstruction and maintenance efforts to restore structural integrity. New bridges and underpasses will be built to improve multimodal connectivity such as the two planned overpasses in Reston, VA, across Dulles Toll Road (VA 267) which will create new and improved connections for drivers, cyclists, and pedestrians *Soapstone Drive New Overpass over Dulles Toll Road (VA 267): Sunrise Valley Drive to Sunset Hills Drive*, T6583, and *South Lakes Drive New Overpass over Dulles Toll Road (VA26): Sunrise Valley Drive to Sunset Hills Road*, (CE3451).

Cristina Finch/COG

PRIORITY STRATEGY: Develop and implement an electric vehicle charging network to support the expansion of EVs.

Driving will remain the dominant mode of travel in the region, with the number of registered light–duty vehicles projected to grow from 3.9 million to over 4.9 million by 2045, according to the TPB's Regional Electric Vehicle Infrastructure Implementation (REVII) Strategy.[5] As vehicle ownership grows, the fleet of vehicles may also become less gasoline dependent as alternative fuel, hybrid, and electric vehicles gain in popularity and account for a larger share within the region's vehicle fleet.

The number of registered electric vehicles increased by over 250 percent in the region between 2020 and 2023, making it the fastest growing vehicle category.[6] Based on these EV-adoption trends, the REVII Strategy projected that over 74,000 more publicly available chargers may be needed by 2045 beyond the 1,586 publicly available chargers in place in late-2023, with possibly over 100,000 additional chargers needed under a high EV adoption scenario.[7] To support this shift to EVs, dedicated funding from programs like the *National Electric Vehicle Infrastructure Deployment Program (NEVI)* (T13601-T11622) will help expand the regional network of publicly available EV charging stations.



Railways

By 2050, the region's passenger rail system will expand upon the existing 304 network miles with 18 new track miles. Beyond the physical expansion, the 2050 rail transit system will also feature operational enhancements designed to modernize and improve daily transit performance, helping to implement the priority strategy to move more people on Metrorail. Table 6.2, the **Future Railway and Bus Transit Network** map, and the ***List of New HCT Stations (2050)*** showcase the transit capacity changes that will serve the region by 2050.[8]

Table 6.2: Railway Transit added to the Transportation System

High-Capacity Rail Transit	Today	2050	New
Metrorail Stations	98	98	0
Commuter Rail Stations	38	39	1
Streetcar/Light Rail Stations	8	34	26
Total Stations	**144**	**171**	**27**
Metrorail Miles	129	129	0
Commuter Rail Miles	173	173	0
Streetcar/Light Rail Miles	2	20	18
Total Miles	**304**	**322**	**18**

PRIORITY STRATEGY: Move more people on Metrorail with more frequent services, longer trains, and expanded stations that are accessible by nonmotorized modes

5 ICF. *Regional Electric Vehicle Infrastructure Implementation Strategy*. Prepared for the National Capital Region Transportation Planning Board and the Metropolitan Washington Council of Governments, August 2024. **https://www.mwcog.org/documents/2024/09/04/regional-electric-vehicle-infrastructure-implementation-revii-strategy-climate--energy-climate-change-electric-vehicles/**

6 National Capital Region Transportation Planning Board Technical Committee (October 4, 2024). *Agenda Item 9: 2023 Vehicle Registration Data*. **https://www.mwcog.org/events/2024/10/4/tpb-technical-committee/**

7 Increased levels of EV adoption are represented in the Visualize 2050 technical analysis by using the EPA's assumptions that over 40 percent of light-duty vehicles sold after 2030 will be electric. These assumptions are reflected in the EPA's MOVES4 model default inputs that are based on the federal regulations and recent trends.

8 National Capital Region Transportation Planning Board (2025). *Future Railway and Bus Transit Network Map*. **http://www.mwcog.org/V50FutureTransitMap**

BeyondDC/Flickr

The most significant rail expansion will come from the *Purple Line Light Rail Transitway: Bethesda Metro Station to New Carrollton Metro Station* (CE3645-T2795), which will span 16 miles. This transformative project will provide faster, more direct, and more reliable east-west transit service for RACs in Prince George's and Montgomery Counties. Featuring 21 stations along a semi-circular route, the fixed-guideway system plans to run every 7.5 minutes during peak periods, operating in both mixed traffic and dedicated lanes to serve parts of the region that have long been disconnected from the existing rail network.[9] Moving more people on Metrorail will also be easier as the Purple Line will provide new, seamless connections to Metro's Red, Green, and Orange lines, as well as MARC, Amtrak, and local and regional bus services, allowing residents in six RACs including Silver Spring, Takoma/Langley Crossroads, and the University of Maryland to access many destinations without a car.

Emma K Alexanrda/Flickr

Several planned upgrades to Metrorail station entrances will make access easier, safer, and more direct for riders. At Bethesda Station, a long-awaited second entrance at Elm Street will provide a smooth connection between the Purple Line and Metrorail (T5560). Ballston-MU Station will gain a new western mezzanine entrance with an underground passageway, fare gates, escalators, elevators, and an attendant kiosk (CE3633). In Crystal City, a new eastern mezzanine entrance will improve access from Crystal Drive, the VRE station, and the northbound Transitway (T6670). A new pedestrian and bicycle tunnel under Georgia Avenue will offer safer, more direct access to Forest Glen station (T5649). At the Van Dorn Station, a new multimodal bridge over the freight railroad tracks and Eisenhower Avenue will connect buses, bicyclists, and pedestrians from South Pickett Street directly to the station entrance (CE3284).

Travelers on Virginia Railway Express (VRE) and MARC commuter trains will see improved and expanded service. On the VRE, a bottleneck in Alexandria will be addressed by adding new tracks that will separate freight and passenger trains, improving freight operations while also increasing capacity and efficiency for VRE and Amtrak northbound travel into Washington, DC. Further south on the Fredericksburg Line between Lorton and Springfield, an additional track will also remove conflicts with freight trains while also increasing train speeds through curves. To complement these upgrades, *VRE Fredericksburg and Manassas Lines Service Improvements* (CE2832) will increase weekday peak-period, peak-direction service frequency to 20-minute headways, introduce limited reverse-peak and midday weekday trains, and launch new weekend service.

9 Maryland Department of Transportation (2024). *Purple Line Project Overview*. **https://www.purplelinemd.com/overview/**

Jeff Morfit/Flickr

Similarly, MARC is advancing a series of capital projects including mainline track expansions to support the potential for future run-through service into Northern Virginia, increased weekday and weekend service, and strategic enhancements to storage and maintenance facilities—enabling the deployment of longer trains for expanded seating capacity. These commuter train service enhancements will improve access to Metro and make commuter trains a more appealing option for both daily commuting and weekend travel.

Complementing the additional rail capacity and service improvements are many planned upgrades inside and around rail stations. Lighting upgrades for better visibility, upgraded security and communication systems, accessibility improvements to the platforms, and enhanced wayfinding will all contribute to a better experience for rail transit users. *New Carrollton Station Improvements* (T13654) will go above and beyond with an upgraded train hall for the existing MARC, Metrorail, and Amtrak services, while also incorporating connections to local and intercity bus services and the Purple Line light rail. Outside of New Carrollton Station, new sidewalks, bike lanes, lights, signalization, and traffic calming improvements on Garden City Drive will create a more welcoming space for all riders.

Altogether, by 2050, residents and visitors in the region will have a more robust rail transit network that offers new travel options to key destinations, more frequent service, and enhanced station amenities.

Bus Transit

The bus network that hundreds of thousands rely on will gain nearly 80 lane miles of bus rapid transit (BRT) and 90 BRT stations, as shown in Table 6.3, on the **Future Railway and Bus Transit Network** map, and in the ***List of New HCT Stations (2050)*** online. This BRT network expansion will be accomplished by repurposing space and adding transitways along existing roadways. The 2050 BRT system will allow more buses to operate outside of general traffic where possible, reducing their reliance on roadway conditions and improving reliability along key corridors.

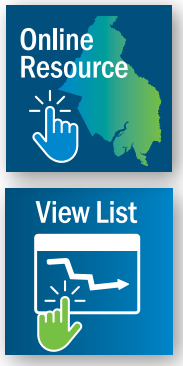


Table 6.3: Bus Rapid Transit added to the Transportation System

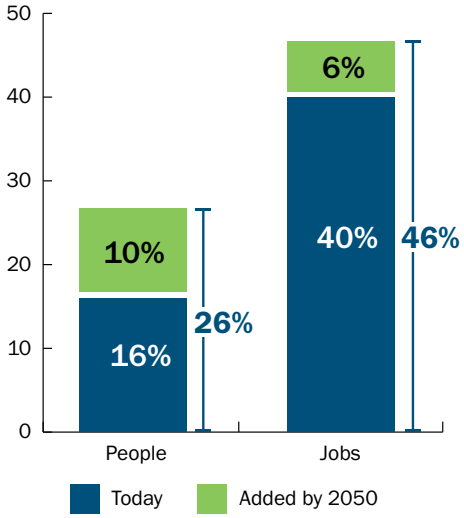
	Today	2050	New
Bus Rapid Transit Service Miles	14	93	79
Bus Rapid Transit Bus Stations	28	118	90

PRIORITY STRATEGY: Increase frequency and capacity of transit by expanding bus rapid transit (BRT) and transitways across the region to provide more service to more people, especially in corridors with high demand.

A range of other upgrades like transit signal priority for existing routes, queue jumps at targeted congested intersections, expansion of all-door boarding, optimization of bus routes and bus stop locations, and dedicated lanes or peak-hour bus lanes on existing routes are all on the docket and will help to make bus travel a more viable option for many people. With a larger BRT system and the growth in population and jobs, the share of people and jobs within 1/2 mile of HCT stations will increase by 10

percent and six percent respectively, between Today and 2050 (see Figure 6.2).

Figure 6.2: Share of People and Jobs 1/2 mile from High-Capacity Transit stations, Today and 2050



The region's priority strategy to increase the frequency and capacity of transit by expanding BRT and transitways across the region will be advanced with the new BRT lane miles. One such project is the *Richmond Highway (US 1) New BRT: Huntington Metrorail Station to Fort Belvoir* (T13563-T6680) in Fairfax County. About 90 percent of the 7.4-mile route will have dedicated bus lanes have dedicated bus lanes, helping Richmond Highway BRT - The One buses avoid traffic and stay on schedule as they transport riders between the Yellow Metro Line, residential communities, and Fort Belvoir. The BRT will also use long, 60-foot electric buses that are quiet, environmentally friendly, and can transport more people than a general lane of cars, expanding overall transportation capacity in the corridor. Pedestrian improvements will also be weaved into the project so that accessing transit will be easier and safer.

In Montgomery County, the Veirs Mill Road (MD 586) corridor will be transformed with *New BRT Expansion from Montgomery College, Rockville to Wheaton Metro Station* (CE3103). Running along one of the county's busiest bus transit corridors, this seven-mile BRT route will upgrade the existing bus corridor with pre-payment stations for faster boarding, real-time transit information, dedicated lanes, queue jumps, and transit signal priority at key intersections. Building further upon Montgomery County's BRT system, the *MD 355 New BRT Expansion from East-West Highway (MD 410) to Clarksburg Road* (CE3856) will feature median-running dedicated bus lanes where feasible, offering faster, more reliable service between downtown Bethesda, North Bethesda, Rockville, and Gaithersburg. Similar BRT projects, along with the continual refinement of service plans and routes by transit agencies, will significantly enhance bus travel times and overall reliability for the thousands of residents and visitors that depend on buses to get around.

PRIORITY STRATEGY: Reduce travel times on all public transportation bus services with faster bus service for existing users, regardless of the type of bus or corridor.

In addition to major BRT projects, the region will benefit from a spectrum of smaller-scale improvements, non-infrastructure upgrades, and fleet replacements. One example is along Georgia Avenue NW in Washington, DC, where bus speeds have steadily declined since 2020.[10] In response,

BeyondDC/Flickr

10 District Department of Transportation (2023). *Georgia Avenue NW Bus Priority.* **https://buspriority.ddot.dc.gov/pages/georgiaavenw**

the *Georgia Avenue NW Capacity Reduction for New Bus Lanes: Eastern Avenue to Barry Place NW* project (T13591) will introduce bus lanes, install bus bulbs to streamline boarding without leaving the travel lane, and relocate and rebalance bus stops, all designed to reduce delays and improve operational efficiency along the heavily used corridor. While waiting for the bus, riders will more frequently see modernized stops with real-time arrival information, more comfortable seating, and better lighting.

Commuter buses traveling to and from areas within and beyond the region will spend less time in interstate traffic due to the use of existing and future HOV and HOT lanes. These lanes, available to public buses free of charge, will offer faster, more reliable service with shorter travel times and fewer delays. Leveraging existing routes and tools available in this way will help the region implement its priority strategy to reduce travel times on all public transportation bus services with faster bus service for existing users, regardless of the type of bus or corridor. Having more bus services that are less dependent on private automobile traffic conditions will allow travelers to be more confident of bus arrival times and spend less time in traffic.

Transportation services designed to serve individuals with transportation disadvantages will continue to have support from the TPB and transportation agencies through the region's program for *Enhanced Mobility of Seniors and Individuals with Disabilities* (T6366). In some cases, technological advancements in mobility help address the needs of these community members. In other cases, providing more resources to existing mobility services will enable more reliable and widespread coverage.

PRIORITY STRATEGY:
Convert vehicles to clean fuels: 50 percent of new light-duty vehicles, 30 percent of medium and heavy-duty trucks sold, and 50 percent of all buses on the road.

Bus technology and power sources will continue to evolve. As aging diesel fleets are phased out, local transit agencies will replace them with electric buses, supported by new charging infrastructure. In Virginia, DASH will replace 13 end-of-life buses with battery electric models (T6331), powered by 13 depot chargers, three megawatts of electric utility service, and an on-route opportunity charger (T13618-T13569). Fairfax County will deploy 21 articulated electric buses to serve riders on the new Richmond Highway (US 1) "The One" BRT route (T13563-T6680). In Maryland, 14 of Montgomery County's Ride On diesel buses with be replaced with electric ones, along with 13 new hydrogen fuel cell electric buses (T6616) to add to its fleet to support the many planned BRT routes. Dedicated funding will also be invested into bringing EV chargers for buses across the region. Fleet and infrastructure upgrades such as these will advance the region's priority strategies to convert vehicles to clean vehicles and to develop and implement an electric vehicle charging network.

Between 2025 and 2050, the region's bus network will continue to advance into a modern, next-generation transit system that operates with greater independence from automobile traffic. Riders along the new BRT corridors can expect better reliability with shorter waiting times and more consistent arrival schedules. As investments in bus priority are focused along major corridors, where populations and employment are projected to increase, a positive feedback loop is expected to emerge; improved service will attract more riders, fueling continued demand for further investment in BRT.

Pedestrians, Bicyclists, & Micromobility

Active transportation and micromobility daily trips are possible for people in the region because of the region's concerted investment to improve safety and accessibility for pedestrians, bicyclists, and micromobility users. By 2050, non-motorized travel will be better supported across the region through expanded, and more integrated, bicycle and pedestrian infrastructure.

Throughout the region's communities, all applicable investments in Visualize 2050 will include a range of bicycle and/or pedestrian accommodations. The region's ongoing commitment to building safe pedestrian and bicyclist accommodations will further strengthen the active and micromobility transportation networks. The **Future Pedestrian, Bicyclist, and Micromobility Network** map shows investments through 2050 that will include bicycle or pedestrian accommodations.[11]

Online Resource

Because the region is motivated to address non-motorized user safety and access concerns, agencies are implementing bicycle and pedestrian features such as shared-use paths, bike lanes, more visible crossings, or other amenities into all types of projects, including roadway redesign and widening projects. Many projects will incorporate access to new off-road trails or fill gaps between existing trails. With these changes, the ability for people to walk, bike, or use micromobility to reach daily destinations will become easier and safer while also providing public health benefits.

In Prince George's County, safety concerns for pedestrians along Marlboro Pike have inspired a new vision for 4.5 miles of the corridor to gain widened sidewalks, more visible crosswalks, new landscaping, and potential modifications to driveways (T13604). In Arlington, a segment of George Mason Drive surrounded by schools, homes, parks, and commercial areas will be rebuilt into a safer, multimodal corridor with enhanced bicycle and pedestrian crossings at intersections, a separated multiuse trail, and narrowed travel lanes designed to reduce traffic speeds (CE3884).

BeyondDC/Flickr

PRIORITY STRATEGY: Improve walk and bike access to transit, especially within TPB identified High-Capacity Transit station areas, through the application of Complete Streets and Green Streets policies.

Many projects will strategically make walking and bike access to transit easier. With an expected 26 percent of people and 46 percent of jobs to be within a half-mile of an HCT station, there is a substantial opportunity to make improvements to encourage even more people to choose Metrorail, commuter rail, BRT, or streetcar.

A critical gap between Bethesda, Chevy Chase, and Silver Spring in Montgomery County, for instance, will be filled with the *Capital Crescent Trail: Elm Street to Chevy Chase Lake Terrace and Silver Spring Transit Depot to Silver Spring Metro Station* (CE3122-T6015) to provide safer and more direct access to the Bethesda and Silver Spring Metro Stations, as well as to several future Purple Line Stations. The corridor connecting the Largo, Garrett Morgan Boulevard, Addison Road/Seat Pleasant, and Capitol Heights Metro stations in Prince George's County will be transformed from a car-centric throughfare into a more balanced, multimodal corridor, featuring a range of bicycle and pedestrian access improvements at, and between, each station (T13605). A *New Pedestrian Bridge over I-395: Quantrell Avenue to Landmark Mall* (CE3768) will overcome the highway barrier separating nearby neighborhoods from the future Landmark Transit Center (CE3071), a planned

11 National Capital Region Transportation Planning Board (2025). *Future Bicycle and Pedestrian Map*. **http://www.mwcog.org/V50FutureBikePedMap**

hub that will serve as a transfer point between two BRT routes. When walking or biking to transit is safe and convenient, the value of existing transit investments is maximized as transit becomes a more practical and appealing option for more people.

PRIORITY STRATEGY: Complete the National Capital Trail Network to create an extensive web of trails that provide walk and bicycle access to jobs and other activities by connecting communities across the region to Activity Centers.

New trails on the National Capital Trail Network (NCTN) will help create a more robust and connected off-road bicycle/pedestrian system. Most likely, other trail projects, both on and off the NCTN, will be identified as part of project groupings and ongoing programs, beyond the discrete projects submitted by agencies for this plan.

From 2020 to 2023, the region added mileage to the NCTN at a rate of 27 miles per year. If this rate continues, the trail network as currently envisioned will be almost complete by 2050.

The *Anacostia River Waterfront Reconstruction: Poplar Point to Kenilworth Park* (CE1589) will mend disconnections between neighborhoods that are separated by DC 295 and provide new, comfortable access to trails and parks for residents. A new one-mile trail, the Silver Spring Green Trail, will run from Fenton Street to the Sligo Creek Trail to provide direct connection to the Silver Spring Transit Center Purple Line Station by way of the Metropolitan Branch Trail and the future extension of the Capital Crescent Trail. As community members gain access to these safe and interconnected networks by 2050, the opportunity for improved physical and mental health increases as more people have access to active commuting and recreational options.

Even some rail and interstate projects, like *I-495/I-270Y (West Spur)/I-270 Express Toll Lanes Widening: I-370 to George Washington Memorial Parkway* (CE3863) and the *New Long Bridge over the Potomac River* (T6727) will create new trail connections strengthening multimodal links between DC, MD, and VA.

Between Today and 2050, the transportation network will become larger, more interconnected, and more multimodal than ever before with an expanded roadway and transit system and a strengthened pedestrian, bicycle, and micromobility network. These investments, guided by priority strategies, will not only change how people and goods move, but will also influence where growth occurs and how

Joe Flood/Flickr

communities function. As the transportation network grows and evolves, its ability to deliver safe, reliable, and sustainable travel will depend on how well it performs for everyone who relies on it. The following section examines this performance, looking closely at how the future system is expected to impact access, congestion, and the environment.

2050 System Performance

The future system performance analysis of Visualize 2050 considers how well the anticipated transportation system will accommodate 2025 and forecasted 2050 travel demand and address mobility and accessibility challenges. Future expectations for the region's transportation network will be shaped by the characteristics of the existing transportation system and the prevailing land use and development patterns, increased demand on the system associated with projected growth in population, employment, changes in land use and development patterns, combined with the influence of regionally significant transportation projects. Without the investments included in Visualize 2050, auto congestion and delays are expected to rise, and accessibility is expected to worsen which is further explained in the following sections.

As the size of the population and workforce continue to grow, travel demand across all modes of transportation is expected to rise. While Visualize 2050 includes some capacity expansion and more options on modes with more reliable travel times (such as rail, BRT, walk and bike, and HOV and HOT lanes), the existing highway and transit systems will need to absorb most of this increased demand. Despite advancements in technology and shifts in travel behavior to more non-single occupancy vehicle (non-SOV) travel and shorter trips, congestion and delay are still projected to worsen on highways, leading to declines in timely auto access to destinations. For transit, population and job growth near HCT stations, along with new transit services, leads to improved job access by transit in the year 2050.

DID YOU KNOW?

TPB's analysis of future system performance uses output from the TPB's Travel Demand Model (Gen2/Version 2.4), which forecasts where, when, and how people will travel around the region in the coming decades. To make its predictions, the model relies on the latest regional population and job growth forecasts from the COG Round 10.0 Cooperative Forecasts, information on existing travel patterns from the TPB's Regional Travel Survey, and the planned future transportation system.

Access

Investments in the roadway network, rail and bus transit system, and bicycle and pedestrian infrastructure will reshape how people can reach their destinations. The expansion of BRT routes is expected to enable more people to travel efficiently by bus, while enhancements to both on- and off-road bicycle and pedestrian facilities will expand opportunities for active transportation. However, the impact of these improvements will vary widely depending on local land use characteristics and where future housing and job growth is concentrated. As a result, the changes in access brought by Visualize 2050 investments will not be experienced uniformly across urban, suburban, and rural zones. This section presents findings from the accessibility analysis of the TPB's Travel Demand Model (see callout for more info).

MODE SHARE FOR ALL TRIP AND WORK TRIP ACCESS

The share of trips in this region—for accessing both work and non-work places—taken on non-SOV modes such as high occupancy auto of two passengers or more, bicycle and pedestrian travel, and transit trips increases at rates greater than single occupancy vehicle trips by 2050 (see Figure 6.3 and Figure 6.4). For all trip purposes, rates of growth in non-SOV trips lead to more than 62 percent of trips by 2050

compared to 59 percent Today (see Figure 6.3). This is a similar trend for work trips, where 43 percent of commute trips will be taken on non-SOV modes by 2050 compared to 40 percent Today. SOV travel, however, will continue to be the predominant way the region's commuters travel to work (see Figure 6.4).

By 2050, more people will take auto trips together than by themselves.

NADTC

While transit and walk/bicycle travel will increase, automobiles will continue to be the dominant travel mode into 2050. Seventy-eight percent of all trips will be in personal automobiles of which 38 percent will be made in SOV, and 40 percent will be taken using high-occupancy vehicles of two passengers or more. This 78 percent of automobile trips in 2050 is a decrease from 81 percent Today (see Figure 6.3). Over this period, the growth rate of HOV trips is slightly greater than that of SOV trips, indicating that more trips will be taken with multiple passengers per car (see Figure 6.3).

Figure 6.3: Mode Share for All Trips, Today to 2050

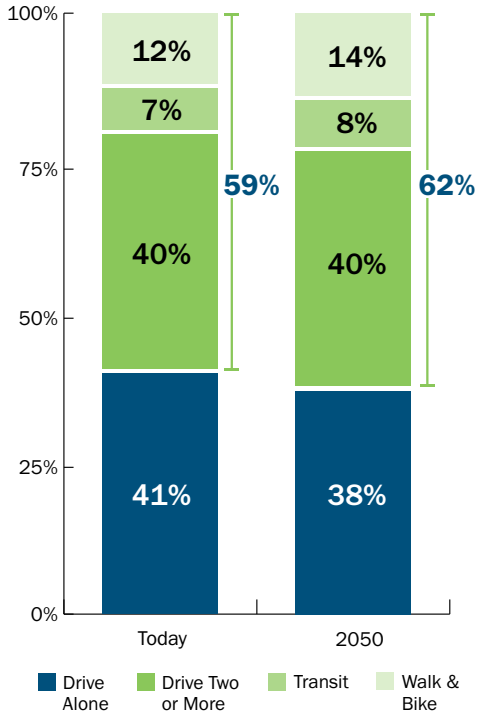
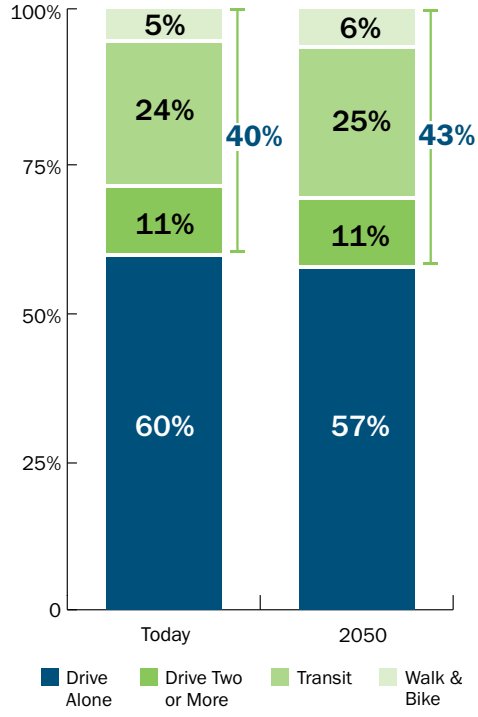


Figure 6.4: Mode Share for Work Trips, Today to 2050



MODE ANALYSIS BY GEOGRAPHY FOR ALL TRIPS AND WORK TRIP ACCESS

While some general trends can be observed across the region, such as higher number of trips on transit for work access than other trip purposes and carpooling trips being more common for non-work trips, travel mode distribution and number of trips in 2050 vary across the region. These are influenced by differences in land use and access to transportation infrastructure. Geographic analysis areas help to understand how the different land use patterns relate to proximity and access to HCT stations and RACs. Table 6.4 lists the number of RACs and HCT stations in each geographic area, while Figure 6.5 illustrates the projected share of all trips in 2050 across the geographic analysis areas.

TPB GEOGRAPHIC ANALYSIS AREAS

Regional Core: City of Alexandria, Arlington County, District of Columbia

Inner Suburbs: City of Bowie, City of College Park, Fairfax County, City of Fairfax, City of Falls Church, City of Gaithersburg, City of Greenbelt, City of Laurel, Montgomery County, Prince George's County, City of Rockville, City of Takoma Park

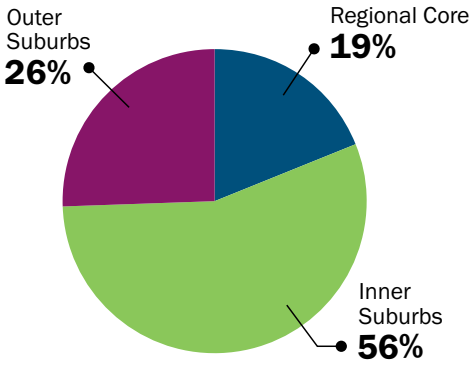
Outer Suburbs: Charles County, Frederick County, City of Frederick, Loudoun County, City of Manassas, City of Manassas Park, Prince William County

In the Regional Core, residents benefit from dense, mixed-use development, many HCT stations, and a broad range of travel options. Non-recreational walk and bicycle trips are typically over short distances, and the proximity and mixed-use nature of land use in the region's core is most supportive of such travel. In the Inner Suburbs, more dispersed land use patterns and scattered RACs create uneven, and often less convenient, access to non-driving modes. Farther out in the Outer Suburbs, low-density development, fewer RACs, and limited access to HCT stations further car dependency.

Table 6.4: Number of RACs and HCT stations by Geography

TPB Geographic Analysis Area	#RACs	#HCT stations Today	#HCT stations 2050
Regional Core	45	83	103
Inner Suburbs	78	75	170
Outer Suburbs	22	13	15

Figure 6.5: Percent of All Trips in 2050 by Geography



Regional Core

Transit, walking, and biking are highly accessible in the Regional Core, where dense, mixed land uses of the region's historic center—particularly in transects categorized as urban core, urban center, and general urban zones—make these modes easy and convenient (Figure 6.6, see Chapter 4, Land Use and Development Patterns for more information on transect categories). As a result, the Regional Core is projected to continue to have the highest share of transit, walking, and biking trips for all trip types as well as for only work trips among the geographic analysis areas (Figures 6.9 and 6.10).

For all trips in the Regional Core, travel is estimated to be evenly split—50 percent by driving (SOV and HOV) and 50 percent by alternative modes (transit/walking/biking). When looking specifically at work trips, transit use becomes even more prominent, as more than half of work trips are projected to be made by transit, one-third by driving, and the remaining 17 percent by walking or biking.

Figure 6.6: Regional Core Land Use Patterns

Inner Suburbs

With an expected 47 percent of all jobs and 54 percent of all residents in 2050, most trips in 2050, 56 percent, are projected to originate from the Inner Suburbs (Figure 6.5). This area includes a mix of transects defined as urban center zones, general urban zones, and sub-urban zones (Figure 6.7). RACs and HCT in the Inner Suburbs are primarily located within the denser, mixed-use urban center and general urban zones. These denser nodes play an important role in supporting travel options to connect, concentrate, and circulate movement.

This variation in land use is reflected in differences in mode choice access (Figures 6.9 and 6.10). While only seven percent of all trip types in the Inner Suburbs are expected to be made by transit, work trips by transit make up 24 percent of travel. Conversely, community members are about three times more likely to walk or bike for all trip types than for commuting. Carpooling is also more common for work trips in the Inner Suburbs compared to the Regional Core, six times the share of mode choice in comparison, highlighting the unique travel patterns shaped by the area's land use and transit accessibility.

Figure 6.7: Inner Suburbs Land Use Patterns

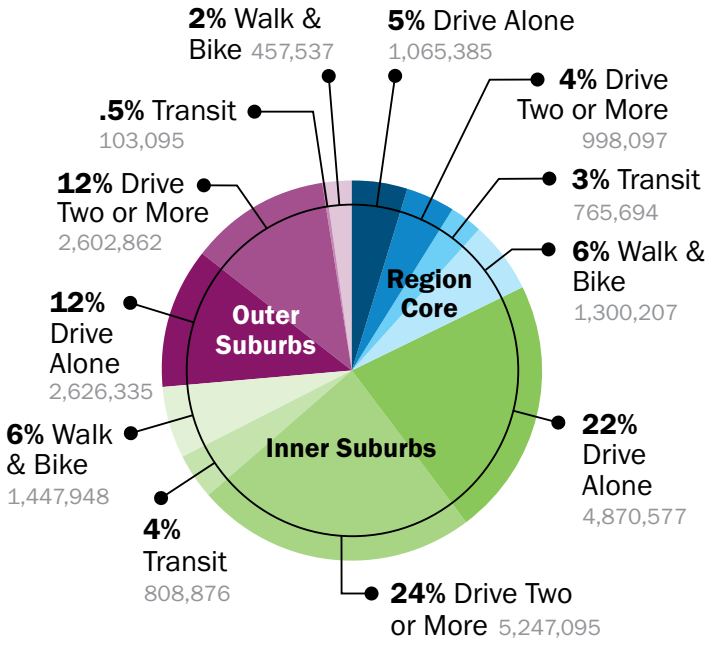
Outer Suburbs

Transects defined as sub-urban, rural, and natural zones, with lower-density RACs and HCT stations largely characterize the fabric of the Outer Suburbs (Figure 6.8). Here, most of the travel will be dominated by single-occupant and carpool auto-based travel (Figures 6.9 and 6.10). Auto-based commute trips from here are greater than all commute trips combined from the Regional Core.

In the Outer Suburbs, only one half of one percent of all trips are projected to be made by transit, underscoring the limited availability and feasibility of transit services common in areas with lower density. Despite this, the share of work trips made by transit is projected to be four times higher than that of all trips, highlighting the relative importance for job-related travel. Walking and biking are expected to account for two percent of all trips, which is four times higher than their estimated share of work trips.

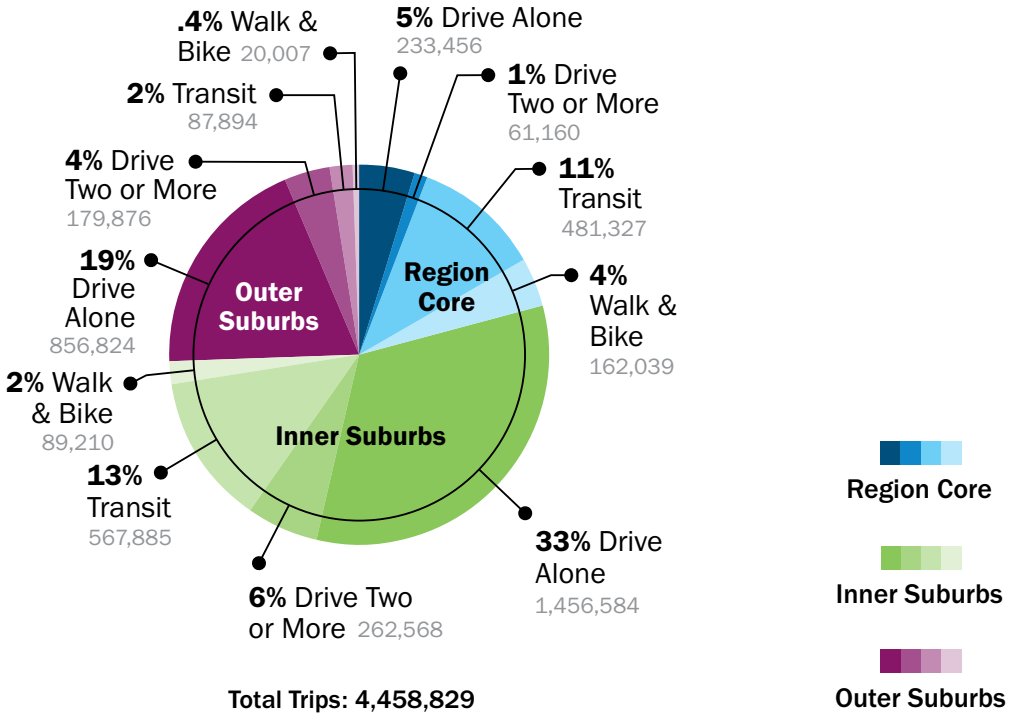
Figure 6.8: Outer Suburbs Land Use Patterns

Figure 6.9: All Trips by Mode and Geography, 2050



Total Trips: 22,293,708

Figure 6.10: Work Trips by Mode and Geography, 2050



Total Trips: 4,458,829

ACCESS TO JOBS BY AUTO AND TRANSIT

Analyzing roadway performance through the number of jobs accessible by auto and transit during a 45-minute morning commute, the region as-a-whole will see a decline in access by auto and an increase by transit by 2050. This shift from Today to 2050 is shown on the **Current and Future Accessibility to Jobs** map.

Access to jobs by auto declines by five percent below the 2025 level of nearly 1.06 million jobs accessible (see Figure 6.11). Forecasted growth in people and jobs contributes to increased demand on the region's roadway network, thus increasing congestion and delay, resulting in some residents no longer being able to reach certain jobs within the 45-minute commute travel shed. However, without the investments proposed in Visualize 2050, average regional job accessibility by automobile would decline by 11 percent (or more than 110,000 jobs). This contrast highlights the critical role of Visualize 2050 in preserving timely job access by auto.

Figure 6.11: Change in Access to Jobs by Auto, Today to 2050

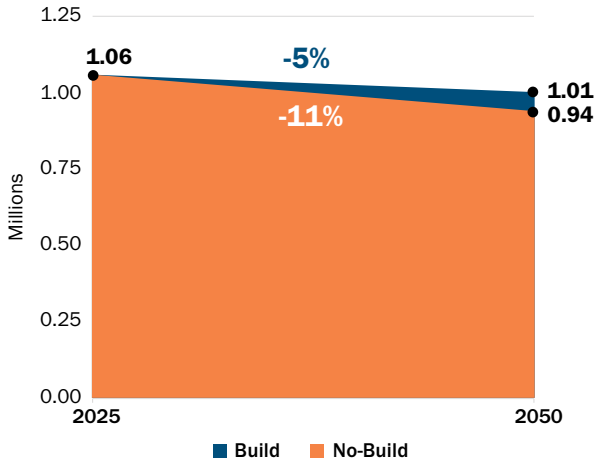
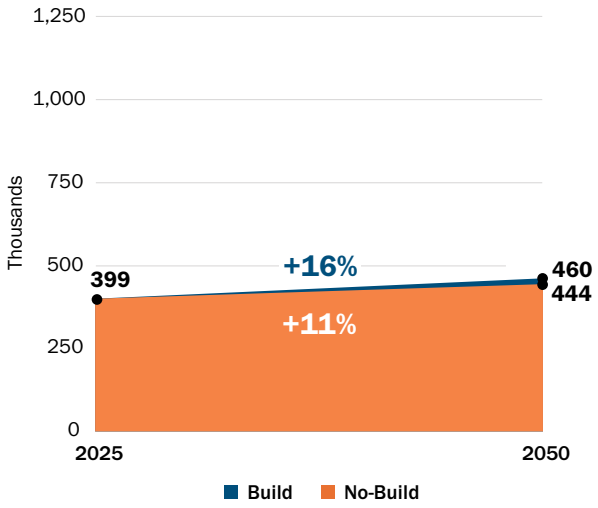


Figure 6.12: Change in Access to Jobs by Transit, Today to 2050



The change in job access by auto will not be felt evenly across the region as illustrated in the **Current and Future Accessibility to Jobs** map. Communities in the region's core, western suburbs, and northern suburbs are projected to experience moderate to significant improvements in job accessibility by auto. In contrast, areas in the eastern part of the region and within the Capital Beltway will likely face moderate to significant declines. These disparities are likely driven by worsening congestion and delays, which will increase the time it takes to access certain areas by car. Additionally, as seen in the online map, job growth is expected to be concentrated in the western part of the region, meaning residents there will have easier access to employment opportunities, while people living in the east will face longer distances and travel times to reach new job centers.

Access to jobs by transit is expected to grow between Today and 2050 (see Figure 6.12). With additional HCT services planned for the region and forecasts expecting more people and jobs close to those transit services, the analysis finds a 16 percent increase in jobs accessible by transit during a 45-minute morning commute, increasing

by almost 62,000 jobs by 2050. A closer look at the geographic distribution of these changes reveals that most areas already served by transit will experience increased job access. Additionally, parts of the region where new transit projects are planned are forecasted to gain even greater access to employment opportunities. These advancements highlight not only the region's commitment to transit investment, but also its evolving urban landscape, with population and employment centers becoming more concentrated around HCT stations.

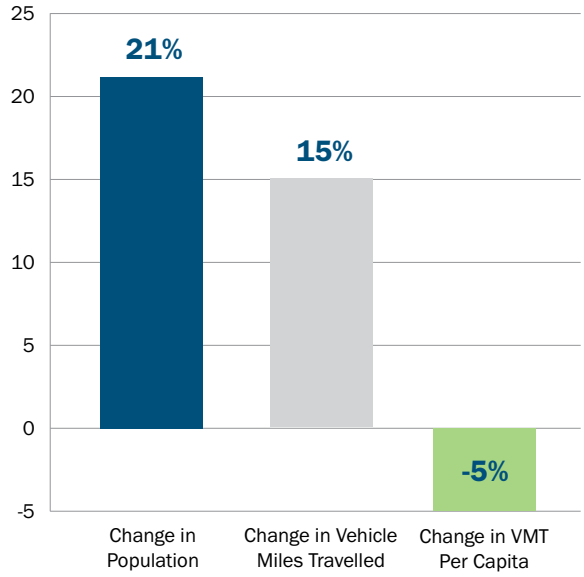
Congestion

Congestion is and will continue to be a recurring experience for people traveling along the region's roadways. Transportation planners across the region consider congestion when developing projects and aim to include features and infrastructure that help reduce it. Still, factors such as the location of population and job centers, varying growth patterns, unplanned emergencies, and the feasibility of alternative transportation options will continue to influence congestion levels in 2050. This section presents findings from the congestion analysis of the TPB's Travel Demand Model.

RESIDENT VEHICLE MILES TRAVELLED PER CAPITA BY AUTO

Even though congestion and delay are forecast to grow by 2050, residents of the region are expected to drive fewer miles per person, meeting a noted target in COG's Region Forward. The total vehicle miles traveled by all residents on a typical day in 2050 is forecast to grow less than the growth in population and vehicle miles traveled per person is expected to be five percent less than it is in 2025 (see Figure 6.13). These findings suggest that travel behavior in the region responds to changes to the land use and transportation infrastructure environment, particularly that of the region's residents. These can include people making shorter trips due to jobs and housing being closer, using non-auto-based modes more often as more transit/walk/bike infrastructure is built, and changing travel behavior due to the impact of congestion and delay.

Figure 6.13: Change in Resident Vehicle Miles Travelled Per Person, Today to 2050



CONGESTION AND DELAY BY AUTO

While many projects in Visualize 2050 aim to reduce congestion on the region's highway network, growing roadway demand will continue to strain an already overburdened system. Despite efforts to mitigate congestion, forecasts indicate worsening highway conditions in the coming decades. Total daily vehicle hours of delay (VHD), which represents time spent in traffic in congested conditions, is predicted to increase 70 percent, and average minutes of delay per trip is predicted to increase 46 percent, or from four minutes to nearly six minutes by 2050 (see Figures 6.14 and 6.15). By contrast, without the transportation projects in the plan, VHD is predicted to increase 85 percent, between 2025 and 2050, and the average minutes of delay per trip are predicted to increase 59 percent.

Capacity-adding roadway projects in Visualize 2050 are expected to provide short-run reductions in congestion. Over the long run, average traffic congestion levels in the areas where road capacity is increased are expected to remain about the same due to changes in people's travel behavior (pattern, choice of mode, etc.) resulting from the larger influence of employment and population growth forecasted

to occur in the region over the next 25 years, the assumed distribution of future jobs, housing, and future transit service levels, which will fuel increased demand on the region's highway network.

Figure 6.14: Change in Total Daily Vehicle Hours of Delay, Today to 2050

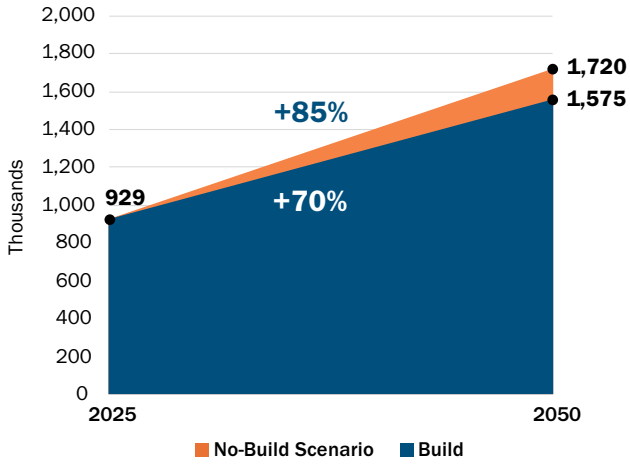
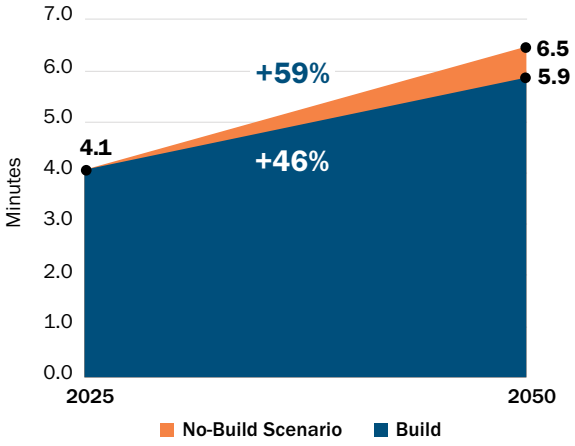


Figure 6.15: Change in Average Minutes of Delay Per Trip, Today to 2050



Environmental Forecasts

As discussed in Chapter 4, transportation projects have both direct and indirect environmental impacts. While it is impossible to predict all outcomes, TPB analyzes how millions of motor vehicles, which are continually subject to new standards for fuel consumption, emissions and advanced technologies, may influence air pollution/vehicle emissions. At the same time, designing the built environment to mostly prioritize vehicle movement and direct car access to land uses has fostered automobile dependency, driving higher fuel consumption and related emissions. All of this must now be considered in the context of a time where more frequent and more severe weather events and natural hazards can be expected. Certain elements of transportation projects can improve infrastructure's ability to withstand extreme heat, flooding, and winter storms. This section provides an overview of how the investments in Visualize 2050 may affect air quality and the region's resilience to natural hazards.

Vehicle Emissions and Air Quality Conformity

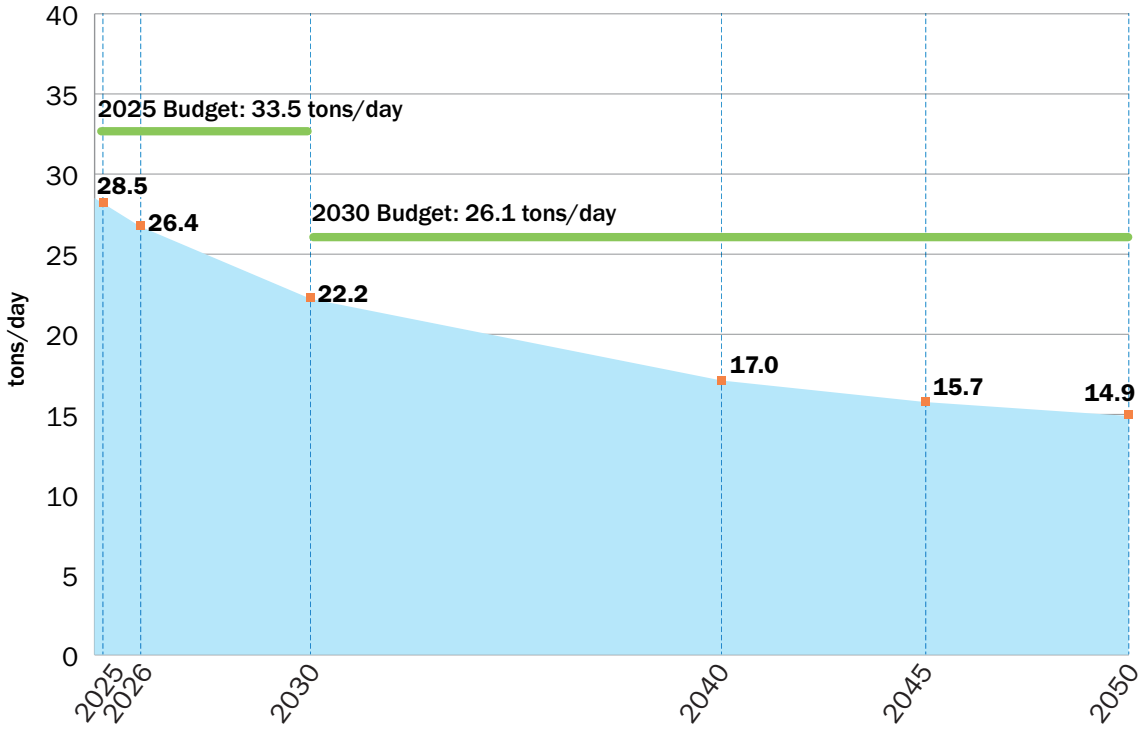
Visualize 2050 must comply with specific federal requirements to ensure it aligns with or "conforms" to the region's plan to achieve and maintain the national ambient air quality standards (NAAQS). This air quality plan is known as the State Implementation Plan (SIP). As part of the SIP, motor vehicle emission budgets (MVEBs) are established that limit the amount of mobile (on-road) vehicle emissions for specific pollutants. With ground-level ozone being the last remaining NAAQS of concern in the region, the pollutants that combine to form ozone, Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NO_X), must fall below their MVEBs established in the SIP. This evaluation forms the basis for the air quality conformity analysis and report that must be completed and approved by the FHWA and FTA for Visualize 2050 itself to be approved.

The TPB's analysis shows Visualize 2050 meets air quality conformity requirements for Ozone.

To perform the air quality conformity analysis, projects deemed regionally significant for air quality (RSAQ) are input into the TPB's Travel Demand Forecasting Model, along with land use, population, jobs, and household forecasts. The resulting travel forecasts, along with other local non-transportation data, are combined and analyzed using the EPA's Motor Vehicle Emissions Simulator (MOVES) model. After additional processing of the results, estimates of the total motor vehicle emissions of VOC and NO_X for the entire region are developed. These total emissions are then compared to the MVEBs to verify that the Visualize 2050 plan conforms to the MVEB in the SIP. Full documentation of air quality conformity analysis can be found in the related report online at **visualize2050.org/plan-resources**.

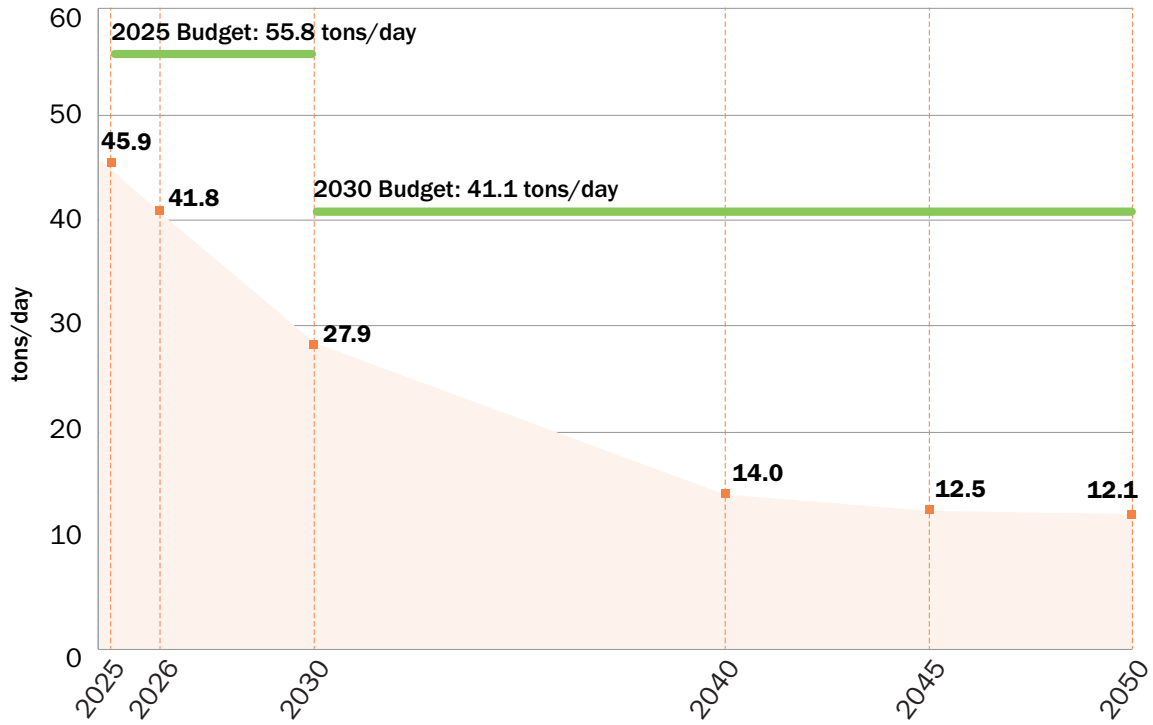
Despite rising travel demand, on-road vehicle emissions are expected to steadily decline through 2050 as electric and newer, cleaner, and more fuel-efficient cars and trucks replace older models in the region's vehicle fleet. Additionally, improvements in fuel formulations, shifts in development patterns, investments in transit and alternative travel options, and enhanced roadway operations will likely further contribute to emissions reductions. The TPB's analysis of air quality conformity confirmed that the total mobile emissions generated by the implementation of Visualize 2050 will fall below the MVEBs for VOCs and NO_X, demonstrating that the transportation plan conforms to the State Implementation Plan. This is illustrated in Figures 6.16 and 6.17, which also show the general downward trend in the total motor vehicle emissions from Today to 2050.

Figure 6.16: Visualize 2050 Air Quality Conformity Mobile Source Emissions and Mobile Emissions Budgets Ozone Season: Volatile Organic Compounds (VOC)



NOTE: The Mobile Emissions Budgets shown were developed as part of the Update to 2008 Ozone Standard Maintenance Plan. EPA found the budgets adequate for use in conformity with an effective date of October 4, 2024.

Figure 6.17: Visualize 2050 Air Quality Conformity Mobile Source Emissions and Mobile Emissions Budgets Ozone Season: Nitrogen Oxides (NO_X)



NOTE: The Mobile Emissions Budgets shown were developed as part of the Update to 2008 Ozone Standard Maintenance Plan. EPA found the budgets adequate for use in conformity with an effective date of October 4, 2024.

Pierre Gaunaurd/COG

Dan Reed/Greater Greater Washington

2050 System Resiliency

To understand how investments in Visualize 2050 might strengthen the region's resilience to extreme weather and natural hazards, TPB staff reviewed projects for resiliency components. The review found that many include features with the potential to improve the resilience of different transportation assets. Upgrades to bridges and roadways can potentially reduce negative impacts of flooding, while additions to transit and pedestrian infrastructure—such as pedestrian tunnels, covered walkways, bus shelters, and improved vegetated streetscapes—might offer protection from extreme heat. Ongoing restoration and maintenance of numerous bridges to ensure a state of good repair will enhance their structural integrity and resilience, enabling them to better withstand severe weather events.

The transition of buses and locomotives to zero-emission vehicles will help to reduce dependence on fossil fuels and help improve air quality. Additionally, targeted programs that fund the maintenance of critical drainage systems will make stormwater systems better prepared to handle water flow during heavy rainfall.

Piece by piece, these efforts have the potential to make the region's transportation system more resilient; however, significant challenges will remain—not only in the face of natural hazards, but across a range of issues.

When agencies develop projects, they often address more than one TPB goal. However, the challenges of limited funding, lengthy project development timelines, and the other hurdles of enhancing transportation in an already built-out region means implementation will continue to face many hurdles. The following chapter discusses key challenges that cannot be solved through Visualize 2050 alone and explains how the ongoing collaboration of TPB and its member agencies will continue to shape planning efforts to achieve regional goals.

Chapter 7:
Planning Together for Further Progress

The National Capital Region has a strong history of collaborating to meet mobility and accessibility challenges by improving the transportation network and services that are coordinated with land use changes. This approach has supported decades of population, job, and economic growth while keeping the National Capital Region vibrant and attractive.

In the past, the region had non-compliant levels of carbon monoxide, ozone, and fine particulate matter. Through regional collaboration, the area achieved compliance with all these air quality standards, most recently the 2025 ozone standard. Improvements in mobility, accessibility, and air quality were achieved alongside increasing demand for the region's transportation system from population and economic growth. Planning frameworks such as Regional Activity Centers (RACs) and Transit-Oriented Communities anchored around High-Capacity Transit (HCT), the building of a trail network within one-half mile of RACs and HCT stations, regular updates to the local and regional bus services, and a commitment to invest in the region's rail systems have proven to be effective and instrumental in the National Capital Region's progression towards its multi-sectoral goals and targets.

The planned $300 billion financial investment in the transportation system over the next 25 years will collectively enhance the region's quality of life, far beyond what would occur without action. The region aspires to be best in class in all aspects, with its multi-sectoral goals rooted in accessibility, prosperity, sustainability, affordability, and livability intended for all communities. Notwithstanding the continued, comprehensive, and cooperative work of the region, more needs to be done with a greater sense of urgency, especially for the transportation system which supports other parts of the region's growth.

Future Challenges

The key challenges acknowledged in this section are not new, and they will continue to be major concerns for transportation. As demonstrated in the previous chapters, the region will continue to apply the TPB's priority transportation and land use strategies, but future challenges merit additional, more intensive strategies that demand broader and deeper regional collaboration to improve future outcomes.

SeanPavonePhoto/iStock

From continued roadway safety and congestion difficulties to insufficient funding for operations, maintenance, state of good repair, and expansion improvements, the region must redouble its commitment, efforts, creativity, and funding to address these challenges. The TPB's strong foundation of an ongoing, collaborative, data-driven approach to decision-making, guided by its shared regional goals and related federal performance measures and targets, positions the region to address challenges through a continuous and cooperative process.

Continued Traveler Fatalities and Serious Injuries

As a major public health concern, any number of fatalities and serious injuries affecting community members and visitors is unacceptable. As noted in Chapter 3, roadway fatalities and serious injuries, which had been declining previously, have increased over the past seven years, with a concerning rise in the share of bicyclist and pedestrian fatalities among all roadway fatalities. Even with the investments outlined in this plan's projects and programs to improve safety, additional efforts will be needed to address traffic safety as quickly and effectively as possible.

Emma K Alexandra/Flickr

Some of the underlying contributing factors to fatalities and serious injuries—such as vehicle size and weight, high-speed roadway designs, enforcement, and unsafe driving behaviors—are complex and far-reaching yet addressing them is an essential task which extends beyond the TPB's work. Reducing traveler fatalities and serious injuries is vital—every saved life is a valuable and a meaningful achievement.

Implementing the TPB's endorsed safety strategies is an ongoing effort. Since 2002, the Street Smart Safety Campaign has worked to reduce bicyclist and pedestrian injuries and fatalities through partnership with local transportation and law enforcement agencies, using visible education, outreach, and enforcement activities. TPB also launched the Regional Roadway Safety Program (RRSP) in 2020 to provide funding for its agencies to implement one or more of the safety strategies within or across the engineering, education, and enforcement disciplines. These efforts are guided by the TPB's commitment to eliminating traffic fatalities and severe injuries.[1]

In October of 2024, the TPB convened the Regional Roadway Safety Summit, bringing together fifty professionals from diverse organizations and jurisdictions to address the region's most pressing safety challenges and explore potential solutions. A key outcome of this collaboration was a shared recognition of the need to understand the region's progress in achieving the safety priorities outlined in the TPB's 2020 Safety Resolution. Participants also agreed on the importance of establishing a multijurisdictional agreement to improve enforcement of automated ticketing systems and traffic laws, given the frequency with which residents and travelers cross state boundaries.

The TPB will measure progress using the following federally prescribed highway, non-motorized, and transit performance measures and adopted targets. Highway safety targets include non-motorized users on highways. While zero fatalities is the aspirational goal, these short-range targets serve as incremental benchmarks to assess progress towards achieving the aspirational goal. These performance measures and targets shown in Table 7.1 were adopted by the TPB on December 18, 2024.[2]

1 National Capital Region Transportation Planning Board (July 22, 2020). *R3-2021 - Resolution to Establish a Regional Roadway Safety Policy, and Associated Roadway Safety and Equity Policy Statements, to Reduce Fatalities and Serious Injuries on the National Capital Region's Roadways*. **https://www.mwcog.org/assets/1/28/Resolution_R3-2021_TPB_Safety_Resolution_Final.pdf**

2 National Capital Region Transportation Planning Board (December 18, 2024). R5-2025 – *Resolution to Adopt Annual Highway Safety Targets for the National Capital Region*. **https://www.mwcog.org/documents/2024/12/18/r5-2025---pbpp-highway-safety-targets-tpb-traffic-safety/**

Table 7.1: Highway and Non-Motorized User Safety Performance Measures and 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

The latest transit safety performance measures and targets, shown in Table 7.2, were adopted by the TPB on December 18, 2024, and will help the region track its progress on making transit users and workers safer.[3]

The TPB and its member jurisdictions have reaffirmed their strong commitment to maintain safety as a top priority and will strive to achieve the regional goal to **ensure the safety of all users, including travelers and maintenance and operations personnel alike, on all parts of the transportation system at all times**. Continued investment in the RRSP, along with member-led projects and programs dedicated to improving safety, will help close the gap and advance progress on this critical issue.

Anticipated Risks to Infrastructure from Natural Hazards

Transportation infrastructure faces threats to its structural integrity from a variety of natural

Chesapeake Bay Program/Flickr

phenomenon such as earthquakes, wildfires, flooding, and extreme cold and heat. In the National Capital Region, flooding and extreme heat pose the greatest risks, and these threats, along with rising sea levels, are expected to become more frequent and severe, making the region's transportation infrastructure more vulnerable.[4] This puts roads, bridges, and public transit infrastructure at a growing risk of being temporarily or permanently unusable, requiring traffic to be rerouted in order to protect public safety under increasingly difficult conditions. The growing need to maintain aging transportation assets while addressing vulnerabilities, especially at high-risk locations adds another layer of priority consideration in transportation design and investment decision making.

In recognition of this emerging challenge and the urgency to act, the TPB has integrated resilience planning as part of its metropolitan planning activities. The TPB worked with its member agencies to develop the region's first Transportation Resilience Improvement Plan (TRIP) and the National Capital Region Inland Flood Analysis. This plan and analysis demonstrate the region's commitment to strengthening its ability to anticipate, prepare for, adapt to, and recover from the impacts of natural hazards. The TRIP's comprehensive risk assessment

3 National Capital Region Transportation Planning Board (December 18, 2024). R4-2025 – *Resolution to Adopt Annual Transit Safety Targets for the National Capital Region*. **https://www.mwcog.org/documents/2024/12/18/r4-2025---pbpp-transit-safety-targets/**

4 National Capital Region Transportation Planning Board (April 10, 2024). *National Capital Region Transportation System Climate Vulnerability Assessment*. **https://www.mwcog.org/documents/2024/04/10/national-capital-region-transportation-system-climate-vulnerability-assessment/**

Table 7.2: Transit Safety Performance Measures and Adopted Targets

Performance Measure	TPB Adopted Target for 2024 on Dec. 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)

equips TPB jurisdictions with the data and tools needed to make resilience-focused decisions, particularly by integrating cutting-edge flooding analysis. The TPB is better prepared than ever to inform transportation plans and decisions to ensure the region's transportation network can continue to operate safely and **facilitate mobility for people, even when faced with major disruptions**.

Single-Occupant Vehicles Continue to be Most People's Choice for Commuting to Work

While the region has seen a decline in this trend, most residents will continue to choose to drive by themselves to work, particularly in the region's Inner and Outer Suburbs where long travel distances and travel times impact mode choice. Many residents in the Outer and Inner Suburbs will continue to face limited access to timely multimodal options to access work. Although access to HCT will improve greatly with new bus rapid transit (BRT) and rail services in 2050, the expanded network will still leave many people in these areas with limited HCT choices. Where HCT alone is an impractical transportation mode for commuting, other options including commuter bus, local transit services, express lanes for vanpools/carpools/buses, and park and ride lots with sufficient parking capacity will continue to support non-SOV choices.

TPB's Transportation Land-Use Connections and Transit Within Reach Programs have provided and will continue to provide funding for small projects that help improve bike and walk connections to existing and planned HCT stations. With these programs and the TPB's designation of RACs and HCT areas, jurisdictions have the tools to think regionally while acting locally and align land use policies with the transportation system to **provide affordable, realistic multimodal options**. The region currently has more HCT stations (171) than RACs (145), and by 2050 it is expected that 118 (about 70 percent) of the HCT stations will be inside RACs. This means that 39 RACs (about 26 percent) will not have a HCT station. Local zoning and land use policies will remain critical for encouraging multimodal travel in RACs, guiding development around HCT stations, and expanding attractive alternatives to SOV commuting.

Ben Schumin/Flickr

Continued Increase in Traffic Congestion and Delays

Congestion and delays are expected to persist as population and employment levels continue to grow. While recurring delays at specific locations and times of day can be predicted and planned for, they still negatively influence driver behavior, increase the risk of certain roadway safety incidents, and waste energy. Increased recurring congestion also leads to non-recurring congestion that is hard to predict and thus has a greater negative impact on safety, energy consumption, and lost productivity. Analysis from the Regional Travel Demand Model, as described in Chapter 6, indicates that the number of congested lane miles and daily vehicle hours of delay will remain high in the future, requiring travelers to account for longer travel times.

Joe Flood/Flickr

The TPB's Congestion Management Process (CMP) uses a systemic approach to monitor and evaluate the transportation system performance and identify and evaluate potential benefits of congestion management strategies, including demand management, traffic operational improvements, public transportation improvements, ITS technologies, and additional system capacity (where necessary). Through this process, projects that increase capacity for single-occupant vehicles (SOVs) must show that congestion management strategies have been considered. The TPB's regional program to reduce single occupant travel and increase ridesharing, transit usage, and bicycling is a key congestion management strategy and has been in place since 1974. For over 50 years, the Commuter Connections Program has served a vital role in offering community members smarter ways to get to work, while reducing traffic congestion. Commuter Connections will continue to evolve with new incentives like CommuterCash and the Pool Rewards Program that reward for using transit and carpooling during peak hours.

To track progress on reducing the delays that roadway travelers experience, the TPB has adopted highway reliability, freight, and congestion short-range targets shown in Table 7.3.[5] [6] The TPB will stay committed to working towards its shared goal to **make all options of travel reliable to get the user to their destination on time every time**. As the TPB works to reduce roadway congestion and delays, vehicle-related emissions of volatile organic compounds (VOCs) and nitrogen oxides (NOx)) are also expected to decline. To monitor this progress in reducing harmful pollutants, the TPB has established new short-range air quality performance targets

5 National Capital Region Transportation Planning Board (June 15, 2022). R19-2022 – *Resolution to Adopt Regional Congestion Management Mitigation and Air Quality Program Performance Measure Targets for 2022-2025 for the National Capital Region*. **https://www.mwcog.org/documents/2022/06/16/r19--2022---resolution-to-adopt-regional-congestion-mitigation-and-air-quality-program-performance-measure-targets-for-2022-2025-for-the-national-capital-region/**

6 National Capital Region Transportation Planning Board (June 15, 2022). R3-2023 – *Resolution to Adopt Regional Highway Asset and Travel Time Reliability Performance Measure Targets for 2022-2025 for the National Capital Region*. **https://www.mwcog.org/file.aspx?&A=MY98NXpz%2BUFdP40XNnXu2UVDfduFIrpf2q6Lppi5pnY%3D**

Table 7.3: Highway Reliability, Freight, and Congestion Performance Measures and Adopted 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

(Table 7.4).[7] The TPB will **provide, facilitate, and incentivize methods that build, operate and maintain the transportation system in a manner that provides for healthy air, water, and other environmental factors**.

Table 7.4: Congestion Mitigation and Air Quality Performance Measures and Adopted 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 NOx Emissions Reduction (kg/day)	21.117 (kg/day)

Insufficient Truck Parking along Major Routes

Truck drivers will continue to face major challenges finding safe and reliable parking as growth in and consumer demand for goods, especially via

Rachel Beyerle/COG

e-commerce, increases the volume of freight delivered by truck along major routes. Rising truck traffic volume not only worsens truck parking congestion near key freight corridors but also heightens pressure to expand strategically located warehouse space and distribution centers, projects that often must be balanced with other community needs.

The National Capital Region Freight Plan regularly documents freight issues and offers recommendations to ensure the transportation system continues to support the regional economy. By incorporating Virginia and Maryland's truck parking studies and data from the District's Freight Plan, the TPB's Freight Plan pinpoints freight bottlenecks faced by truck drivers and monitors the

7 National Capital Region Transportation Planning Board (June 15, 2022). R19-2022 – *Resolution to Adopt Regional Congestion Management Mitigation and Air Quality Program Performance Measure Targets for 2022-2025 for the National Capital Region*. **https://www.mwcog.org/documents/2022/06/16/r19--2022---resolution-to-adopt-regional-congestion-mitigation-and-air-quality-program-performance-measure-targets-for-2022-2025-for-the-national-capital-region/**

supply of public truck parking locations and spaces. This information helps guide agencies in targeting investments where they will have the greatest impact. With work like this, the TPB will continue to strive to achieve the regional goal of **implementing transportation systems management and operations**.

Insufficient Transit Revenue to Sustain, Let Alone Increase Services

There continues to be challenges with adequately funding Washington Metropolitan Area Transit Authority (WMATA), the two commuter rail systems (VRE and MARC) and the 15 local and three commuter bus transit systems' needs with sustainable, predictable, long-term sources. With exceptions, WMATA cannot spend capital funds on operating costs, and the federal government does not fund operations in urbanized areas with populations over 200,000. Many funding sources available to WMATA are not indexed to inflation, so their value has been reduced over time. Federal competitive grants require localities to match funds and for larger projects, this funding is often not available.

Montgomery County Council/Flickr

Facing WMATA's and local transit agency's financial shortfalls, regional leaders established DMV*Moves*, a joint task force of the COG and the WMATA Board of Directors, to craft a sustainable funding model for the region's transportation system. Since its inception in 2024, DMV*Moves* has reported several measures taken by WMATA to improve its financial situation, including the elimination of a $140 million annual operating budget deficit previously predicted. Increased ridership, revenue gains, stricter fare evasion enforcement, and cost saving measures informed by DMV*Moves* have all contributed to resolving this operating budget shortfall.

Although WMATA came to a solution for its operating budget, the agency still faces a fiscal cliff for its capital budget, which maintains the system, beginning in Fiscal Year 2028. WMATA predicts that its dedicated capital funding will be inadequate to support previous capital debt service costs while continuing to invest in the system's maintenance starting in 2028.

As of 2025, the DMV*Moves* task force continues to regularly meet and is developing a framework to generate additional dedicated, predictable, and sustainable funding that will allow Metro to reasonably sustain a reliable, high-performing system. The TPB will remain a key partner in this effort, providing regional leaders with the analysis and guidance needed to optimize the region's public transportation system. Without a stable funding solution, the region's ability to elevate the regional transit system to a world-class standard remains difficult.

Improving the region's public transportation financial situation also requires ensuring that transit assets, such as vehicles, tracks, and facilities, are well maintained and remain within their useful lifespans. As fleets age, the risk of failures and expensive repairs increases. To strengthen accountability, TPB periodically adopts targets (Table 7.5) to monitor asset management and ensure that transit systems across the region are consistently safe, reliable, and well maintained.[8]

8 National Capital Region Transportation Planning Board (June 15, 2022). R3-2023 – *Resolution to Adopt Regional Highway Asset and Travel Time Reliability Performance Measure Targets for 2022-2025 for the National Capital Region*. **https://www.mwcog.org/file.aspx?&A=MY98NXpz%2BUFdP40XNnXu2UVDfduFIrpf2q6Lppi5pnY%3D**

Table 7.5: Transit Asset Management Performance Measures and Adopted Targets

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)
Reportable Injuries by Mode [Number/Rate/Transit Worker Rate (per Revenue Vehicle Mile)]	0.2% (Articulated bus)
	0.0% (Auto)
	6.8% (Over-the-road bus)
	10.3% (Bus)
	25.7% (Cutaway bus)
	6.0% (Heavy rail passenger car)
	0% (Light rail vehicle)
	1.7% (Minivan)
	0.0% (Commuter rail locomotive)
	9.6% (Commuter rail passenger coach)
	0.0% (Sport utility vehicle)
	31.2% (Van)
Track Segments with Performance Restrictions (%)	54.2% (Auto) 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)

Funds for Ongoing Maintenance are Often Constrained, Limiting What Can Be Kept in Good Condition

Even though most funds are designated for maintenance and operations, and maintaining the existing system is a priority over expansion, there are still challenges with the prioritization of those funds. Federal funding can be uncertain over the long term, can often only be used for specific purposes, and makes up a small percentage of overall transportation funding. As other sources of funding, such as the motor fuel or gas tax, are gradually declining, DC, MD, VA, and the many jurisdictions in the region will have to increase current or find new funding sources to ensure that funding levels can support the transportation systems in the future.

The COG-WMATA DMV*Moves* Initiative and state-led groups continue to be formed to tackle well-known funding challenges. Despite these hurdles, the TPB aspires for **all aspects of the transportation**

Preservation Maryland/Flickr

system's infrastructure to be maintained in a state of good repair to provide reliable, safe, and comfortable mobility to all users. Because reaching this aspiration is a long-term process, the TPB's highway asset condition short-range targets (Table 7.6) serve as a yardstick to track the region's progress.[9]

Antiquated Infrastructure at Union Station Limiting Service Quality and Capacity

Union Station, the region's primary multimodal gateway, is more than a century old and demands substantial investment to anchor the region as a world-class transit center for 100+ years to come. As the region's busiest transit station within a vibrant Regional Activity Center, Union Station must be poised to support future plans for intercity rail and bus, Metrorail, VRE, MARC, and ground transportation infrastructure in step with projected growth in ridership fueled by rising population and employment in the region and along the Northeast Corridor. Along with nearby improvements such as the new Long Bridge over the Potomac River and the new Frederick Douglass Tunnel in Baltimore, and increasing services planned on commuter and passenger rail, Union Station will continue to be a critical link in regional and inter-regional mobility and an indicator of regional prosperity.

Table 7.6: Highway Asset Condition Performance Measures and Adopted 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%

9 National Capital Region Transportation Planning Board (June 15, 2022). R3-2023 – *Resolution to Adopt Regional Highway Asset and Travel Time Reliability Performance Measure Targets for 2022-2025 for the National Capital Region*. **https://www.mwcog.org/file.aspx?&A=MY98NXpz%2BUFdP40XNnXu2UVDfduFIrpf2q6Lppi5pnY%3D**

Sergio Ritacco/COG

The Union Station Redevelopment Corporation (USRDC) oversees the station and leads the redevelopment efforts. In March of 2024, the Federal Railroad Administration (FRA) approved the environmental review of the Union Station Expansion Project. The project, based on the FRA's preferred alternative, foresees replacing existing tracks, adding ten platforms and new concourses with better access to intercity buses and train gates, expanding retail, and modernizing the train hall branching from the historic station to improve passenger circulation. USRDC envisions attaining the station's air rights for mixed-use development to generate revenue for maintenance and upgrades.[10] With the preferred alternative set, USRDC is advancing design work though more collaboration, and financial commitment must occur before this iconic station can be renewed and ready to serve the desired ridership envisioned in 2050 and beyond. Although USRDC is not affiliated with the TPB, the TPB's members have a vested interest in the future success of Union Station including the quality of services enabled by a well-functioning multimodal transfer hub and the ripple of economic prosperity generated throughout the region.

Intercity travel at Union Station is strengthened by the TPB's Intercity Travel Survey, which provides a comprehensive assessment of travel services and patterns to inform ongoing transit and rail service plans.

A Continuously Evolving National Capital Region

Although major challenges will exist beyond what this plan and its many projects, programs, and funding can fully address, the TPB's continuing, comprehensive, and cooperative metropolitan transportation planning has a proven record of uniting the region to meet its needs and respond to challenges. The TPB's unofficial credo of *Think*

10 Federal Railroad Administration (March 12, 2024). Final Environmental Impact Statement (FEIS) and Record of Decision (ROD). **https://railroads.dot.gov/rail-network-development/environment/environmental-reviews/washington-union-station-expansion-8**

FEDERAL PLANNING FACTORS GUIDING TPB'S COLLABORATIVE WORK

- **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 ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and nonmotorized users.**
- **Increase accessibility and mobility of people and 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.**

Regionally, Act Locally, has provided a balanced and practical approach to the 20 local jurisdictions, three state departments and one regional transit agency to coordinate and cooperate in both setting regional goals and developing their agency specific transportation plans and investment decisions.

The TPB's process, especially data analysis, research, and establishment of best practices has been and continues to be an independent, impartial, and trusted means for collective action to ensure that the National Capital Region's aspiration to be the best in class in all aspects is realized. As the region evolves, the TPB's collaborative framework with its member jurisdictions ensures that progress remains steady, forward-looking, and aligned with the shared vision that values a more accessible, prosperous, sustainable, affordable, and livable community. The Federal Planning Factors (FPFs), which have guided the work to produce this plan, will continue to guide planning efforts to address challenges and attain regional goals.

The TPB is committed to its continuous application of the FPFs in its work. The FPFs naturally align with the TPB's own goals of safety, maintenance, reliability, affordable and convenient mobility options, efficient system operations, environmental protection, resilient region, and livable and prosperous communities. To achieve these goals, the TPB will continue to implement its priority strategies. This plan demonstrates only some of the many ways that member agencies are applying these priority strategies locally in a cooperative fashion that crosses jurisdictional borders to create a unified region.

Commitment to Achieving Our Goals

Visualize 2050 marks a point in time of an elaborate regional transportation planning and programming process. As demonstrated in this plan, that process covers many transportation modes and societal topics that will continue to evolve as new leaders, technologies, and priorities emerge to shape people's lifestyles and preferences.

Regional goals, developed within the coordinated and collaborative framework of the TPB and COG, help to paint a shared vision for the future. The eight TPB goals outline what the region aims to accomplish together to enhance different aspects of the transportation system. Related land use and housing goals, such as those in the *Region Forward Vision* and the *Region United Planning Framework*, help guide future decisions with intention and encourage leaders to consider the regional impact of local action.[11, 12]

In harmony with these principles, the TPB will continue to **support regional economic competitiveness, opportunity, and a high quality of life for all people**. Together, the TPB and COG goals will guide the region to be one that is more livable, sustainable, and accessible for all. With shared values, goals, strategies, performance measures, and targets, the region has a solid foundation for working towards its transportation vision.

Moving forward, the region will continue to plan together **for better travel tomorrow!**

Rachel Beyerle/COG

11 Metropolitan Washington Council of Governments (January 28, 2010). *Region Forward Vision*. **https://www.mwcog.org/documents/2010/01/28/region-forward-vision/**

12 Metropolitan Washington Council of Governments (March 9, 2022). *Region United Framework*. **https://www.mwcog.org/documents/2022/03/09/region-united-framework-document-2030-framework-climate--energy-equity-featured-publications-regional-housing-targets-transit/**

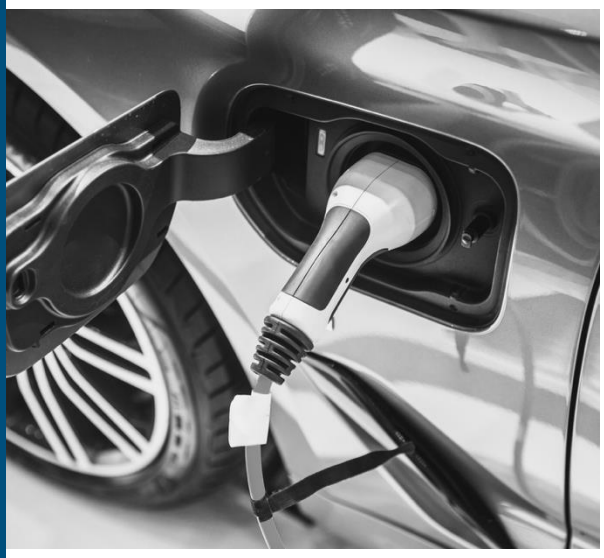
VISUALIZE 2050

Scan the QR code below to visit **Visualize2050.org**:

National Capital Region
Transportation Planning Board

Metropolitan Washington Council of Governments
777 North Capitol Street NE • Suite 300
Washington, DC 20002 • mwcog.org/tpb

VISUALIZE 2050



Visualize 2050

Future Transportation Investments in Projects and Programs

National Capital Region
Transportation Planning Board

Draft December 11, 2025

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OVERVIEW

This Visualize 2050 Future Transportation Investments in Projects and Programs list provides high-level information to familiarize the reader with the planned expenditures in the financial plan based on information provided by the project sponsors.

Visualize 2050 contains hundreds of projects and programs represented by numerous records in the TPB's Project InfoTrak database. The projects cover all modes, ranging from multi-billion-dollar highway and transit projects to local bridge and transit vehicle replacements and bicycle and pedestrian facilities. Many of these projects have gone through decades of planning prior to being included in the plan. Some of these projects are already under construction and will be completed soon. Some smaller projects are captured in project groupings and have not been fully scoped or discretely identified yet the general activities have been captured with an anticipated cost. Ongoing programs may include activities that are routine, involve education or training.

References to project in the legend below include discrete projects, project groupings, and ongoing programs.

Legend

TPB Project Title:	TPB assigned a title for every project enabling a simple understanding of the main activity including the location and limits of the activity, where applicable.
Primary Project Type(s):	Classifies the major purpose or nature of the project using a limited list of options to describe the type.
Completion Year:	The year the project is expected to be completed. For ongoing programs or project groupings, this is typically 2050, the out-year of the plan.
Total Cost:	The expected cost of the project in year-of-expenditure dollars.
Primary Agency:	The primary agency is the agency responsible for the project as well as submitting the information contained in the TPB's project database. *Note: The primary agency for all DC projects is the DC Department of Transportation.*
Secondary Agency:	This field is only applicable to Virginia where the Virginia Department of Transportation is listed as the primary agency for all highway- and some transit-related projects and the local jurisdiction may have project management oversight for implementing the project.
Bicycle/Pedestrian:	This field indicates whether bicycle and/or pedestrian accommodations are included, not included, or not applicable in the project.
RSAQ:	This acronym means regionally significant for air quality. RSAQ projects involve a capacity change to a major regional road or transit system included in the TPB's travel demand model. Only the RSAQ projects were included in the air quality conformity analysis.
Map:	This field indicates if the agency included a map for this record in the project database.
Record IDs:	This field is a unique identification number assigned to the project. A T record is for projects in the Transportation Improvement Program

	(TIP). A CE record is for projects or project phases beyond the TIP through the outyear of the plan; CE stands for fiscally constrained element. A G record is a grouping used to communicate multiple project segments/phases or projects that have both T and CE records.

The list or projects and programs is organized by Regional, District of Columbia, Maryland, and Virginia, then alphabetically by TPB Project Title. The Record IDs associated with each TPB Project Title is included to allow the user to search individual project records for additional details in TPB's Project InfoTrak database: https://ncrtpb.ecointeractive.com/home/.

Please note, project sponsors continue to develop projects after the technical inputs submission and approval; therefore, information such as total cost may continue to change over time as project development continues and may differ from information presented in previous plans. Additionally, due to regular database record maintenance, identification numbers may have changed for projects or programs that have been funded in a previous TIP.

TPB Project Title	Primary Project Type(s)	Completion Year	Total Cost	Primary Agency	Bicycle/ Pedestrian	RSAQ	Map	Record IDs
Regional								
Bus, Bus Facilities and Paratransit	Rail/Fixed Guideways - Maintenance	2050	$ 10,020,072,722	WMATA	Not Applicable		No	G13866 CE2782 T11589
Carbon Reductions Program	Other	2029	$ 74,697,157	MDOT SHA, DDOT	Not Applicable		No	G13856 T13620 T13726
Clean Air Partners	Training	2050	$ 20,704,754	DDOT, VDOT	Not Applicable		No	G13857 T11591 T6700 CE2426
Enhanced Mobility of Seniors and Individuals with Disabilities	Bus/BRT - Operating	2050	$ 173,887,904	TPB	Not Applicable		No	G13875 T6366 CE13874
I-495 Southside Express Lanes Extension Study: I-95/I-395/I-495 to Indian Head Highway (MD 210)	Study/Planning/Research	2027	$ 6,410,000	MDOT SHA, VDOT	Not Applicable		Yes	G13860 T11618 T11614
National Electric Vehicle Infrastructure Program	Other - Alt Fuel Infrastructure	2032	$ 37,223,446	DDOT, MDOT SHA	Not Applicable		No	G13852 T11622 T13601
Operations and Business Support	Other	2050	$ 472,060,407	WMATA	Not Applicable		No	G13864 CE874 T11590
Rail Systems	Rail/Fixed Guideways - Capital/SGR	2050	$ 4,768,590,935	WMATA	Not Applicable		No	G13868 CE2881 T11586
Railcars and Rail Facilities	Rail/Fixed Guideways - Capital/SGR	2050	$ 8,960,685,496	WMATA	Not Applicable		No	G13867 T11585 CE13661
Station and Passenger Facilities	Other	2050	$ 1,106,600,292	WMATA	Included		No	G13871 CE13870 T11588
Track and Structures Rehabilitation	Rail/Fixed Guideways - Maintenance	2050	$ 4,603,975,055	WMATA	Not Applicable		No	G13869 T11587 CE2787

TPB Project Title	Primary Project Type(s)	Completion Year	Total Cost	Bicycle/ Pedestrian	RSAQ	Map	Record IDs
District of Columbia							
10th Street Bridge Rehabilitation over I-395	Bridge - Rehab	2029	$ 13,090,994	Not Applicable		No	T11596
11th Street Bridges Repairs	Other	2028	$ 8,950,500	Not Applicable		No	T13734
11th Street Corridor Project	Debt Service, Bridge - Replace, Road - Interchange improvements	2029	$ 86,454,969	Included		Yes	G13697 T5554 T6613 T3193
11th Street Former Bridge over Anacostia River Conversion to an Urban Park.	Bicycle/Pedestrian - Bike/Ped	2028	$ 78,654,384	Included		Yes	T11361
14th Street/U.S. 1 Bridge Rehabilitations over Maine Avenue, the Outlet Channel, and Haines Point Park	Bridge - Rehab	2028	$ 42,486,618	Not Applicable		No	T5342
27th Street NW Bridge Rehabilitation over Broad Branch	Bridge - Rehab	2028	$ 6,700,800	Not Applicable		Yes	T13623
8th Street SE for Bus Priority: East Capitol Street to M Street	Bus/BRT - Capital/Expansion	2027	$ 1,600,000	Included	✓	Yes	T13588
9th Street Expressway Tunnel Rehabilitation under C Street SW Bridge and D Street SW Bridge	Bridge - Rehab	2030	$ 16,721,000	Not Applicable		No	T13733
Alabama Avenue SE Capacity Reduction for Additional Pedestrian and Bicycle Accommodations: Bowen Road SE to Martin Luther King Jr Elementary School	Bicycle/Pedestrian - Bike/Travel lane reduction	2031	$ 33,753,265	Included	✓	Yes	T13597
Anacostia Avenue NE over Anacostia River Outlet Bridge Rehabilitation	Bridge - Rehab	2026	$ 18,269,500	Not Applicable		No	T6428
Anacostia River Trail and Bridge: Maryland Avenue NE/National Arboretum to Deane Avenue NE	Bicycle/Pedestrian - Bike/Ped	2028	$ 18,704,000	Included		Yes	T6497
Anacostia River Trails: South Capitol Street SW to Deane Avenue NE	Bicycle/Pedestrian - Bike/Ped	2026	$ 30,122,230	Included		Yes	T3508
Anacostia Waterfront Initiative Program Manager	Project Oversight	2045	$ 1,500,000	Not Applicable		No	T5802
Aspen Street NW Improvements from 16th Street NW to Georgia Avenue NW (US 29)	Road - Recons/Rehab/Maintenance/Resurface	2026	$ 28,210,100	Included		Yes	T6801
Asset Preservation of Tunnels and Highway Structures	Bridge-Replace, Bridge - Preventive Maintanance	2050	$ 96,553,370	Not Applicable		No	G13698 T2699 T2927
Benning Road Streetcar Expansion from Oklahoma Avenue NE to Benning Road Metro Station	Rail/Fixed Guideways - Streetcar/Light Rail	2028	$ 181,795,403	Included	✓	Yes	T5754
Bladensburg Road NE Capacity Reduction for New Bicycle Accommodations Study: Eastern Avenue to Benning Road	Bicycle/Pedestrian - Bike/Travel lane reduction	2028	$ 26,908,000	Included	✓	Yes	T13596
Bridge – Preventative Maintenance	Bridge - Preventive Maintanance, Road - Recons/Rehab/Maintenance/Resurface	2050	$ 127,971,692	Not Applicable		Yes	G13673 CE1143 T3202 T3243 T5433
Civil Rights Programs	Project Oversight	2050	$ 691,885	Not Applicable		No	T11610
Cleveland Park Neighborhood Drainage and Streetscape Improvements	Road - Recons/Rehab/Maintenance/Resurface	2028	$ 87,237,402	Included		Yes	T6193
Commuter Connections Program	TDM/Micromobility - Ridesharing	2050	$ 33,110,746	Not Applicable		No	G13765 CE1153 T3219

TPB Project Title	Primary Project Type(s)	Completion Year	Total Cost	Bicycle/ Pedestrian	RSAQ	Map	Record IDs
District of Columbia							
Connecticut Avenue NW/William Howard Taft Memorial Bridge Rehabilitation over Rock Creek/Beach Drive NW/Cathedral Avenue NW	Bridge - Rehab	2030	$ 19,488,500	Not Applicable		Yes	T6812
DC Approach Bridges Rehabilitation to Theodore Roosevelt Bridge over Potomac River	Bridge - Rehab	2033	$ 4,972,500	Not Applicable		No	T13730
DC-295/I-295 Corridor Improvements: Eastern Avenue to Chesapeake Street SE	Road - Interchange improvements, Road - Recons/Rehab/Maintenance/Resurface	2035	$ 56,278,334	Included		Yes	G13699 CE3218 T6240
District-wide Bicycle and Pedestrian Management Program	Bicycle/Pedestrian - Bike/Travel lane reduction	2050	$ 42,919,530	Included	✓	Yes	G13865 T13599 T3232
East Capitol Street Capacity Reduction for New Bicycle and Pedestrian Accommodations: 40th Street SE to Southern Avenue	Bicycle/Pedestrian - Bike/Travel lane reduction	2029	$ 51,197,575	Included	✓	Yes	T6315
Eastern Avenue NE Capacity Reduction for New Bicycle Accommodations: Whittier Street NW to New Hampshire Avenue NE	Bicycle/Pedestrian - Bike/Travel lane reduction	2028	$ 23,591,750	Included	✓	Yes	T13592
Environmental Management System	Project Oversight	2050	$ 34,838,354	Not Applicable		No	G13762 T5322 CE2540
Florida Avenue NW/NE Capacity Reduction for Bus Priority: 9th Street NW to 1st Street NE	Bus/BRT - Capital/Expansion	2028	$ 2,015,000	Included	✓	Yes	T13590
Francis Scott Key Bridge Rehabilitation over Potomac River	Bridge - Rehab	2031	$ 4,199,000	Not Applicable		No	T13727
Franklin Street NE Bridge Rehabilitation over Railroad Tracks	Bridge - Rehab	2030	$ 2,431,000	Not Applicable		No	T13728
Freight Planning Program	Study/Planning/Research	2050	$ 10,838,028	Not Applicable		No	T5922
Freight Size and Weight Enforcement Program	Freight - Freight Movements	2050	$ 5,923,949	Not Applicable		No	G13674 CE3265 T2633
Georgia Avenue NW Capacity Reduction for New Bus Lanes: Eastern Avenue to Barry Place NW	Bus/BRT - Capital/Expansion	2028	$ 7,725,000	Included	✓	No	T13591
goDCgo and Capital Bikeshare Transportation Demand Management Programs	TDM/Micromobility - Ridesharing	2050	$ 12,631,836	Not Applicable		No	T2945
Guardrails and Attenuators	Road - Recons/Rehab/Maintenance/Resurface	2029	$ 12,000,000	Not Applicable		No	T5316
H Street NE Bridge Replacement over Railroad	Bridge - Replace	2028	$ 372,326,000	Not Applicable		Yes	T6039
I-395 General Purpose and HOV Bridges Rehabilitation over Potomac River	Bridge - Rehab	2050	$ 190,302,755	Not Included		Yes	G13702 CE3305 T13562 T6187
I-395 Southbound Exit Ramp to Southwest Freeway Rehabilitation	Bridge - Rehab	2030	$ 13,593,000	Not Applicable		Yes	T11592
I-395/Southwest Freeway Bridge Replacement over South Capitol Street	Bridge - Replace	2028	$ 83,640,000	Not Applicable		Yes	T6490
I-66 Ramp to Whitehurst Freeway and K Street NW over Whitehurst Freeway Ramp Bridge Rehabilitations	Bridge - Rehab	2045	$ 36,983,750	Not Applicable		Yes	T6804
I-66/E Street Expressway Tunnel Rehabilitation under Virginia Avenue NW	Road - Recons/Rehab/Maintenance/Resurface	2030	$ 10,387,000	Not Applicable		No	T13731
Kenilworth Terrace Bridge over Watts Branch Replacement	Bridge - Rehab	2028	$ 19,294,394	Included		No	T6427

TPB Project Title	Primary Project Type(s)	Completion Year	Total Cost	Bicycle/ Pedestrian	RSAQ	Map	Record IDs
District of Columbia							
Kennedy Street NW Reconstruction: 16th Street NW to Georgia Avenue	Road - Recons/Rehab/Maintenance/Resurface	2026	$ 29,776,670	Included		No	T6501
Large Guide Sign Maintenance	Road - Signal/Signs	2050	$ 39,079,546	Not Applicable		No	T6610
LED Signage Procurement and Installation	Road - Signal/Signs	2050	$ 6,764,080	Not Applicable		No	T6644
Malcolm X Boulevard Bridge Rehabilitation over South Capitol Street SE	Bridge - Rehab	2034	$ 1,573,250	Not Applicable		Yes	CE3868
Metropolitan Branch Trail Extension Franklin Street NE to Eastern Avenue	Bicycle/Pedestrian - Bike/Ped	2028	$ 60,418,379	Included		Yes	T3228
Minnesota Avenue NE Bridge Rehabilitation over East Capitol Street SE	Bridge - Rehab	2030	$ 9,392,500	Not Applicable		No	T13725
Minnesota Avenue SE Capacity Reduction for Bus Priority and Bicycle Accommodations: East Capitol Street SE to Burns Street SE	Bus/BRT - Capital/Expansion	2027	$ 140,000	Included		Yes	T13582
MLK Jr. Avenue SE Capacity Reduction for Additional Pedestrian Accommodations: South Capitol Street SE to Upsal Street SE	Bicycle/Pedestrian - Bike/Travel lane reduction	2027	$ 8,550,526	Included	✓	Yes	T13593
Nannie Helen Burroughs Avenue Underpass Flood Mitigation Study	Study/Planning/Research	2027	$ 1,000,000	Not Applicable		No	T13648
National Recreational Trails	Bicycle/Pedestrian - Bike/Ped	2029	$ 3,264,000	Included		Yes	T2796
New Bicycle/Pedestrian Bridge over Potomac River adjacent to Long Bridge	Bicycle/Pedestrian - Bike/Ped	2045	$ 83,200,000	Included		Yes	T6807
New York Avenue NE Bridge Rehabilitation over Anacostia River	Bridge - Rehab	2030	$ 51,663,000	Included		Yes	T6657
New York Avenue NE Bridge Rehabilitation over CRX RR	Bridge - Rehab	2030	$ 3,867,500	Not Applicable		Yes	T13571
North Capitol Street NW Bridge Rehabilitation over Irving Street NW	Bridge - Rehab	2033	$ 2,873,000	Not Applicable		No	T13729
Pedestrian Bridge over Arizona Avenue NW: North Arizona Avenue NW to South Arizona Avenue NW	Bicycle/Pedestrian - Bike/Ped	2027	$ 14,167,625	Included		Yes	T6516
Pennsylvania Avenue NW Capacity Reduction for New Bicycle Accommodations: 17th Street NW to 22th Street NW	Bicycle/Pedestrian - Bike/Travel lane reduction	2028	$ 37,984,000	Included	✓	Yes	T6595
Pennsylvania Avenue SE Bicycle/Pedestrian Improvements: 2nd Street SE to 27th Street SE	Road - Intersection improvements	2028	$ 44,782,243	Included		Yes	G13761 T2743 T5957
Pennsylvania Avenue SE Multimodal Improvements: 2nd Street SE to 27th Street SE	Bicycle/Pedestrian - Bike/Travel lane reduction	2027	$ 1,250,000	Included		Yes	T13883
Planning Activities Passthrough (MWCOG)	Study/Planning/Research	2029	$ 19,339,294	Not Applicable		No	T6102
Planning and Management Systems	Study/Planning/Research	2050	$ 290,499,391	Not Applicable		No	G13764 CE1155 T3213
Professional Capacity-Building Strategy	Training	2050	$ 45,219,851	Not Applicable		Yes	G13766 CE1385 T3355
Research Program and Projects	Study/Planning/Research	2029	$ 6,000,000	Not Applicable		No	T11612
Resurfacing Streets and Freeways	Road - Recons/Rehab/Maintenance/Resurface	2050	$ 292,000,000	Not Applicable		No	G13677 CE1149 T3215 T5339
Roadway Pavement Condition Assessment	Study/Planning/Research	2050	$ 44,935,891	Not Included		No	G13704 CE2549 T5323

TPB Project Title	Primary Project Type(s)	Completion Year	Total Cost	Bicycle/ Pedestrian	RSAQ	Map	Record IDs
District of Columbia							
Roadway Reconstruction	Road - Recons/Rehab/Maintenance/Resurface	2030	$ 28,014,314	Included		Yes	T2965
Safe Walking and Bicycling Routes to School Program	Bicycle/Pedestrian - Bike/Ped	2050	$ 101,041,837	Included		No	G13705 CE1352 T2888
Safety Improvements	Road - Recons/Rehab/Maintenance/Resurface	2050	$ 512,106,685	Included		No	G13678 CE1148 T3212
South Capitol Street - Frederick Douglass Memorial Bridge Debt Service	Debt Service	2034	$ 91,803,500	Not Applicable		Yes	T6038
South Capitol Street Interchange Reconfigurations and Streetscape Improvements	Road - Add Capacity/Widening	2028	$ 194,991,463	Included		No	T3423
South Capitol Street Shared Use Path: Firth Sterling Avenue to Souther Avenue	Bicycle/Pedestrian - Bike/Ped	2029	$ 33,900,000	Included		Yes	T6114
Southeast Boulevard from Barney Circle to 11th Street SE At-Grade Multimodal Urban Boulevard Study	Study/Planning/Research	2026	$ 6,181,277	Not Applicable		Yes	T6499
Southern Avenue SE Multimodal Improvements: South Capitol Street to 23rd Street SE	Road - Recons/Rehab/Maintenance/Resurface	2028	$ 32,246,361	Included		Yes	T5353
Southwest Freeway Bridge Rehabilitation over Washington Channel	Bridge - Rehab	2030	$ 1,547,000	Not Applicable		No	T13732
Stormwater-Hydraulic Structures and Flood Management Works	Road - Recons/Rehab/Maintenance/Resurface	2029	$ 32,092,976	Not Applicable		Yes	T3242
Streetlight Asset Management and Construction	Road - Recons/Rehab/Maintenance/Resurface	2037	$ 694,065,837	Included		No	T6625
Subsurface Pavement Investigations and Asset Management Program Support	Study/Planning/Research	2050	$ 2,272,468	Not Applicable		No	T6502
Theodore Roosevelt Bridge over the Potomac River Rehabilitation	Bridge - Rehab	2028	$ 139,169,209	Included		Yes	T5346
Traffic Camera Upgrades	Road - Recons/Rehab/Maintenance/Resurface	2050	$ 16,383,501	Not Applicable		No	CE3869
Traffic Operations Improvements	Road - ITS/Technology	2050	$ 530,444,708	Included		No	G13679 CE1151 T3216 T11611
Traffic Safety Measures	Road - Other Improvement	2029	$ 30,000,000	Not Applicable		No	T11625
Traffic Signal Maintenance	Road - Signal/Signs	2050	$ 1,038,581,772	Not Included		No	G13680 CE2553 T5347
Transportation Alternatives Program	Bicycle/Pedestrian - Bike/Ped	2050	$ 48,911,075	Included		No	G13681 T3210 CE1144
Tunnel Rehabilitation under Mall	Other	2030	$ 37,040,500	Not Applicable		No	T13819
U Street NW Capacity Reduction for Bus Priority: 18th Street NW to 9th Street NW	Bus/BRT - Capital/Expansion	2027	$ 1,700,000	Included	✓	Yes	T13585
Urban Forestry Program	Road - Recons/Rehab/Maintenance/Resurface	2029	$ 2,200,000	Not Applicable		No	T5313
US29/Whitehurst Freeway Bridge Rehabilitation: M Street NW to 30th Street NW	Bridge - Rehab	2029	$ 51,166,500	Not Applicable		Yes	T11598
Wheeler Road Multimodal Safety and Access: Alabama Avenue to Southern Avenue	Road - Recons/Rehab/Maintenance/Resurface	2028	$ 24,841,075	Included		No	T13646

TPB Project Title	Primary Project Type(s)	Completion Year	Total Cost	Primary Agency	Bicycle/ Pedestrian	RSAQ	Map	Record IDs
Maryland								
ADA Compliance Transportation Access	Bicycle/Pedestrian - Bike/Ped	2050	$ 13,478,000	Montgomery County	Included		No	G13744 CE1252 T3068
Advanced Transportation Management System	Road - ITS/Technology	2050	$ 6,032,000	Montgomery County	Not Applicable		No	T3065
Alcona Street Bridge Rehabilitation over Bald Hill Branch	Bridge - Rehab	2036	$ 4,355,000	Prince George's County	Included		Yes	T13594
Alternative Fuel Bus Replacements and Supporting Infrastructure	Bus/BRT - Capital/SGR	2030	$ 21,300,000	Montgomery County	Not Applicable		No	T6616
Annapolis Road (MD 450) Widening: Stonybrook Drive to west of Crain Highway (MD 3)	Road - Add Capacity/Widening	2035	$ 40,800,000	MDOT SHA	Not Included	✓	Yes	CE1207
Areas of Persistent Poverty Transportation Study	Study/Planning/Research	2026	$ 666,666	MDOT MTA	Not Applicable		No	T13565
Ballenger Creek, Frederick and Pennsylvania, New Design Road Side Path, and H&F Trails in Frederick County	Bicycle/Pedestrian - Bike/Ped	2024	$ 20,899,542	Frederick County	Included		Yes	T5495
Baltimore Avenue (US 1) Reconstruction: College Avenue to I-95	Road - Recons/Rehab/Maintenance/Resurface	2032	$ 159,209,000	MDOT SHA	Included	✓	Yes	G13682 CE1202 T6528 T3108
Baltimore-Washington SCMAGLEV Study	Study/Planning/Research	2029	$ 17,376,000	MDOT MTA	Not Applicable		No	T6711
Bethesda Bikeway and Pedestrian Facilities	Bicycle/Pedestrian - Bike/Ped	2050	$ 17,648,000	Montgomery County	Included		Yes	G13830 CE1553 T3680
Bethesda Metro Station New South Entrance at Elm Street	Bus/BRT - Passenger Facilities	2030	$ 106,664,000	Montgomery County	Not Applicable		Yes	T5560
Bicycle and Pedestrian Priority Area Improvements	Bicycle/Pedestrian - Bike/Ped	2050	$ 42,917,000	Montgomery County	Included		No	G13823 T6365 CE3408
Bicycle/Pedestrian Improvements along Metro Blue Line Stations	Bicycle/Pedestrian - Bike/Travel lane reduction	2040	$ 45,600,000	Prince George's County	Included		Yes	T13605
Bikeshare Stations	TDM/Micromobility - Ridesharing	2050	$ 534,000	Prince George's County	Included		No	CE3722
Bikeway and Trails Program	Bicycle/Pedestrian - Bike/Ped	2029	$ 99,806,016	Frederick County	Included		No	CE2692
Bikeway Network Expansions	Bicycle/Pedestrian - Bike/Ped	2050	$ 7,916,000	Montgomery County	Included		No	T3066
Bowie Road Culvert Rehabilitation under CSX Bridge	Bridge - Rehab	2026	$ 3,556,000	Prince George's County	Not Applicable		Yes	T6685
Bradley Boulevard Bicycle Improvements: Goldsboro Road (MD 614) to Wilson Lane (MD 188)	Bicycle/Pedestrian - Bike/Ped	2040	$ 18,000,000	Montgomery County	Included		Yes	CE1575
Branch Avenue (MD 5) Widening: US 301 Interchange to North of I-95/I-495	Road - Add Capacity/Widening	2035	$ 769,400,000	MDOT SHA	Not Included	✓	Yes	CE1196
Brandywine Road Bridge Replacement over Piscataway Creek	Bridge - Replace	2032	$ 8,796,186	Prince George's County	Included		Yes	T5400
Brandywine Road Club Priority Projects	Road - New Construction	2040	$ 11,013,000	Prince George's County	Included		No	CE3642
Bridge Preservation Program	Bridge - Preventive Maintanance	2050	$ 18,753,000	Montgomery County, Prince Georges County	Included		No	G13827 CE3096 T5971 T13607

TPB Project Title	Primary Project Type(s)	Completion Year	Total Cost	Primary Agency	Bicycle/ Pedestrian	RSAQ	Map	Record IDs
Maryland								
Bridge Program Manager	Bridge - Preventive Maintanance	2040	$ 120,000	Prince George's County	Not Applicable		No	T13643
Bridge Renovation, Inspection, Rehabilitation and Replacements	Bridge - Rehab	2050	$ 463,524,892	Montgomery County, Frederick County, MDOT SHA	Included		Yes	G13737 CE3097 T3173 T3081 T5972 T6710 CE6710
Bridge Replacement/Rehabilitation/Repair	Bridge - Replace	2050	$ 48,210,000	Prince George's County	Included		Yes	G13828 T5401 T5402 T6684
Brunswick Line Frederick Branch Maintenance Program	Rail/Fixed Guideways - Capital/SGR	2045	$ 14,000,000	MDOT MTA	Not Applicable		Yes	CE3779
Brunswick Line Station Renovations	Bus/BRT - Capital/SGR	2050	$ 170,000,000	MDOT MTA	Not Applicable		No	CE3773
Buckeystown Pike (MD 85) Widening: English Muffin Way to North of Grove Road with Interchange Improvements at I-270	Road - Add Capacity/Widening	2035	$ 80,400,000	MDOT SHA	Included	✓	Yes	CE1210
Burkittsville Road (MD 17) Bridge Replacement over Middle Creek	Bridge - Replace	2025	$ 5,129,000	MDOT SHA	Not Applicable		Yes	T11600
Burtonsville Access New Road: Spencerville Road (MD 198) to Burtonsville Shopping Center	Road - New Construction	2033	$ 10,000,000	Montgomery County	Included		Yes	CE995
Bus Mass Transit/Metro Access Funds	Bus/BRT - Capital/Expansion	2040	$ 3,750,000	Prince George's County	Included		No	T6375
Bus Rapid Transit Feasibility Study	Study/Planning/Research	2040	$ 300,000	Prince George's County	Not Applicable		No	CE3718
Bus Stop Improvements	Bus/BRT - Passenger Facilities	2050	$ 3,953,000	Montgomery County	Included		No	T3063
Camden Line Station Renovations	Bus/BRT - Passenger Facilities	2050	$ 52,000,000	MDOT MTA	Not Applicable		Yes	CE3770
Capital Crescent Trail: Elm Street to Chevy Chase Lake Terrace and Silver Spring Transit Depot to Silver Spring Metro Station	Bicycle/Pedestrian - Bike/Ped	2040	$ 172,522,000	Montgomery County	Included		Yes	G13740 CE3122 T6015
Charles Street (MD 6) Bicycle and Pedestrian Improvements: Robert S. Crain Highway (US 301) to Willow Lane	Bicycle/Pedestrian - Bike/Ped	2029	$ 7,203,000	MDOT SHA	Included		Yes	T11615
Cherry Hill Road Bridge Replacement over Paint Branch	Bridge - Replace	2030	$ 9,550,000	Prince George's County	Included		Yes	CE3639
Christopher's Crossing New Road Construction: Shookstown Road to Rocky Springs Road	Road - New Construction	2026	$ 17,000,000	Frederick County	-		Yes	T6615
Clopper Road (MD 117) from west of Game Preserve Road to I-270 Interchange Improvements	Road - Add Capacity/Widening	2035	$ 78,600,000	MDOT SHA	Included	✓	Yes	CE1203
Closed Circuit Television Expansion	Bus/BRT - Passenger Facilities	2045	$ 14,000,000	MDOT MTA	Not Applicable		No	CE3781
Colesville Road (US 29) New Bus Rapid Transit: Sligo Parkway to Tech Road	Bus/BRT - Capital/Expansion	2030	$ 9,750,001	Montgomery County	Included	✓	Yes	T11412
College Park MARC Station ADA Improvements	Study/Planning/Research	2027	$ 1,745,330	MDOT MTA	Not Applicable		Yes	T13634
Collington Road (MD 197) Widening: Annapolis Road (MD 450) to Kenhill Drive	Study/Planning/Research, Road - Add Capacity/Widening	2030	$ 66,388,000	MDOT SHA	Included	✓	Yes	G13688 T4887 CE2253

TPB Project Title	Primary Project Type(s)	Completion Year	Total Cost	Primary Agency	Bicycle/ Pedestrian	RSAQ	Map	Record IDs
Maryland								
Commuter Connections Program	TDM/Micromobility - Ridesharing	2050	$ 17,370,000	MDOT SHA	Not Applicable		No	T3566
Congestion Management	Road - ITS/Technology	2029	$ 206,840,000	MDOT SHA	Not Applicable		No	T3085
Congressional Earmark Projects: Community Project Funding	Other	2026	$ 263,000	MDOT SHA	Not Applicable		No	T5838
Connecticut Avenue (MD 185) at Jones Bridge Road/Kensington Parkway Intersection Improvements	Road - Intersection improvements	2026	$ 22,716,500	MDOT SHA	Included		Yes	T6071
County Capital Bridge Improvement Program	Bridge - Rehab	2050	$ 139,673,064	Frederick County	Included		No	CE1180
Crain Highway (US 301) Intersection Improvements: Smallwood Road to Brnach Avenue (MD 5) North Junction	Road - Interchange improvements	2040	$ 374,500,000	MDOT SHA	Included	✓	Yes	CE2239
Curb and Road Rehabilitation	Road - Recons/Rehab/Maintenance/Resurface	2050	$ 116,900,000	Prince George's County	Included		No	T5609
Dennis Avenue Bridge Replacement over Sligo Creek tributary	Bridge - Rehab	2026	$ 23,090,000	Montgomery County	Included		Yes	G13822 CE3569 T6608
Developer Contribution Projects	Road - Recons/Rehab/Maintenance/Resurface	2050	$ 24,644,000	Prince George's County	Included		No	G13845 CE2738 T6024
East Street Rails with Trails, Golden Mile, and Rock Creek Trails Construction	Bicycle/Pedestrian - Bike/Ped	2030	$ 15,050,000	City of Frederick	Included		Yes	T6669
Eliminate At-Grade Pedestrian Crossings at MARC Brunswick and Camden Lines	Bus/BRT - Passenger Facilities	2045	$ 421,000,000	MDOT MTA	Included		No	CE3772
Environmental/Aesthetic Improvements on MD Highways	Road - Recons/Rehab/Maintenance/Resurface	2029	$ 247,520,000	MDOT SHA	Not Applicable		No	T3038
Falls Road Bicycle/Pedestrian Trail Extension: River Road to Dunster Road	Bicycle/Pedestrian - Bike/Ped	2050	$ 33,751,000	Montgomery County	Included		Yes	G13745 CE1586 T3429
Forest Glen Pedestrian/Bicycle Tunnel under Georgia Avenue from Forest Glen Metro Station to the east side of Georgia Avenue	Bicycle/Pedestrian - Bike/Ped	2030	$ 46,301,000	Montgomery County	Included		Yes	T5949
Frederick Freeway (US 15) Grade Separation at Biggs Ford Road and Widening: North of Biggs Ford Road to I-270	Road - Add Capacity/Widening	2040	$ 319,156,000	MDOT SHA	Not Included	✓	Yes	G13692 T6431 CE3567
Garrett Park Road Bridge Rehabilitation over Rock Creek	Bridge - Rehab	2027	$ 9,635,000	Montgomery County	Included		Yes	T5916
Georgia Avenue (MD 97) at Norbeck Road (MD 28) Interchange Improvements	Road - Interchange improvements	2040	$ 157,800,000	MDOT SHA	Included	✓	Yes	CE1211
Georgia Avenue (MD 97) Reconstruction: 16th Street (MD 390) to Forest Glen Road (MD 192)	Road - Add Capacity/Widening	2035	$ 68,053,000	MDOT SHA	Included	✓	Yes	G13684 CE2618 T5420
Goshen Road Widening: South of Girard Street to North of Warfield Road	Road - Recons/Rehab/Maintenance/Resurface, Road - Add Capacity/Widening	2040	$ 13,198,000	Montgomery County	Included	✓	Yes	T3049
Governor Harry W. Nice/Senator Thomas "Mac" Middleton Bridge Replacement	Bridge - Replace + Add Capacity	2025	$ 615,673,539	MDOT MTA	Not Applicable	✓	Yes	T5527
Governor's Bridge Road Bridge Reconstruction over the Patuxent River	Bridge - Replace	2040	$ 8,571,000	Prince George's County	Included		Yes	T6509

TPB Project Title	Primary Project Type(s)	Completion Year	Total Cost	Primary Agency	Bicycle/ Pedestrian	RSAQ	Map	Record IDs
Maryland								
Great Seneca Transit Network	Bus/BRT - Capital/Expansion	2035	$ 2,000,000	Montgomery County	Not Applicable	✓	Yes	CE3857
Green Valley Road (MD 75) Bridge Rehabilitation over I-70	Bridge - Rehab	2025	$ 5,149,000	MDOT SHA	Not Included		Yes	T6690
Green/Complete Street Improvements	Road - Recons/Rehab/Maintenance/Resurface	2040	$ 4,800,000	Prince George's County	Included		No	T6003
Hawthorne Road (MD 225) Bridge Replacement over Mattawoman Creek	Bridge - Replace	2027	$ 5,620,000	MDOT SHA	Not Applicable		Yes	T6689
I-270 Express Toll Lanes Study: I-370 to I-70/US 40	Study/Planning/Research	2030	$ 25,000,000	MDOT SHA	Not Applicable		Yes	T11583
I-270 Innovative Congestion Management: I-495 to I-70 (Eisenhower Memorial Highway)	Road - ITS/Technology	2023	$ 128,809,000	MDOT SHA	Not Applicable	✓	Yes	T6444
I-495/I-270Y (West Spur)/I-270 Express Toll Lanes Widening: I-370 to George Washington Memorial Parkway	Road - HOV/Managed Lanes, Study/Planning/Research	2035	$ 7,198,874,000	MDOT SHA	Not Applicable	✓	Yes	G13825 T11582 CE3863 CE3281
I-70 South Mountain Welcome Center Additional Truck Parking	Freight - Freight Movements	2027	$ 8,420,000	MDOT SHA	Not Applicable		Yes	T11579
I-70 Widening: Mt. Phillips Road to West of I-270	Road - Add Capacity/Widening	2035	$ 124,500,000	MDOT SHA	Not Applicable	✓	Yes	CE1187
I-95/I-495 at Greenbelt Metro Station Interchange Improvements	Road - Interchange improvements	2029	$ 265,083,000	MDOT SHA	Not Included	✓	No	T2894
I-95/I-495 Bridge Replacements over Good Luck Road	Bridge - Replace	2029	$ 2,370,000	MDOT SHA	Not Applicable		Yes	T6656
I-95/I-495 Bridge Replacements over Pennsylvania Avenue (MD 4)	Bridge - Replace	2030	$ 65,859,000	MDOT SHA	Not Applicable		No	T6651
I-95/I-495 Interchange at Medical Center Drive Interchange Improvements	Road - Interchange improvements	2030	$ 86,935,000	MDOT SHA	Included		Yes	G13686 T11578 CE3854
Indian Head Highway (MD 210) Bridge Replacement over Henson Creek	Bridge - Replace	2028	$ 1,764,000	MDOT SHA	Not Applicable		Yes	T6652
Indian Head Highway (MD 210) Corridor Improvements from I-95/I-495 and MD 228	Road - Interchange improvements, Study/Planning/Research	2040	$ 450,883,000	MDOT SHA	Not Applicable	✓	Yes	G13693 CE1199 T6524
Intersection and Spot Improvements	Road - Intersection improvements	2049	$ 10,128,000	Montgomery County	Not Applicable		No	T5980
John Hanson Highway (US 50) Reconstruction: District of Columbia Line to MLK Jr. Highway (MD 704)	Road - Recons/Rehab/Maintenance/Resurface	2035	$ 26,000,000	MDOT SHA	Not Included		Yes	CE3425
Landover Road (MD 202) at Brightseat Road Intersection Improvements	Road - Intersection improvements	2045	$ 20,400,000	MDOT SHA	Included		Yes	CE1190
Large Urban Systems: Capital	Bus/BRT - Capital/SGR	2050	$ 108,345,000	MDOT MTA	Not Applicable		No	G13832 CE1267 T2713
Large Urban Systems: Operating and Preventative Maintenance	Bus/BRT - Operating, Bus/BRT - Maintenance	2050	$ 77,829,000	MDOT MTA	Not Applicable		No	G13742 CE3270 T6146 T6147
Little Seneca Parkway Widening: Frederick Road (MD 355) to Observation Drive	Road - New Construction	2045	$ 123,608,000	Montgomery County	Included	✓	Yes	T7503
Livingston Road Bridge Replacement and Widening over Picataway Creek	Bridge - Replace + Add Capacity	2030	$ 14,414,942	Prince George's County	Included	✓	Yes	T5806

TPB Project Title	Primary Project Type(s)	Completion Year	Total Cost	Primary Agency	Bicycle/ Pedestrian	RSAQ	Map	Record IDs
Maryland								
Lottsford Road Bridge Preventative Maintenance over Western Branch	Bridge - Preventive Maintanance	2032	$ 2,500,000	Prince George's County	Included		Yes	T13603
Low- and No-Emission Buses and Related Infrastructure	Other - Alt Fuel Infrastructure	2027	$ 124,268,697	MDOT MTA	Not Applicable		No	G13833 T13566 T13600
MacArthur Boulevard Bicycle Improvements: I-495 to Oberlin Avenue	Bicycle/Pedestrian - Bike/Ped	2027	$ 30,843,000	Montgomery County	Included		Yes	T5729
Major Drainage and Flood Control Improvements	Road - Recons/Rehab/Maintenance/Resurface	2040	$ 40,842,000	Prince George's County	Not Applicable		Yes	T11593
MARC Brunswick and Camden Line Maintenance Program	Rail/Fixed Guideways - Maintenance	2050	$ 133,000,000	MDOT MTA	Not Applicable		No	CE3778
MARC Facilities State of Good Repairs	Rail/Fixed Guideways - Capital/SGR	2029	$ 354,000	MDOT MTA	Not Applicable		No	T11584
MARC Ongoing Service Improvement Projects with CSX and Amtrak	Transit - Safety	2029	$ 73,612,105	MDOT MTA	Not Applicable		No	T6400
MARC Rolling Stock Overhauls and Replacements	Rail/Fixed Guideways - Capital/SGR	2050	$ 635,630,535	MDOT MTA	Not Applicable		No	G13721 CE3785 T6401
MARC Service Improvements for Brunswick Line	Rail/Fixed Guideways - Capital/Expansion	2045	$ 1,825,000,000	MDOT MTA	Not Applicable	✓	Yes	CE3787
MARC Service Improvements for Camden Line	Rail/Fixed Guideways - Capital/Expansion	2045	$ 726,000,000	MDOT MTA	Not Applicable	✓	Yes	CE3788
MARC Service Improvements for Penn Line	Rail/Fixed Guideways - Capital/Expansion, Bus/BRT - Capital/Expansion	2050	$ 2,760,000,000	MDOT MTA	Not Applicable	✓	Yes	G13835 CE3777 CE3855
Marlboro Pike Capacity Reduction for New Pedestrian Accommodations: Southern Avenue to Forest Edge Road	Bicycle/Pedestrian - Bike/Travel lane reduction	2035	$ 8,000,000	Prince George's County	Included	✓	Yes	T13604
Maryland Equitable Charging Infrastructure Partnership	Other - Alt Fuel Infrastructure	2031	$ 13,824,273	MDOT SHA	Not Applicable		No	T13613
MD 210 Corridor Improvements	Road - Intersection improvements	2040	$ 9,283,000	Prince George's County	Included	✓	No	CE3643
MD 355 New BRT Expansion from East-West Highway (MD 410) to Clarksburg Road	Bus/BRT - Capital/Expansion	2035	$ 436,081,000	Montgomery County	Included	✓	Yes	G13834 T6396 CE3856
Metropolitan Branch Trail Extension: Silver Spring Transit Center to Takoma Metro Station	Bicycle/Pedestrian - Bike/Ped	2035	$ 41,676,000	Montgomery County	Included		Yes	T5942
Modification of ADA Rights of Way County-Wide	Road - Recons/Rehab/Maintenance/Resurface	2040	$ 5,725,000	Prince George's County	Included		No	G13739 T6012 CE3115
Multimodal Roadway Improvements near Metro Stations	Road - Recons/Rehab/Maintenance/Resurface	2040	$ 3,800,000	Prince George's County	Included		No	CE3416
National Electric Vehicle Infrastructure Program	Other - Alt Fuel Infrastructure	2032	$ 27,699,000	MDOT SHA	Not Applicable		No	T13601
Neighborhood Traffic Calming	Road - Recons/Rehab/Maintenance/Resurface	2050	$ 3,143,143	Montgomery County	Included		No	G13738 CE3106 T5981
New Carrolton MARC Station Multi-Modal Improvements	Other - Intermodal	2031	$ 47,000,000	MDOT MTA	Included		Yes	T13654
New Charles County Bus Operations and Maintenance Facility	Bus/BRT - Capital/SGR	2027	$ 13,375,000	MDOT MTA	Not Applicable		Yes	T13606
New Dorsey Mill Road Bridge over I-270: Century Boulevard to Observation Drive	Bridge - New Construction	2040	$ 33,395,000	Montgomery County	Included	✓	Yes	CE1577

TPB Project Title	Primary Project Type(s)	Completion Year	Total Cost	Primary Agency	Bicycle/ Pedestrian	RSAQ	Map	Record IDs
Maryland								
New Hampshire Avenue (MD 650) New BRT Expansion from Colesville Park & Ride to Fort Totten Metro Station	Bus/BRT - Capital/Expansion, Study/Planning/Research	2045	$ 311,000,000	Montgomery County	Not Applicable	✓	Yes	G13836 CE3672 T12004
New Shockley Drive to Spectrum Drive Bridge over I-270 Study	Study/Planning/Research	2030	$ 150,000	Frederick County	Included		No	CE3038
New Silver Spring Green Trail: Fenton Street to Sligo Creek Trail	Bicycle/Pedestrian - Bike/Ped	2027	$ 4,279,000	Montgomery County	Included		Yes	T3125
Norbeck Road (MD 28)/Spencerville Road (MD 198) Widening: Georgia Avenue (MD 97) to I-95	Road - Add Capacity/Widening	2045	$ 300,000,000	MDOT SHA	Included	✓	Yes	CE1462
North Bethesda Transitway New BRT Expansion from Montgomery Mall Transit Center to North Bethesda Metro Station	Bus/BRT - Capital/Expansion, Study/Planning/Research	2045	$ 118,150,000	Montgomery County	Included	✓	Yes	G13837 CE3663 T3663
Observation Drive Extension: North of Father Hurley Boulevard to MD 355 Bypass	Road - New Construction	2050	$ 104,000,000	Montgomery County	Included		Yes	CE906
Old Georgetown Road (MD 187) Extension: Georgetown Road (MD 187) to Nicholson Lane/Tilden Lane	Road - New Construction	2030	$ 71,100,000	Montgomery County	Included	✓	Yes	CE3050
Ongoing Program for Improvements on Multiple Roads in Frederick County	Road - Add Capacity/Widening	2050	$ 247,479,260	Frederick County	Included		No	G13846 CE2691 T5494
Patuxent Beach Road (MD 4) Widening: Island Road (MD 2) to Three Notch Road (MD 235)	Bridge - Replace + Add Capacity	2035	$ 811,200,000	MDOT SHA	Included		Yes	CE2246
Pedestrian Safety Improvements	Bicycle/Pedestrian - Bike/Ped	2050	$ 136,932,000	Montgomery County, Prince Georges County	Included		No	G13851 T3642 CE3410 T6370
Penn Line Station Renovations	Bus/BRT - Passenger Facilities	2045	$ 27,000,000	MDOT MTA	Not Applicable		Yes	CE3771
Pennsylvania Avenue (MD 4) at Suitland Parkway (MD 337) Interchange Improvements	Road - Interchange improvements	2029	$ 268,826,000	MDOT SHA	Not Included		Yes	T3547
Pennsylvania Avenue (MD 4) Bridge Replacements over Water Street (MD 717) and Race Track Road	Bridge - Replace	2027	$ 52,532,000	MDOT SHA	Not Applicable		Yes	T6653
Pennsylvania Avenue (MD 4) Widening: I-95/I-495 to Woodyard Road (MD 223)	Road - Add Capacity/Widening	2040	$ 503,900,000	MDOT SHA	Not Included	✓	Yes	CE1194
Planning and Site Acquisition	Study/Planning/Research	2050	$ 5,049,000	Prince George's County	Not Applicable		No	G13840 CE3412 T6371
Purple Line Light Rail Transitway: Bethesda Metro Station to New Carrollton Metro Station	Rail/Fixed Guideways - Streetcar/Light Rail	2030	$ 3,895,426,039	MDOT MTA, Prince George's County	Included	✓	Yes	G13853 CE3645 T2795
Race Track Road Multi-Modal Safety Improvements Study: Old Chapel Road to Annapolis Road (MD 450)	Bicycle/Pedestrian - Bike/Travel lane reduction	2028	$ 250,000	Prince George's County	Included		Yes	CE1272
Randolph Road New BRT: from US 29 to Rockville Pike (MD 355)	Bus/BRT - Capital/Expansion	2045	$ 50,000,000	Montgomery County	Included	✓	Yes	CE3662
Randolph Road/Montrose Parkway Grade Separation from Rockville Pike (MD 355) to east of Parklawn Drive	Bridge - New Construction	2050	$ 22,782,000	Montgomery County	Included	✓	Yes	G13743 T3542 CE1217

TPB Project Title	Primary Project Type(s)	Completion Year	Total Cost	Primary Agency	Bicycle/ Pedestrian	RSAQ	Map	Record IDs
Maryland								
Resurfacing and Rehabilitation	Road - Recons/Rehab/Maintenance/Resurface	2029	$ 830,460,000	MDOT SHA	Not Applicable		No	T3082
Ride On Bus Fleet Replacement and Expansion	Bus/BRT - Capital/SGR	2050	$ 367,645,000	Montgomery County	Not Applicable		No	G13826 CE1257 T3072
Ridesharing: Statewide Program	TDM/Micromobility - Ridesharing	2050	$ 3,000,000	MDOT MTA	Not Applicable		No	G13829 CE1265 T3760
Riverdale Road Bridge Replacement over Northeast Branch of the Anacostia River	Bridge - Replace	2027	$ 11,242,000	MDOT SHA	Not Applicable		Yes	T6647
Roadway Resurfacing: Primary/Arterial Roadways	Road - Recons/Rehab/Maintenance/Resurface	2050	$ 37,377,500	Montgomery County	Included		No	T5974
Rocky Ridge Road (MD 77) Bridge Replacement over Beaver Branch	Bridge - Replace	2028	$ 6,975,000	MDOT SHA	Not Applicable		Yes	T6648
Rural Transit - Capital Assistance	Bus/BRT - Maintenance	2029	$ 310,000	MDOT MTA	Not Applicable		No	T2602
Rural Transit - Operating Assistance	Bus/BRT - Operating	2029	$ 6,774,000	MDOT MTA	Not Applicable		No	T2853
Safety and Spot Improvements	Road - Recons/Rehab/Maintenance/Resurface	2026	$ 473,640,000	MDOT SHA	Not Applicable		No	T3084
School Access Improvements	Road - Access Management	2040	$ 6,184,000	Prince George's County	Included		No	CE3644
Security Improvements for Transportation Facilities	TDM/Micromobility - Park and Ride	2027	$ 5,750,000	Montgomery County	Not Applicable		No	T13616
Seven Locks Road Bicycle/Pedestrian Improvements: Montrose Road to Bradley Boulevard	Bicycle/Pedestrian - Bike/Ped	2050	$ 27,010,000	Montgomery County	Included		Yes	CE3126
Sidewalk and Curb Replacement	Bicycle/Pedestrian - Bike/Ped	2050	$ 28,584,000	Montgomery County	Included		No	T5975
Sidewalk Program - Minor Projects	Bicycle/Pedestrian - Bike/Ped	2050	$ 16,033,000	Montgomery County	Included		No	T3067
Small Urban Systems: Capital	Bus/BRT - Capital/SGR, Bus/BRT - Maintenance	2050	$ 111,146,000	MDOT MTA	Not Applicable		No	G13714 CE1264 T3012
Small Urban Transit Systems: Operating Assistance	Bus/BRT - Operating	2050	$ 353,247,250	MDOT MTA	Not Applicable		No	G13715 CE1540 T2594
Solomons Island Road (MD 4) Widening: North of Stoakley Road to South of MD 765A	Road - Add Capacity/Widening	2045	$ 146,400,000	MDOT SHA	Included	✓	Yes	CE1200
Southern Maryland Rapid Transit Study	Study/Planning/Research	2032	$ 29,684,000	MDOT MTA	Not Applicable		Yes	T11620
Street Lights and Traffic Signal Improvements	Road - Signal/Signs	2050	$ 12,000,000	Prince George's County	Not Applicable		No	T6372
Streetlight Enhancements: Central Business Districts and Town Centers	Road - Recons/Rehab/Maintenance/Resurface	2049	$ 1,243,825	Montgomery County	Not Applicable		No	G13841 CE3107 T5982
Sunnyside Avenue Bridge Replacement over Indian Creek	Bridge - Replace	2026	$ 15,759,000	Prince George's County	Included		Yes	T5808
Traffic Congestion Improvements	Road - Recons/Rehab/Maintenance/Resurface	2050	$ 42,892,937	Prince George's County	Included		No	G13844 T6373 CE2745
Traffic Signal System Modernization	Road - Signal/Signs	2050	$ 28,368,000	Montgomery County	Not Applicable		No	G13831 T3648 T6065

TPB Project Title	Primary Project Type(s)	Completion Year	Total Cost	Primary Agency	Bicycle/ Pedestrian	RSAQ	Map	Record IDs
Maryland								
Transit Oriented Development Infrastructure	Road - Recons/Rehab/Maintenance/Resurface	2050	$ 133,000,000	Prince George's County	Included		Yes	G13839 CE3415 T6381
Transit Oriented Development Purple Line Corridor Studies	Study/Planning/Research	2027	$ 3,537,546	MDOT MTA	Not Applicable		Yes	T11624
Transportation Alternatives	Bicycle/Pedestrian - Bike/Ped	2029	$ 92,000,000	MDOT SHA	Included		No	T2710
Transportation for Seniors and Individuals with Disabilities	Other	2050	$ 10,249,000	MDOT MTA	Not Applicable		No	G13720 CE3493 T6440
Transportation Improvements for Access to Schools and Neighborhoods	Bicycle/Pedestrian - Bike/Ped	2028	$ 904,000	Montgomery County	Included		No	T6364
Twinbrook Pedestrian and Bicycle Bridge Study: Lewis Avenue to Chapman Avenue and Rockville Pike	Study/Planning/Research	2026	$ 710,000	Montgomery County	Included		No	T13647
Urban Reconstruction	Road - Recons/Rehab/Maintenance/Resurface	2029	$ 31,500,000	MDOT SHA	Not Applicable		No	T3083
US 340 Interchange Improvements: Burkittsville Road (MD 17), Jefferson Pike (MD 180), and US 15	Road - Interchange improvements	2027	$ 17,079,000	MDOT SHA	Not Applicable		No	T13665
Veirs Mill Road New BRT Expansion from Montgomery College, Rockville to Wheaton Metro Station	Bus/BRT - Capital/Expansion	2030	$ 159,176,600	Montgomery County	Included	✓	Yes	G13861 T12005.1 CE3103.0
West Patrick Street (US 40) Bicycle and Pedestrian Improvements: Baughmans Lane to Old Camp Road Study	Bicycle/Pedestrian - Bike/Ped	2026	$ 500,000	City of Frederick	Included		Yes	T13664
White Flint Traffic Analysis and Mitigation Study	Study/Planning/Research	2050	$ 2,349,000	Montgomery County	Included		No	G13843 CE3051 T5987
White Flint Transportation Improvements	Road - New Construction	2050	$ 29,400,000	Montgomery County	Included		Yes	CE3049
Woodyard Road (MD 223) Intersection Improvements Study: Steed Road to Pennsylvania Avenue (MD 4)	Road - Intersection improvements	2045	$ 276,800,000	MDOT SHA	Included	✓	Yes	CE2248
West Gude Drive Bridge Rehabilitation over I-270	Bridge - Rehab	2027	$ 1,625,000	Rockville Public Works Department	Not Applicable		Yes	T13877
MD 410 Reconstruction: MD 500 to MD 212	Road - Recons/Rehab/Maintenance/Resurface	2030	$ 18,221,000	MDOT SHA	Included		Yes	T13880
New Bicycle/Pedestrian Bridge over MD26	Bicycle/Pedestrian - Bike/Ped	2028	$ 731,275	MDOT SHA	Included		Yes	T13882
Burtonsville Bus Stop Improvements	Bus/BRT - Passenger Facilities	2030	$ 7,054,000	Montgomery County	Not Applicable		Yes	T13898

TPB Project Title	Primary Project Type(s)	Completion Year	Total Cost	Primary Agency	Secondary Agency	Bicycle/ Pedestrian	RSAQ	Map	Record IDs
Virginia									
Administration of Countywide Transit Stores	Training	2050	$ 25,600,101	VDOT	Fairfax County	Not Applicable		No	G13774 CE3683 T6628
Alexandria Fourth Railroad Track: South of George Washington Parkway to south of Telegraph Road	Rail/Fixed Guideways - Metrorail/Commuter Rail	2028	$ 210,451,772	VPRA	VPRA	Not Applicable	✓	Yes	T6673
Arcola Boulevard Widening: Arcola Mills Drive to Old Ox Road (VA 606)	Road - Add Capacity/Widening	2050	$ 18,749,000	VDOT	Loudoun County	Included	✓	Yes	CE3308
Arcola Mills Drive Widening: Belmont Ridge Road to Loudoun County Parkway (VA 607)	Road - Add Capacity/Widening	2050	$ 176,955,142	VDOT	Loudoun County	Included	✓	Yes	G13707 CE3312 CE3311 T13557
Arkendale to Powells Creek Third Track Project and Potomac Shores Station	Rail/Fixed Guideways - Capital/Expansion	2030	$ 15,700,000	VPRA	VRE	Not Applicable	✓	Yes	T13713
Arlington Boulevard (US 50) at Washington Boulevard Interchange Improvements	Road - Interchange improvements	2030	$ 10,000,000	VDOT	Arlington Co. DES	Included		Yes	CE3885
Arlington Boulevard (US 50) Widening: Eastern City Limit of Fairfax to Seven Corners Interchange	Road - Add Capacity/Widening	2040	$ 450,000,000	VDOT	Fairfax County	Included	✓	Yes	CE2182
Ballston-MU Metro Station New Entrance at Fairfax Drive and N. Vermont Street	Rail/Fixed Guideways - Metrorail/Commuter Rail	2027	$ 157,850,000	VDOT	Arlington Co. DES	Not Applicable		Yes	T13894
Belmont Ridge Road (VA 659) Widening: Shreveport Drive to Arcola Mills Drive (VA 659)	Road - Add Capacity/Widening	2030	$ 38,000,000	VDOT	Loudoun County	Included	✓	Yes	CE3742
Billy Pierce Memorial Pike (VA 7) at Hillsboro Road (VA 690) Interchange Improvements	Road - Interchange improvements	2029	$ 52,685,000	VDOT	Loudoun County	Included	✓	Yes	T6618
Blooms Park Access New Road Construction Study	Study/Planning/Research	2033	$ 200,000	VDOT	City of Manassas Park	Included		No	CE3879
Boone Boulevard Extension: Chain Bridge Road (VA 123) to Ashgrove Lane	Road - New Construction	2045	$ 164,000,000	VDOT	Fairfax County	Included	✓	Yes	CE3150
Braddock Road (VA 620) Intersection Improvements: Ravensworth Road to Humphries Drive	Road - Intersection improvements	2031	$ 95,196,344	VDOT	Fairfax County	Included		Yes	CE1857
Braddock Road (VA 620) Widening: Fairfax County Parkway (VA 286) to Ox Road (VA 123)	Road - Add Capacity/Widening	2045	$ 46,000,000	VDOT	Fairfax County	Included	✓	Yes	CE2158
Braddock Road (VA 620) Widening: Royal Hunter Drive to Fairfax County Line	Road - Add Capacity/Widening	2031	$ 163,101,227	VDOT	Loudoun County	Included	✓	Yes	G13708 CE3604 CE3605 T13709
Bridge Rehabilitation/Replacement/Reconstruction	Bridge - Rehab	2050	$ 1,390,680,122	VDOT	-	Not Applicable		No	G13787 CE2693 T5503
Broad Run VRE 3rd VRE Track Expansion: Broad Run to Wellington Road	Rail/Fixed Guideways - Metrorail/Commuter Rail	2028	$ 100,209,793	VRE	VDRPT, VPRA	Not Applicable	✓	Yes	T12003
Broad Run VRE Track Expansion: Broad Run to Wellington Road	Other	2025	$ 11,500,000	VRE	VDRPT, VPRA	Not Applicable		Yes	T13662
Bull Run Trail Extension along Balls Ford Road: Sudley Road (VA 234) to Fairfax County Line	Bicycle/Pedestrian - Bike/Ped	2045	$ 30,000,000	VDOT	Prince William Co. DPW	Included		Yes	CE3797
Callahan Drive Bicycle/Pedestrian Improvements: Duke Street (VA 236) to King Street (VA 7)	Bicycle/Pedestrian - Bike/Ped	2027	$ 1,454,491	VDOT	City of Alexandria	Included		No	T13572

TPB Project Title	Primary Project Type(s)	Completion Year	Total Cost	Primary Agency	Secondary Agency	Bicycle/ Pedestrian	RSAQ	Map	Record IDs
Virginia									
Capital Bikeshare Capital Costs	TDM/Micromobility - Ridesharing	2030	$ 1,090,000	VDOT	City of Alexandria	Included		No	T13754
Catharpin Road Widening: Heathcote Boulevard to John Marshall Highway	Road - Add Capacity/Widening	2040	$ 50,000,000	VDOT	Prince William Co. DPW	Included	✓	Yes	CE1754
Centreville Road (VA 28) Bicycle/Pedestrian Improvements Study at Conner Drive	Study/Planning/Research	-	$ 131,750	VDOT	City of Manassas Park	Included		No	T13636
Centreville Road (VA 28) Bull Run Bridge Widening Study: Orchard Bridge Road to 100' North of Bull Run Bridge	Study/Planning/Research	2030	$ 2,500,000	VDOT	Prince William Co. DPW	Not Applicable		Yes	CE3809
Centreville Road (VA 28) Corridor Improvements Study	Study/Planning/Research	2030	$ 343,586	VDOT	City of Manassas Park	Included		No	T13637
Centreville Road (VA 28) Intersection Improvements: Manassas Drive to Fairfax County Line	Road - Intersection improvements	2035	$ 24,473,302	VDOT	City of Manassas Park	Included		Yes	CE3815
Chain Bridge Road (VA 123) Pedestrian Improvements: Taba Cove Court to Warwick Avenue	Bicycle/Pedestrian - Bike/Ped	2027	$ 9,253,665	VDOT	City of Fairfax	Included		Yes	T13629
Chain Bridge Road (VA 123) Trail Extension: Assembly Drive to Northfax Street	Bicycle/Pedestrian - Bike/Ped	2026	$ 2,622,893	VDOT	City of Fairfax	Included		Yes	T13633
Chain Bridge Road (VA 123) Widening: Old Courthouse Road (VA 677) to I-495 Capital Beltway	Road - Add Capacity/Widening	2050	$ 94,700,000	VDOT	Fairfax County	Included	✓	Yes	G13771 CE3159 CE3376
Charles Town Parkway (VA 9) at Berlin Turnpike (VA 287) Intersection Improvements	Road - Intersection improvements	2028	$ 31,429,000	VDOT	Loudoun County	Not Included		Yes	CE3486
City Emergency Evacuation Interconnections Study: Blooms Crossing Subdivision to Birmingham Drive	Study/Planning/Research	2035	$ 230,000	VDOT	City of Manassas Park	Included		No	CE3880
City of Alexandria Capital Bikeshare Program	TDM/Micromobility - Ridesharing	2050	$ 12,832,873	VDOT	City of Alexandria	Included		No	CE3614
City of Alexandria ITS Integration Phase IV	Road - ITS/Technology	2027	$ 9,424,274	VDOT	City of Alexandria	Not Applicable		No	T13893
Commuter Assistance Program	TDM/Micromobility - Ridesharing	2050	$ 217,730,540	VDOT	Arlington Co. DES	Not Applicable		No	G13814 T13639 CE3682 CE3684 T6627 T6629
Compton Road (VA 658) Trail Extension: Cub Run Stream Valley Trail terminus to Bull Run Special Events Center Access Road	Bicycle/Pedestrian - Bike/Ped	2030	$ 9,310,499	VDOT	Fairfax County	Included		Yes	CE3715
Conner Drive Extension and Grade Separation: Euclid Avenue to Manassas Drive/Railroad Drive	Study/Planning/Research, Road - New Construction	2035	$ 25,514,952	VDOT	City of Manassas Park	Included	✓	Yes	G13685 CE3873 T13568
Courthouse Metro Station Improvements	Rail/Fixed Guideways - Capital/SGR	2050	$ 54,500,000	VDOT	Arlington Co. DES	Not Applicable		No	CE1739
Croson Lane (VA 645) Widening: Claiborne Parkway (VA 901) to Mooreview Parkway	Road - Add Capacity/Widening	2027	$ 18,828,000	VDOT	Loudoun County	Included	✓	Yes	T13879
Crosstrail Boulevard Extension: Sycolin Road (VA 625) to Dulles Greenway (VA 267)	Road - New Construction	2028	$ 36,945,000	VDOT	Loudoun County	Included	✓	Yes	T13895

TPB Project Title	Primary Project Type(s)	Completion Year	Total Cost	Primary Agency	Secondary Agency	Bicycle/ Pedestrian	RSAQ	Map	Record IDs
Virginia									
Crystal City Metro Station New East Entrance	Bus/BRT - Passenger Facilities	2027	$ 162,172,812	VDRPT	Arlington Co. DES	Not Applicable		Yes	T6670
Crystal City New Pedestrian Bridge over George Washington Parkway to DCA	Bicycle/Pedestrian - Bike/Ped	2029	$ 48,600,000	VDOT	Arlington Co. DES	Included		Yes	T13896
Crystal City Streets Program	Road - Recons/Rehab/Maintenance/Resurface	2034	$ 262,803,000	VDOT	Arlington Co. DES	Included		No	CE3656
Crystal City Transitway Expansion from Crystal City Metro Station to Pentagon City Metro Station	Bus/BRT - Capital/Expansion	2026	$ 23,808,000	VDRPT	Arlington Co. DES	Included		Yes	T13890
CSX Railroad Bridge Replacement over Richmond Highway (US 1)	Bridge - Replace	2045	$ 17,540,000	VDOT	Fairfax County	Included		Yes	CE3861
Dale Boulevard HOV/Bus Lane Study: I-95 to Minnieville Road	Study/Planning/Research	2030	$ 200,000	VDOT	Prince William Co. DPW	Not Applicable		Yes	CE3754
Dale Boulevard Trail Extension: Neabsco Mills Road to Current Trail Termini at I-95 Ramp	Bicycle/Pedestrian - Bike/Ped	2030	$ 10,000,000	VDOT	Prince William Co. DPW	Included		Yes	CE3790
DASH Computer-aided Dispatch/Automatic Vehicle Location	Bus/BRT - Capital/SGR	2026	$ 3,220,869	VDRPT	City of Alexandria	Not Included		No	T13660
DASH Electric Bus Charging Infrastructure	Other - Alt Fuel Infrastructure	2029	$ 13,483,000	VDRPT	VDRPT	Not Applicable		No	G13806 T13569 T13618
DASH Facility & Fleet Expansion	Bus/BRT - Capital/Expansion	2028	$ 11,134,000	VDOT	City of Alexandria	Not Applicable		No	CE3620
DASH Fleet Replacement	Other - Alt Fuel Infrastructure	2030	$ 22,444,600	VDRPT	VDRPT	Not Applicable		No	T6331
DASH Service Expansion throughout the City of Alexandria	Bus/BRT - Capital/Expansion	2030	$ 36,000,000	VDRPT	City of Alexandria	Not Included	✓	No	CE2933
Devlin Road (VA 621) Widening: Linton Hall Road to Wellington Road	Road - Add Capacity/Widening	2032	$ 43,785,431	VDOT	Prince William Co. DPW	Included	✓	Yes	G13809 T13767 T13559
Dolley Madison Boulevard (VA 123) Widening: Dulles Access Toll Road (VA 267) to Great Falls Street/Evans Farm Drive	Road - Add Capacity/Widening	2040	$ 7,150,000	VDOT	Fairfax County	Included	✓	Yes	CE3698
Duke Street (VA 236) Intersection Improvements: West Taylor Run Parkway to Dove Street	Road - Intersection improvements	2027	$ 5,878,261	VDOT	City of Alexandria	Included		Yes	T13850
Duke Street (VA 236) Ramp Reconstruction: I-395 Interchange Bridge to S. Walker Street	Road - Recons/Rehab/Maintenance/Resurface	2028	$ 11,754,081	VDOT	City of Alexandria	Included		Yes	CE3825
Duke Street at Van Dorn Street/Landmark Intersection Improvements	Road - Intersection improvements	2030	$ 16,000,000	VDOT	City of Alexandria	Included		Yes	CE3767
Duke Street Transit-Oriented Development: Landmark Transit Center to King Street Metro Station Study	Study/Planning/Research	2028	$ 750,000	VDRPT	VDRPT	Not Applicable		No	T13617
Duke Street Transitway New Bus Lane from King Street Metro to Fairfax County Line	Bus/BRT - Capital/Expansion	2028	$ 87,000,000	VDRPT	City of Alexandria	Included	✓	Yes	CE2932

TPB Project Title	Primary Project Type(s)	Completion Year	Total Cost	Primary Agency	Secondary Agency	Bicycle/ Pedestrian	RSAQ	Map	Record IDs
Virginia									
Dulles Airport Access Road Widening: Dulles Airport to I-495	Road - Add Capacity/Widening	2040	$ 400,000,000	VDOT	Fairfax County	Not Applicable	✓	Yes	CE1965
Dulles Toll Road (VA 267) Ramp Construction: New Boone Boulevard Extension at Ashgrove and Greensboro Drive at Tyco Road	Road - New Construction	2040	$ 143,580,000	VDOT	Fairfax County	Not Included	✓	Yes	G13769 CE3152 CE3153
Dulles Toll Road (VA 267) Ramp Widening Study: SB I-495 off Ramp 19A to Scotts Run Crossing	Study/Planning/Research	2030	$ 159,920	VDOT	Fairfax County	Not Applicable	✓	Yes	CE3838
Dulles Toll Road Collector-Distributor Extension: Spring Hill Road to Leesburg Pike (VA 7)	Road - New Construction	2040	$ 260,000,000	VDOT	Fairfax County	Not Applicable	✓	Yes	CE3151
Dulles West Boulevard Extension: Loudoun County Parkway (VA 607) to Northstar Boulevard	Road - New Construction	2027	$ 22,700,000	VDOT	Loudoun County	Included	✓	Yes	T6602
Dumfries Road (VA 234) Trail Extension: Brentsville Road to Balls Ford Road	Bicycle/Pedestrian - Bike/Ped	2050	$ 60,000,000	VDOT	Prince William Co. DPW	Included		Yes	CE3796
Dumfries Road (VA 234) Trail Extension: I-95 SB Exit Ramp to Richmond Highway (US 1)	Bicycle/Pedestrian - Bike/Ped	2030	$ 12,000,000	VDOT	Prince William Co. DPW	Included		Yes	CE3795
Dumfries Road (VA 234) Widening: Brentsville Road to Country Club Road	Road - Add Capacity/Widening	2050	$ 200,000,000	VDOT	Prince William Co. DPW	Included		Yes	CE2130
Dumfries Road (VA 234) Widening: Richmond Highway (US 1) to Prince William Parkway (VA 294) Study	Study/Planning/Research	2040	$ 1,000,000	VDOT	Prince William Co. DPW	Included		No	CE2114
East Elden Street (VA 606) Widening: Monroe Street to Fairfax County Parkway (VA 286)	Road - Add Capacity/Widening	2029	$ 46,544,179	VDOT	Fairfax County	Included	✓	Yes	T13872
East G Street Pedestrian Improvements: East E Street to 604 East G Street	Bicycle/Pedestrian - Bike/Ped	2027	$ 1,607,206	VDOT	[illegible] (Town of Purcellville)	Included		No	T13548
Edwards Ferry Road at US 15 Interchange Improvements	Road - Interchange improvements	2035	$ 181,245,729	VDOT	Loudoun County, Town of Leesburg	Included		Yes	CE2671
Eisenhower Avenue Metro Station Bus Loop and Plaza Reconstruction	Bus/BRT - Maintenance	2027	$ 6,853,629	VDOT	City of Alexandria	Not Applicable		Yes	CE3134
Eisenhower Avenue Metro Station Platform Extension	Other - Intermodal Facilities	2030	$ 24,000,000	VDOT	City of Alexandria	Not Applicable		Yes	CE2195
Eisenhower Avenue New ITS Broadbank Link: Van Dorn Street (VA 410) to Eisenhower Connector	Road - ITS/Technology	2027	$ 1,448,000	VDOT	City of Alexandria	Not Applicable		Yes	CE3528
Euclid Avenue Extension Study: Manassas Park High School to Centreville Road	Study/Planning/Research	2033	$ 324,678	VDOT	City of Manassas Park	Included	✓	No	CE3872
Evergreen Mills Road at Reservoir Road and Watson Road Intersection Improvements	Road - Intersection improvements	2027	$ 31,110,000	VDOT	Loudoun County	Not Included		Yes	CE3601
Fairbrook Drive Extension: Herndon Parkway to Spring Street	Road - New Construction	2035	$ 20,000,000	VDOT	Fairfax County	Included	✓	Yes	CE3832

TPB Project Title	Primary Project Type(s)	Completion Year	Total Cost	Primary Agency	Secondary Agency	Bicycle/ Pedestrian	RSAQ	Map	Record IDs
Virginia									
Fairfax Connector Low-Emission Hybrid Buses	Bus/BRT - Capital/SGR	2027	$ 59,519,060	VDRPT	-	Not Applicable		No	T13635
Fairfax County Parkway (VA 286) at Popes Head Road Interchange Improvements	Road - Interchange improvements, Debt Service	2038	$ 92,197,386	VDOT	Fairfax County	Not Included		Yes	G13800 T6694 T6701
Fairfax County Parkway (VA 286) Widening: Ox Road (VA 123) to Lee Highway (US 29)	Road - Add Capacity/Widening	2028	$ 239,670,186	VDOT	Fairfax County	Included	✓	Yes	G13795 T13567 T6520
Fairfax County Parkway (VA 286) Widening: Rugby Road to Sunrise Valley Drive	Road - Add Capacity/Widening	2045	$ 312,000,000	VDOT	Fairfax County	Included	✓	Yes	CE3843
Fairfax County Parkway (VA 286) Widening: Sydenstricker Road (VA 640) to Ox Road (VA 123)	Road - Add Capacity/Widening	2045	$ 364,000,000	VDOT	Fairfax County	Included	✓	Yes	CE3841
Farmwell Road Intersection Improvements: Smith Switch Road to Ashburn Road	Road - Intersection improvements	2027	$ 32,100,000	VDOT	Loudoun County	Included		Yes	T6664
Farrington Avenue Extension: Van Dorn Street/Eisenhower Avenue to Edsall Road	Road - New Construction	2034	$ 87,000,000	VDOT	City of Alexandria	Included	✓	Yes	CE3286
Fern Street Trail Extension: Park Road to Main Street (US 29)	Bicycle/Pedestrian - Bike/Ped	2027	$ 356,399	VDOT	City of Fairfax	Included		Yes	T13632
Franconia to Occoquan 3rd Track: 1 Mi North of Franconia-Springfield VRE to 400' North of Furnace Road	Rail/Fixed Guideways - Metrorail/Commuter Rail	2028	$ 220,000	VDRPT	VDRPT	Not Applicable		Yes	T6706
Franconia to Occoquan Railroad Track Expansion and Land Bridge	Rail/Fixed Guideways - Metrorail/Commuter Rail	2029	$ 274,999,993	VPRA	VPRA	Not Applicable	✓	Yes	T6706
Franconia-Springfield Parkway (VA 289) Shared-Use Path Extension: Rolling Road (VA 286) to Beulah Street	Road - Interchange improvements	2050	$ 42,000,000	VDOT	Fairfax County	Included		Yes	CE1833
Frontier Drive (VA 2677) Extension: Franconia-Springfield Parkway to Loisdale Road (VA 789)	Road - New Construction	2032	$ 279,830,000	VDOT	Fairfax County	Included	✓	Yes	G13793 CE3460 T6449
Frying Pan Road (VA 608) Widening: Sulley Road (VA 288) to Centerville Road (VA 657)	Road - Add Capacity/Widening	2045	$ 54,300,000	VDOT	Fairfax County	Included	✓	Yes	CE3475
George Mason Drive Multimodal Improvements: Arlington Boulevard (US 50) to S. Dinwiddie Street	Road - Recons/Rehab/Maintenance/Resurface	2035	$ 23,000,000	VDOT	Arlington Co. DES	Included		Yes	CE3884
George Snyder Trail Extension: Wilcoxon Trail Western End to Current Termini at Eastern End	Bicycle/Pedestrian - Bike/Ped	2029	$ 9,535,000	VDOT	City of Fairfax	Included		Yes	T13631
Gordon Boulevard (VA 123) Intersection Improvements: Old Bridge Road to I-95 SB Exit Ramp	Road - Intersection improvements	2033	$ 96,500,000	VDOT	Prince William Co. DPW	Included		Yes	CE3757
Graham Park Road Capacity Reduction for New Bicycle Accommodations: Old Triangle Road to Purvis Drive	Bicycle/Pedestrian - Bike/Travel lane reduction	2030	$ 35,000,000	VDOT	Prince William Co. DPW	Included	✓	Yes	CE3789
Greensboro Drive Extension: Spring Hill Road to Tyco Road	Road - New Construction	2045	$ 80,000,000	VDOT	Fairfax County	Included	✓	Yes	CE3155

TPB Project Title	Primary Project Type(s)	Completion Year	Total Cost	Primary Agency	Secondary Agency	Bicycle/ Pedestrian	RSAQ	Map	Record IDs
Virginia									
Hoadly Road (VA 642) Trail Extension: Prince William Parkway (VA 294) to Dumfries Road (VA 234)	Bicycle/Pedestrian - Bike/Ped	2030	$ 30,000,000	VDOT	Prince William Co. DPW	Included		Yes	CE3794
Hooes Road (VA 636) Widening: Fairfax County Parkway (VA 286) to Silverbrook Road (VA 600)	Road - Add Capacity/Widening	2035	$ 20,550,000	VDOT	Fairfax County	Included	✓	Yes	CE3478
I-495 Auxiliary Lanes: North of Heming Avenue underpass to Georgetown Pike (VA 193)	Road - Add Capacity/Widening	2030	$ 3,235,000	VDOT	-	Not Included	✓	Yes	CE3272
I-495 Express Lanes Northern Extension Transit Operation Services: Tysons to Bethesda	Bus/BRT - Capital/Expansion	2026	$ 2,000,000	VDOT	VDRPT	Not Applicable	✓	Yes	T13640
I-495 Express Lanes Truck Access: American Legion Bridge to I-95/I-395 Interchange	Road - HOV/Managed Lanes	2050	$ 150,000,000	VDOT	-	Not Applicable	✓	Yes	CE3812
I-495 Express Toll Lane Ramps Extension: Dulles Connector Road and Dulles Toll Road	Project Oversight, Road - HOV/Managed Lanes	2026	$ 629,423,951	VDOT	-	Included	✓	Yes	G13779 T11576 T11577 T11601
I-66 at James Madison Highway (US 15) Interchange Improvements	Debt Service	2033	$ 11,686,293	VDOT	-	Not Applicable		No	T6543
I-66 Inside of the Beltway Initiatives	Debt Service	2036	$ 31,116,736	VDOT	-	Not Applicable		Yes	T6545
I-95 Express Lanes Truck Access: Turkeycock Run to I-95/Route 17 Interchange	Road - HOV/Managed Lanes	2050	$ 100,000,000	VDOT	-	Not Applicable	✓	Yes	CE3813
I-95 HOV/Hot Lanes Debt Service	Debt Service	2028	$ 17,747,886	VDOT	-	Not Applicable		Yes	T6265
I-95 New Bi-Directional Operation Express Toll Lanes with Widening: I-95/Springfield Interchange to Optiz Boulevard	Road - HOV/Managed Lanes	2050	$ 2,000,000,000	VDOT	-	Not Applicable	✓	Yes	CE3811
James Madison Highway (US 15) Overpass Widening: 1000 ft North of Railroad Tracks to Lee Highway (US 29)	Road - Add Capacity/Widening	2040	$ 125,000,000	VDOT	Prince William Co. DPW	Included	✓	Yes	G13718 CE1803 CE3162
James Madison Highway (US15) Widening and Grade Separation: 100' North of Railroad Tracks to 1200' South of Railroad Tracks	Road - Add Capacity/Widening	2035	$ 67,260,000	VDOT	Prince William Co. DPW	Included		Yes	T6693
James Monroe Highway (US 15) at Braddock Road (VA 705) Intersection Improvements	Road - Intersection improvements	2030	$ 39,400,000	VDOT	Loudoun County	Not Applicable		Yes	T13555
James Monroe Highway (US 15) Widening: Montresor Road (VA 661) to Battlefield Parkway	Road - Add Capacity/Widening	2029	$ 120,133,000	VDOT	Loudoun County	Included	✓	Yes	T6702
King Street (VA 7) at Beauregard Street Intersection Improvements	Road - Intersection improvements	2028	$ 10,336,526	VDOT	City of Alexandria	Included		Yes	T13887
King Street (VA 7) Bicycle/Pedestrian Improvements: Menokin Drive to Quaker Lane	Bicycle/Pedestrian - Bike/Ped	2050	$ 26,350,299	VDOT	City of Alexandria	Included		Yes	G13816 T13757 CE3844
Kirby Street Extension Study: Current Termini of Kirby Street North to Kirby Street South	Study/Planning/Research	2035	$ 100,000	VDOT	City of Manassas Park	Included		No	CE3876

TPB Project Title	Primary Project Type(s)	Completion Year	Total Cost	Primary Agency	Secondary Agency	Bicycle/ Pedestrian	RSAQ	Map	Record IDs
Virginia									
Landmark Transit Center Access Improvements: Holmes Run Parkway to Duke Street	Road - Recons/Rehab/Maintenance/Resurface	2028	$ 6,834,630	VDOT	City of Alexandria	Included		Yes	T13756
Landmark Transit Center New BRT at Duke Street and Van Dorn Street	Bus/BRT - Passenger Facilities	2027	$ 17,744,000	VDRPT	City of Alexandria	Not Applicable	✓	Yes	T13885
Lee Highway (US 29) Bridge Widening Study: Fauquier County Line to Madison Square Drive	Study/Planning/Research	2040	$ 250,000	VDOT	Prince William Co. DPW	Not Applicable		Yes	CE2041
Lee Highway (US 29) New Bicycle/Pedestrian Trail: Fauquier County Line to Pageland Lane (VA 705)	Bicycle/Pedestrian - Bike/Ped	2050	$ 45,000,000	VDOT	Prince William Co. DPW	Included		Yes	CE3805
Lee Highway (US 29) Widening: John Marshall Highway (US 55) to Pageland Lane	Road - Add Capacity/Widening	2048	$ 80,000,000	VDOT	Prince William Co. DPW	Included	✓	Yes	CE1956
Lee Highway (US 29) Widening: Union Mill Road (VA 659) to Buckleys Gate Drive	Road - Add Capacity/Widening, Debt Service	2039	$ 97,469,746	VDOT	Fairfax County	Included	✓	Yes	G13797 T6604 T6605
Leesburg Pike (VA 7) Widening: Route 9 to West Market Street	Road - Add Capacity/Widening	2030	$ 160,000,000	VDOT	Loudoun County	Not Applicable	✓	Yes	CE3733
Leesburg Bypass (US 15 Bypass) at Battlefield Parkway Interchange Improvements	Road - Interchange improvements	2040	$ 59,000,000	VDOT	Town of Leesburg	Included		No	CE3726
Leesburg Bypss (US 15) at Battlefield Parkway Interchange Improvements	Road - Interchange improvements	2035	$ 59,000,000	VDOT	Loudoun County, Town of Leesburg	Included		Yes	CE3523
Leesburg Bypss (VA 7) at South King Street (US 15 Business) Interchange Improvements	Road - Interchange improvements	2035	$ 51,000,000	VDOT	Loudoun County, Town of Leesburg	Included		Yes	CE3816
Leesburg Pike (Route 7) Widening: Dulles Access Road (VA 267) to Reston Avenue	Debt Service	2039	$ 44,316,571	VDOT	-	Not Applicable		Yes	G13796 T6546 T6547
Leesburg Pike (VA 7) at Chain Bridge Road (VA 123) Interchange Improvements Study	Study/Planning/Research	2030	$ 260,000,000	VDOT	Fairfax County	Not Included		Yes	CE3701
Leesburg Pike (VA 7) BRT: I-495 to I-66	Bus/BRT - Capital/Expansion	2030	$ 229,000,000	VDOT	Fairfax County	Included	✓	Yes	CE3161
Leesburg Pike (VA 7) Intersection Improvements: Darrell Green Boulevard (VA 28) to Fairfax County Line	Road - Intersection improvements	2050	$ 400,000,000	VDOT	Loudoun County	Included		Yes	CE3852
Leesburg Pike (VA 7) New BRT Study: Seven Corners to Mark Center	Study/Planning/Research	2025	$ 3,000,000	VDRPT	City of Alexandria, Fairfax County	Not Applicable		Yes	T13608
Leesburg Pike (VA 7) Widening: E. Market Street to Dulles Greenway	Road - Add Capacity/Widening	2040	$ 70,000,000	VDOT	Town of Leesburg	Not Included	✓	Yes	CE1870
Leesburg Pike (VA 7) Widening: I-495 to Chain Bridge Road (VA 123)	Bus/BRT - Capital/Expansion	2032	$ 78,545,960	VDOT	Fairfax County	Included		Yes	T13598

TPB Project Title	Primary Project Type(s)	Completion Year	Total Cost	Primary Agency	Secondary Agency	Bicycle/ Pedestrian	RSAQ	Map	Record IDs
Virginia									
Liberia Avenue widening: Centreville Road (VA28) to Euclid Avenue	Road - Add Capacity/Widening	2027	$ 8,855,000	VDOT	City of Manassas	Included	✓	Yes	T13863
Little River Turnpike (US 50) at Everfield Drive Intersection Improvements	Road - Intersection improvements	2028	$ 7,822,000	VDOT	Loudoun County	Not Included		Yes	T13848
Little River Turnpike (US 50) at Loudoun County Parkway (VA 606) Interchange Improvements	Road - Interchange improvements	2034	$ 290,250,000	VDOT	Loudoun County	Included		Yes	CE2875
Little River Turnpike (US 50) Interchange Improvements Study	Study/Planning/Research	2050	$ 900,000	VDOT	Loudoun County	Not Applicable		No	CE3354
Lockridge Road West Extension: Prentice Drive to Waxpool Road	Road - New Construction	2030	$ 163,073,000	VDOT	Loudoun County	Included	✓	Yes	CE3320
Loudoun County CNG Bus Transition	Other - Alt Fuel Infrastructure	2028	$ 15,904,954	VDRPT	Loudoun County	Not Applicable		No	T13595
Loudoun County Compressed Natural Gas Bus Transition	Other - Alt Fuel Infrastructure	2028	$ 15,904,954	VDRPT	Loudoun County	Not Applicable		No	T13595
Manassas Drive Corridor Signalization Improvement Study	Study/Planning/Research	2029	$ 552,775	VDOT	City of Manassas Park	Included		No	T13638
Manassas National Battlefield Park Bypass Extension: US 29 at Pageland Lane to Bull Run Drive	Road - New Construction	2040	$ 200,000,000	VDOT	Prince William Co. DPW	Included	✓	Yes	CE3791
Manassas Park Trails Construction Study	Study/Planning/Research	2035	$ 619,392	VDOT	City of Manassas Park	Included		No	CE3878
Marina Way Extension: Gordon Boulevard (VA 123) to Annapolis Way	Road - New Construction	2027	$ 50,670,558	VDOT	Prince William Co. DPW	Included		Yes	G13777 CE3756 T11617
Mathis Avenue Extension: Manassas Drive to Old Centreville Road (VA 28)	Study/Planning/Research	2031	$ 356,673	VDOT	City of Manassas Park	Included		No	CE3864
Moseby Court Extension Study: Current Termini of Moseby Court to Stonewall Road	Study/Planning/Research	2035	$ 100,000	VDOT	City of Manassas Park	Included		No	CE3875
Mt. Vernon Trail Widening/Improvements: Mt. Vernon Trail at East Abingdon Drive to railroad tracks South of Slaters Lane	Bicycle/Pedestrian - Bike/Ped	2027	$ 540,000	VDOT	City of Alexandria	Included		Yes	CE3623
New Bicycle/Pedestrian Bridge: Crystal City to Washington National Airport	Study/Planning/Research	2026	$ 48,600,000	VDOT	Arlington Co. DES	Included		Yes	T6681
New Long Bridge over the Potomac River	Rail/Fixed Guideways - Metrorail/Commuter Rail	2030	$ 2,227,000,407	VPRA	VPRA	Included	✓	Yes	T6727
New Pedestrian Bridge over I-395: Quantrell Avenue to Landmark Mall	Bicycle/Pedestrian - Bike/Ped	2037	$ 20,000,000	VDOT	City of Alexandria	Included		Yes	CE3768
Next Generation Fare Collection & Technology	Other - Regional Fare Collection	2050	$ 2,400,000	VDOT	City of Alexandria	Not Applicable		No	CE3622
Nokesville Road (VA 28) Corridor High Capacity Transit Study	Study/Planning/Research	2030	$ 1,000,000	VDOT	Prince William Co. DPW	Not Applicable		No	CE3804
Nokesville Road (VA 28) Widening: Fauquier County Line to Fitzwater Drive (VA 652)	Road - Add Capacity/Widening	2045	$ 35,000,000	VDOT	Prince William Co. DPW	Included	✓	Yes	CE2045

TPB Project Title	Primary Project Type(s)	Completion Year	Total Cost	Primary Agency	Secondary Agency	Bicycle/ Pedestrian	RSAQ	Map	Record IDs
Virginia									
North Fort Myer Drive Reconstruction: North Nash Street to North Fairfax Drive	Road - Recons/Rehab/Maintenance/Resurface	2031	$ 32,000,000	VDOT	Arlington Co. DES	Included		Yes	CE3826
North Woodbridge to Potomac Mills High Capacity Transit Study	Study/Planning/Research	2030	$ 3,000,000	VDOT	Prince William Co. DPW	Not Applicable		No	CE3798
Northstar Boulevard Widening: Tall Cedars Parkway to Braddock Road (VA 620)	Road - Add Capacity/Widening	2028	$ 42,779,000	VDOT	Loudoun County	Included	✓	Yes	T12002
Old Cameron Run New Trail: Mt. Vernon Trail to Eisenhower Avenue Trail	Bicycle/Pedestrian - Bike/Ped	2028	$ 7,547,209	VDOT	City of Alexandria	Included		Yes	T13755
Old Ox Rd (VA 606) Widening: Shaw Road to Rock Hill Road	Road - Add Capacity/Widening	2031	$ 49,000,000	VDOT	Loudoun County	Included	✓	Yes	CE3845
OmniRide Bus Replacement	Bus/BRT - Capital/SGR	2029	$ 90,899,798	PRTC	-	Not Applicable		No	G13775 CE3685 T6630
Orange Metro Line Extension Study: Vienna Metro Station to Prince William County	Study/Planning/Research	2030	$ 200,000	VDRPT	Fairfax County	Not Applicable		Yes	CE3802
Ox Road (VA 123) Widening: Burke Center Parkway to Braddock Road (VA 620)	Road - Add Capacity/Widening	2030	$ 156,332,000	VDOT	Fairfax County	Included	✓	Yes	CE1856
Ox Road (VA 123) Widening: Richmond Highway (US 1) to Fairfax County Parkway	Road - Add Capacity/Widening	2045	$ 295,865,013	VDOT	Prince William Co. DPW	Included	✓	Yes	G13768 CE1723 CE2161
Pageland Lane (VA 705) Widening: Sudley Road (VA 234) to Lee Highway (US 29)	Road - Add Capacity/Widening	2045	$ 80,000,000	VDOT	Prince William Co. DPW	Included	✓	Yes	CE3807
Pickett Road Trail Extension: Thaiss Park to Arlington Boulevard (US 50)	Bicycle/Pedestrian - Bike/Ped	2026	$ 5,965,444	VDOT	City of Fairfax	Included		Yes	T13628
Polk Drive Extension Study: Current Termini of Polk Drive westward to Moseby Drive/Kirby Street Extensions	Study/Planning/Research	2035	$ 100,000	VDOT	City of Manassas Park	Included		No	CE3877
Potomac Avenue Capacity Reduction for New Bus Lane: Potomac Avenue to Arlington/Alexandria Line	Bus/BRT - Capital/Expansion	2050	$ 7,496,000	VDRPT	Arlington Co. DES	Included	✓	Yes	CE3847
Potomac Town Center Parking Garage	Debt Service	2038	$ 8,586,322	VDOT	-	Not Applicable		No	T8968
Prentice Drive Extension: Loudoun Station Drive to Lockridge Road (VA 789)	Road - New Construction	2031	$ 165,743,000	VDOT	Loudoun County	Included	✓	Yes	CE3321
Preventative Bus Maintenance	Bus/BRT - Maintenance	2050	$ 110,462,790	PRTC	VDRPT, VDOT	Not Applicable		No	G13812 CE2747 T5601
Preventative Maintenance and System Preservation	Road - Recons/Rehab/Maintenance/Resurface	2050	$ 481,642,334	VDOT	-	Not Applicable		No	G13748 CE2698 T5524
Preventative Maintenance for Bridges	Bridge - Preventive Maintanance	2050	$ 62,344,534	VDOT	-	Not Applicable		Yes	G13789 CE2699 T5525
Prince William County (VA 294) Widening: Liberia Avenue (VA 776) to Hoadly Road (VA 642)	Road - Add Capacity/Widening	2040	$ 60,000,000	VDOT	Prince William Co. DPW	Included	✓	Yes	CE2718
Prince William Parkway (VA 234) at Sudley Manor Drive Interchange Improvements	Road - Interchange improvements	2034	$ 115,000,000	VDOT	Prince William Co. DPW	Included		Yes	CE3467

TPB Project Title	Primary Project Type(s)	Completion Year	Total Cost	Primary Agency	Secondary Agency	Bicycle/ Pedestrian	RSAQ	Map	Record IDs
Virginia									
Prince William Parkway (VA 294) at Clover Hill Road Interchange Improvements	Road - Intersection improvements	2034	$ 72,000,000	VDOT	Prince William Co. DPW	Included		Yes	CE3665
Prince William Parkway (VA 294) at Minnieville Road, Old Bridge Road, and University Boulevard Interchange Improvements	Road - Interchange improvements	2028	$ 105,953,806	VDOT	Prince William Co. DPW	Included		Yes	G13719 T11616 T13849
Prince William Parkway (VA 294) at Smoketown Road Interchange Improvements	Road - Interchange improvements	2045	$ 30,000,000	VDOT	Prince William Co. DPW	Included		Yes	CE3670
PRTC: Bus Acquisition and Replacement Program	Bus/BRT - Capital/SGR	2050	$ 71,011,793	PRTC	Prince William Co. DPW	Not Applicable		No	G13801 CE2172 T4506
PRTC: Bus Shelter Program	Bus/BRT - Passenger Facilities	2050	$ 7,541,010	PRTC	-	Not Applicable		No	G13873 CE1932 T5304
Rail Construction	Rail/Fixed Guideways - Capital/SGR	2050	$ 347,552,161	VDOT	VDRPT	Not Applicable		No	G13747 T6306 CE2694
Railroad Bridge Replacement over Newington Road	Bridge - Replace	2029	$ 61,000,006	VPRA	-	Not Applicable		Yes	T11619
Recreational Trails Construction	Bicycle/Pedestrian - Bike/Ped	2050	$ 7,324,956	VDOT	-	Included		No	G13794 CE3498 T6485
Residency Road New Bridge Study to VRE Broad Run Station	Study/Planning/Research	2035	$ 3,000,000	VDOT	Prince William Co. DPW	Not Applicable		No	CE3808
Reston Parkway (VA 602) Widening: Dulles Toll Road to South Lakes Drive	Road - Add Capacity/Widening	2045	$ 45,000,000	VDOT	Fairfax County	Included	✓	Yes	CE1849
Richmond Highway (US 1) at Gordon Boulevard (VA 123) Interchange Improvements	Road - Add Capacity/Widening	2040	$ 120,865,013	VDOT	Prince William Co. DPW	Included		Yes	T6309
Richmond Highway (US 1) at Joplin Road (VA 619) Intersection Improvements	Road - Intersection improvements	2040	$ 3,000,000	VDOT	Prince William Co. DPW	Not Applicable		No	CE2895
Richmond Highway (US 1) BRT Extension: S. Glebe Road to Alexandria City Line	Bus/BRT - Passenger Facilities	2030	$ 9,782,378	VDRPT	City of Alexandria	Not Included	✓	Yes	T6672
Richmond Highway (US 1) Bus Rapid Transit Study: Woodbridge VRE Station to Town of Dumfries	Study/Planning/Research	2030	$ 1,000,000	VDOT	Prince William Co. DPW	Not Applicable		Yes	CE3799
Richmond Highway (US 1) New BRT: Huntington Metrorail Station to Fort Belvoir	Bus/BRT - Capital/Expansion, Project Oversight	2034	$ 941,372,635	VDRPT	VDRPT	Included	✓	Yes	G13808 T13563 T6680
Richmond Highway (US 1) Widening: Annapolis Way to Telegraph Road (VA 611)	Road - Add Capacity/Widening	2045	$ 675,500,000	VDOT	Fairfax County	Included	✓	Yes	CE3180
Richmond Highway (US 1) Widening: Neabsco Road to Dumfries Road (VA 234)	Road - Add Capacity/Widening	2045	$ 280,000,000	VDOT	Prince William Co. DPW	Included		Yes	CE3859
Richmond Highway (US 1) Widening: Occoquan River to Armistead Road	Road - Add Capacity/Widening	2045	$ 379,000,000	VDOT	Fairfax County	Included		Yes	G13778 CE3860 CE3862
Richmond Highway (US 1) Widening: Sherwood Hall Lane to Jeff Todd Way	Road - Add Capacity/Widening	2032	$ 523,899,544	VDOT	Fairfax County	Included	✓	Yes	G13780 T11602 T6443
Richmond Highway (US 1) Widening: Fuller Road to Russell Road	Road - Add Capacity/Widening	2045	$ 155,000,000	VDOT	Prince William Co. DPW	Not Applicable	✓	Yes	CE3291

TPB Project Title	Primary Project Type(s)	Completion Year	Total Cost	Primary Agency	Secondary Agency	Bicycle/ Pedestrian	RSAQ	Map	Record IDs
Virginia									
Richmond Highway (US 1) Widening: Brady's Hill Road to Dumfries Road (VA 234)	Project Oversight, Road - Add Capacity/Widening	2037	$ 247,933,928	VDOT	Prince William Co. DPW	Included	✓	Yes	T6692
Rippon Boulevard Widening: West of Wigeon Way to Rippon VRE Station	Road - Add Capacity/Widening	2040	$ 20,000,000	VDOT	Prince William Co. DPW	Included	✓	Yes	CE2008
Rock Hill Road New Overpass over Dulles Toll Road (VA 267) Study: Sunrise Valley Drive (VA 605) to David Drive Extension (VA 868)	Bridge - New Construction	2030	$ 334,700,000	VDOT	Fairfax County	Included	✓	Yes	CE3449
Rolling Road (va 638) Widening: Fairfax County Parkway to Old Keene Mill Road (VA 644)	Road - Add Capacity/Widening	2026	$ 74,396,363	VDOT	Fairfax County	Included	✓	Yes	T6247
Rollins Ford Road Extension: Wellington Road to Linton Hall Road	Road - New Construction	2040	$ 20,000,000	VDOT	Prince William Co. DPW	Included	✓	Yes	CE3293
Russell Branch Parkway Extension: Belmont Ridge Road (VA 659) to Tournament Parkway	Road - New Construction	2045	$ 38,240,000	VDOT	Loudoun County	Included	✓	Yes	CE3324
Russell Road Widening: I-95 Northbound on ramp to Ponderosa Y-Gate	Road - Add Capacity/Widening	2030	$ 20,000,000	VDOT	-	Not Included		No	CE1729
Ryan Road Widening: Evergreen Mills Road to Beaverdam Drive	Road - Add Capacity/Widening	2029	$ 35,146,393	VDOT	Loudoun County	Included		Yes	T13560
Safe Routes To School Program Coordinator/Development	Project Oversight	2030	$ 174,833	VDOT	Prince William Co. DPW	Not Applicable		No	T13549
Safety/ITS/Operational Improvements	Road - Recons/Rehab/Maintenance/Resurface	2050	$ 2,765,384,503	VDOT	-	Not Applicable		No	G13736 CE2695 T5506
Seminary Road (VA 420) at Beauregard Street Intersection Improvements	Road - Intersection improvements	2040	$ 35,000,000	VDOT	City of Alexandria	Included		Yes	CE3175
Seven Corners Ring New Road (VA 7): Arlington Boulevard (US 50) to Leesburg Pike (VA 7)	Road - New Construction	2035	$ 135,748,000	VDOT	Fairfax County	Included		No	T13556
Seven Corners Ring Road Interchange Access Requests (IAR) and NEPA Study	Study/Planning/Research	2028	$ 800,000	VDOT	Fairfax County	Not Applicable		No	T13689
Shellhorn Road (VA 643) Extension: Loudoun County Parkway (VA 606) to Lockridge Road (VA 789)	Road - New Construction	2027	$ 126,000,000	VDOT	Loudoun County	Included		Yes	T13696
Shellhorn Road (VA 643) Extension: Pacific Boulevard to Moran Road (VA 634)	Road - New Construction	2028	$ 77,000,000	VDOT	Loudoun County	Included	✓	Yes	CE3329
Shirley Gate Road (VA 655) Extension: Fairfax County Parkway (VA 286) to Braddock Road (VA 620)	Road - New Construction	2028	$ 31,002,055	VDOT	Fairfax County	Included	✓	Yes	T13695
Shirlington Circle at I-395 Interchange Improvements	Road - Intersection improvements	2030	$ 11,105,000	VDOT	City of Alexandria	Included		Yes	CE3762
Soapstone Drive New Overpass over Dulles Toll Road (VA 267): Sunrise Valley Drive to Sunset Hills Drive	Bridge - New Construction	3034	$ 269,440,000	VDOT	Fairfax County	Included	✓	Yes	T6583
South Lakes Drive New Overpass over Dulles Toll Road (VA 267): Sunrise Valley Drive to Sunset Hills Road	Bridge - Rehab + Add Capacity	2050	$ 275,500,000	VDOT	Fairfax County	Included		Yes	CE3451

TPB Project Title	Primary Project Type(s)	Completion Year	Total Cost	Primary Agency	Secondary Agency	Bicycle/ Pedestrian	RSAQ	Map	Record IDs
Virginia									
South Street Extension: University Drive to Chain Bridge Road	Road - New Construction	2029	$ 23,832,659	VDOT	City of Fairfax	Included	✓	Yes	T13901
Sterling Boulevard (VA 846) New Road: Pacific Boulevard (VA 625) to Moran Road (VA 634)	Road - New Construction	2028	$ 76,985,675	VDOT	Loudoun County	Not Included		Yes	T6663
Sterling Road Access Management Improvements: Elden Street to Rock Hill Road	Road - Access Management	2035	$ 30,000,000	VDOT	Fairfax County	Included		Yes	CE3834
Sudley Road (VA 234 Business) High Capacity Transit Study: I-66 to Rolling Road	Study/Planning/Research	2026	$ 1,000,000	VDOT	Prince William Co. DPW	Not Applicable		Yes	CE3800
Sudley Road (VA 234) Widening: Grant Avenue to Godwin Drive	Road - Add Capacity/Widening	2026	$ 8,430,091	VDOT	City of Manassas	Included	✓	Yes	T6617
Summit School Road Extension: Telegraph Road to Kinnicutt Drive	Road - Add Capacity/Widening	2027	$ 39,970,000	VDOT	Prince William Co. DPW	Included	✓	Yes	T13760
Sycolin Road (VA 643) Widening: Loudoun Center Place to Crosstrail Boulevard	Road - Add Capacity/Widening	2033	$ 42,595,790	VDOT	Loudoun County	Included	✓	Yes	T6346
Tall Cedars Parkway Extension: US 50 to Air and Space Museum Parkway/VA 28	Road - New Construction	2033	$ 247,568,000	VDOT	Loudoun County	Included	✓	Yes	CE3739
Telegraph Road (VA 611) Widening: Richmond Highway (US 1) to Franconia Road (VA 644)	Road - Add Capacity/Widening	2045	$ 275,000,000	VDOT	Fairfax County	Included	✓	Yes	CE2186
Token Forest Drive (VA 751) Pedestrian Improvements: Purcell Road to Allstart Drive	Bicycle/Pedestrian - Bike/Ped	2026	$ 899,417	VDOT	Prince William Co. DPW	Included		Yes	T13550
Town Center Parkway Extension: Sunrise Valley Drive to Sunset Hills Road	Bridge - New Construction	2030	$ 420,000,000	VDOT	Fairfax County	Included	✓	Yes	CE3699
Traffic Adaptive Signal Control	Road - ITS/Technology	2030	$ 16,147,000	VDOT	City of Alexandria	Not Applicable		No	G13772 CE3526 CE3611
Traffic and Safety Operations Maintenance	Road - Signal/Signs	2050	$ 224,076,011	VDOT	-	Not Applicable		No	G13749 CE2700 T5526
Transit Access	Bus/BRT - Passenger Facilities	2050	$ 2,376,150,546	VDOT	-	Not Applicable		No	CE2711
Transit Ridesharing	TDM/Micromobility - Ridesharing	2050	$ 616,477	VDOT	-	Not Applicable		No	G13790 CE2944 T6330
Transit Stop Improvements	Bus/BRT - Passenger Facilities	2040	$ 6,200,000	VDOT	City of Alexandria, PRTC	Not Applicable		No	G13811 CE3613 CE2090 T11626
Transit Store Funding: Alexandria	Training	2026	$ 601,000	VDRPT	VDRPT	Not Applicable		No	G13773 CE3681 T6626
Transportation Enhancement Byway Non-Traditional Construction	Bicycle/Pedestrian - Bike/Ped	2045	$ 421,636,912	VDOT	-	Included		No	G13788 CE2697 T5523
Univeristy Drive Capacity Reduction for New Bicycle Facilities: South Street to Layton Hall Drive	Bicycle/Pedestrian - Bike/Travel lane reduction	2026	$ 2,018,482	VDOT	City of Fairfax	Included		Yes	T13627
University Boulevard Extension: Devlin Road to Wellington Road	Road - New Construction	2035	$ 210,466,472	VDOT	Prince William Co. DPW	Included	✓	Yes	G13722 T6695 CE3810
University Boulevard Widening: Wellington Road to Devlin Road	Road - Add Capacity/Widening	2035	$ 89,200,000	VDOT	Prince William Co. DPW	Included	✓	Yes	CE3292

TPB Project Title	Primary Project Type(s)	Completion Year	Total Cost	Primary Agency	Secondary Agency	Bicycle/ Pedestrian	RSAQ	Map	Record IDs
Virginia									
Valley View Drive (VA 611) Bridge Replacement over Kettle Run	Bridge - Replace + Add Capacity	2031	$ 5,642,250	VDOT	Prince William Co. DPW	Not Included		Yes	T13658
Van Buren Road (VA 627) Extension: Dumfries Road (VA 234) to Cardinal Drive (VA 610)	Road - New Construction, Study/Planning/Research	2040	$ 260,000,000	VDOT	Prince William Co. DPW	Included	✓	Yes	G13770 CE3372 T8605
Van Dorn Metro Station New Bridge: Eisenhower Avenue to S. Pickett Street	Bridge - New Construction	2031	$ 40,000,000	VDOT	City of Alexandria	Included		Yes	CE3284
Van Dorn Street (VA 613) at Franconia Road (VA 644) Interchange Improvements	Road - Interchange improvements	2035	$ 173,000,000	VDOT	Fairfax County	Included	✓	Yes	CE3275
Van Dorn Street (West End Transitway) New BRT: Van Dorn Street Metro Station to Pentagon Metro Station	Bus/BRT - Capital/Expansion	2028	$ 78,900,000	VDRPT	Arlington Co. DES, City of Alexandria, VDOT	Included		Yes	CE2930
Van Dorn-Beauregard Trail Extension: King Street (VA 7) to Seminary Road	Bicycle/Pedestrian - Bike/Ped	2027	$ 3,577,107	VDOT	City of Alexandria	Included		Yes	T13750
Virginia Carbon Reductions Program	Training	2050	$ 291,417,023	VDOT	-	Not Applicable		No	G13817 CE3865 T13710
Virginia State-Supported Amtrak Operations	Rail/Fixed Guideways - Operating	2029	$ 40,205,312	VPRA	-	Not Applicable		No	G13807 T13611 T13570 T13610
Virginia Statewide Vehicle Fuel Conversion Program	Other - Alt Fuel Infrastructure	2050	$ 11,128,378	VDOT	-	Not Applicable		No	CE3139
VRE Alexandria Station Improvements	Rail/Fixed Guideways - Capital/SGR	2027	$ 48,541,205	VRE	VDRPT, VPRA	Not Applicable		Yes	T11633
VRE Backlick Road Station Improvements	Rail/Fixed Guideways - Capital/SGR	2029	$ 8,645,103	VRE	VDRPT, VPRA	Not Applicable		Yes	T11632
VRE Crossroads Maintenance and Storage Facility Expansion	Rail/Fixed Guideways - Capital/SGR	2027	$ 19,191,500	VRE	VDRPT, VPRA	Not Applicable		Yes	T13602
VRE Crystal City Station Improvements	Rail/Fixed Guideways - Capital/SGR	2029	$ 68,900,900	VRE	VDRPT, VPRA	Not Applicable		Yes	T13624
VRE Franconia-Springfield Station Improvements	Rail/Fixed Guideways - Capital/SGR	2027	$ 32,516,000	VRE	VDRPT, VPRA	Not Applicable		Yes	T11630
VRE Fredericksburg and Manassas Lines Service Improvements	Rail/Fixed Guideways - Metrorail/Commuter Rail	2035	$ 1,500,797,857	VRE	VDRPT, VPRA	Not Applicable	✓	No	CE2832
VRE Grants and Project Management	Project Oversight	2050	$ 19,898,093	VRE	VDRPT, VPRA	Not Applicable		No	G13784 CE1908 T4489
VRE Information Technology Improvements	Rail/Fixed Guideways - Capital/SGR	2031	$ 4,481,000	VRE	VDRPT, VPRA	Not Applicable		No	T4802
VRE L'Enfant Station and Fourth Track Improvements	Rail/Fixed Guideways - Metrorail/Commuter Rail	2028	$ 131,800,302	VRE	VDRPT, VPRA	Not Applicable	✓	No	T11581
VRE Manassas Line Capacity Expansion	Rail/Fixed Guideways - Capital/SGR	2031	$ 9,125,000	VRE	VDRPT, VPRA	Not Applicable		Yes	T6699
VRE Manassas Line Trail Study: Landmark to City of Manassas	Study/Planning/Research	2035	$ 270,000	VDOT	City of Manassas Park	Included		No	CE3882
VRE Property Acquisition	Rail/Fixed Guideways - Capital/SGR	2027	$ 77,847,000	VRE	VDRPT, VPRA	Not Applicable		Yes	T13667
VRE Rolling Stock	Debt Service, Rail/Fixed Guideways - Capital/SGR	2050	$ 1,746,306,314	VRE	VDRPT, VPRA	Not Applicable		No	G13818 CE3866 CE3871 T11631 T4534
VRE Rolling Stock Modifications and Asset Management (EAM)	Rail/Fixed Guideways - Capital/SGR	2050	$ 265,094,007	VRE	VDRPT, VPRA	Not Applicable		No	G13785 CE2163 T4818
VRE Security Enhancements Systemwide	Rail/Fixed Guideways - Capital/SGR	2050	$ 2,848,370	VRE	VDRPT, VPRA	Not Applicable		No	G13783 CE3867 T4277
VRE Stations and Facilities Asset Management (FAM)	Rail/Fixed Guideways - Capital/SGR	2050	$ 39,579,313	VRE	VDRPT, VPRA	Not Applicable		No	G13716 CE2164 T4310
VRE Stations and Facilities Improvements, VRE Stations and Facilities Improvements	Rail/Fixed Guideways - Capital/SGR	2050	$ 403,408,041	VRE	VDRPT, VPRA	Not Applicable		Yes	G13805 T13626 T13668 CE3870

TPB Project Title	Primary Project Type(s)	Completion Year	Total Cost	Primary Agency	Secondary Agency	Bicycle/ Pedestrian	RSAQ	Map	Record IDs
Virginia									
VRE Track Improvements	Rail/Fixed Guideways - Capital/SGR	2050	$ 146,767,773	VRE	VDRPT, VPRA	Not Applicable		No	G13782 CE1996 T4070
VRE Track Lease Improvements	Rail/Fixed Guideways - Capital/SGR	2050	$ 1,068,403,179	VRE	VDRPT, VPRA	Not Applicable		No	G13786 CE2684 T5489
VRE Train Operations and Maintenance	Project Oversight	2050	$ 1,374,849,107	VRE	VDRPT, VPRA	Not Applicable		No	CE2713
VRE Woodbridge Station Improvements	Rail/Fixed Guideways - Capital/SGR	2031	$ 3,281,261	VRE	VDRPT, VPRA	Not Applicable		Yes	T6368
Washington Street (VA 55) Widening: Lee Highway (US 29) to Fayette Street	Road - Add Capacity/Widening	2045	$ 70,000,000	VDOT	Prince William Co. DPW	Included	✓	Yes	CE3694
Waxpool Road (VA 625) at Loudoun County Parkway (VA 607) Intersection Improvements	Road - Intersection improvements	2029	$ 19,740,000	VDOT	Loudoun County	Not Included		Yes	T13888
Wellington Road (VA 674) Widening: Rixlew Lane (VA 668) to University Boulevard	Road - Add Capacity/Widening	2045	$ 180,000,000	VDOT	Prince William Co. DPW	Included	✓	Yes	G13717 CE2145 CE3695
Wellington Road Trail Extension: Prince William Parkway (VA 294) to Linton Hall Road (VA 619)	Bicycle/Pedestrian - Bike/Ped	2050	$ 30,000,000	VDOT	Prince William Co. DPW	Included		Yes	CE3806
Westwind Drive Extension: Loudoun County Parkway to Old Ox Road (VA 606)	Road - New Construction	2026	$ 136,350,324	VDOT	Loudoun County	Included	✓	Yes	T6659
Williamson Boulevard Extension: Sudley Manor Drive to Portsmouth Road	Road - New Construction	2050	$ 15,000,000	VDOT	Prince William Co. DPW	Included	✓	Yes	CE2176
WMATA Bus Replacement	Bus/BRT - Capital/SGR	2050	$ 23,610,351	VDRPT	-	Not Applicable		No	G13815 CE3686 T6631
Yellow Metro Line Extension Study: Huntington Metro Station to Hybla Valley/Gum Springs Community Business Center	Study/Planning/Research	2030	$ 200,000	VDRPT	Fairfax County	Not Applicable		Yes	CE3803

Fiscal Year 2026-2029 **Transportation Improvement Program**

VISUALIZE 2050

National Capital Region
Transportation Planning Board

Draft December 11, 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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1. INTRODUCTION TO THE TRANSPORTATION IMPROVEMENT PROGRAM

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

Federal Planning Factors

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

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

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

The Transportation Improvement Program and the National Capital Region Transportation Plan

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

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

Development of the FY 2026–2029 TIP

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

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

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

TABLE 1: TIP DEVELOPMENT MILESTONE

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

The Technical Inputs Solicitation

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

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

TABLE 2: TPB AUTHORIZED PROJECT SPONSORS

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

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

Public Participation

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

Amendment, Administrative Modification, and Technical Correction Procedures

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

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

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

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

- If the total project cost is greater than $3 million but less than $10 million, a Modification shall be used for an increase or decrease in cost up to 30% of the total project cost.
- If the total project cost is greater than $10 million, a Modification shall be used for an increase or decrease of cost up to 25% of the total project cost.

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

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

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

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

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

2. FINANCIAL PLAN

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

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

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

Financial Constraint

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

Financial Summaries for the Region by Funding Source

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

TABLE 3: FUNDING SOURCES AND THEIR FOUR YEAR TOTAL

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

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

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

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

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

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

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

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

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

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

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

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

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

Maryland Department of Transportation					
Funding Program	**2026**	**2027**	**2028**	**2029**	**Total**
Federal Highway Administration - Title 23 Sources					
CMAQ	$9,845,000	$9,098,000	$9,098,000	$9,098,000	$37,139,000
CRP	$12,560,000	$11,760,000	$11,760,000	$11,760,000	$47,840,000
Earmark - CPF	$422,932	$278,566	$43,502	$0	$745,000
HSIP	$72,756,000	$73,166,000	$75,608,000	$72,144,000	$293,674,000
NEVI	$4,726,000	$5,856,000	$3,378,000	$507,000	$14,467,000
NHFP	$3,101,000	$0	$0	$0	$3,101,000
NHPP	$231,257,000	$249,662,000	$297,469,000	$345,468,000	$1,123,856,000
STBG	$234,634,000	$217,922,000	$207,556,000	$207,777,000	$867,889,000
TAP	$24,885	$32,556	$5,084	$0	$62,525
Federal Transit Administration - Title49 Sources					
S. 5307	$39,212,178	$33,269,000	$33,178,000	$33,178,000	$138,837,178
S. 5310	$474,800	$0	$500,000	$0	$974,800
S. 5311	$743,000	$964,000	$964,000	$964,000	$3,635,000
S. 5337-SGR	$20,041,684	$21,484,000	$21,484,000	$21,484,000	$84,493,684
S. 5339	$209,000	$104,000	$104,000	$104,000	$521,000
Federal Subtotal	**$630,007,479**	**$623,596,122**	**$661,147,586**	**$702,484,000**	**$2,617,235,187**
State/Regional/Local					
DC/STATE	$308,322,353	$364,662,500	$413,590,500	$217,817,500	$1,304,392,853
LOCAL	$4,030,357	$3,787,642	$3,845,876	$3,718,000	$15,381,875
State, Regional, and Local Subtotal	**$312,352,710**	**$368,450,142**	**$417,436,376**	**$221,535,500**	**$1,319,774,728**
Other					
DOD	$3,091,000	$0	$0	$0	$3,091,000
Private	$1,073,000	$1,464,000	$844,000	$126,000	$3,507,000
Other Subtotal	**$4,164,000**	**$1,464,000**	**$844,000**	**$126,000**	**$6,598,000**
MDOT Grand Total	**$946,524,189**	**$993,510,264**	**$1,079,427,962**	**$924,145,500**	**$3,943,607,915**

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

Maryland Grand Total	**$1,532,146,932**	**$1,413,580,998**	**$1,377,100,018**	**$1,092,807,281**	**$5,415,635,229**

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

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

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

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

TABLE 8: FY 2026–2029 FINANCIAL SUMMARY FOR WMATA

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

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

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

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

3. ANALYSIS OF THE TIP

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

TABLE 10: RECORD STATUS

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

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

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

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

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

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

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

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

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

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

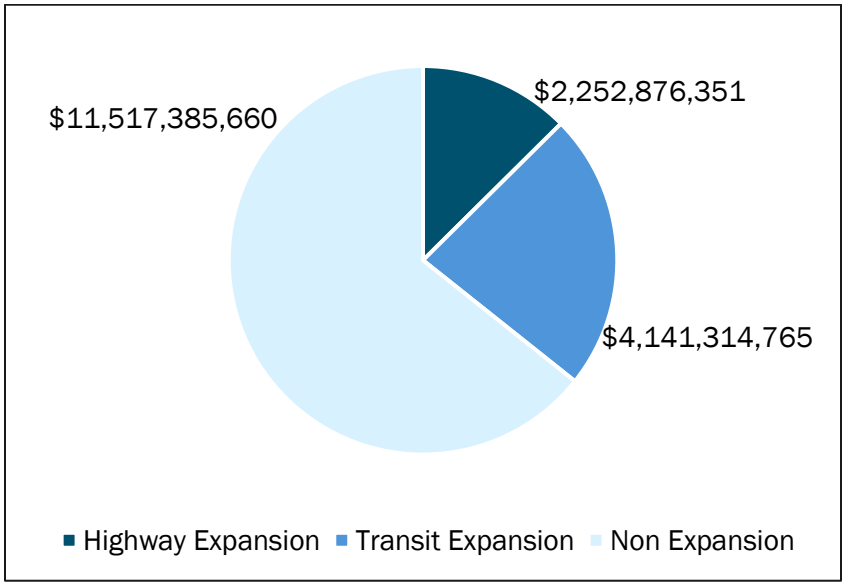
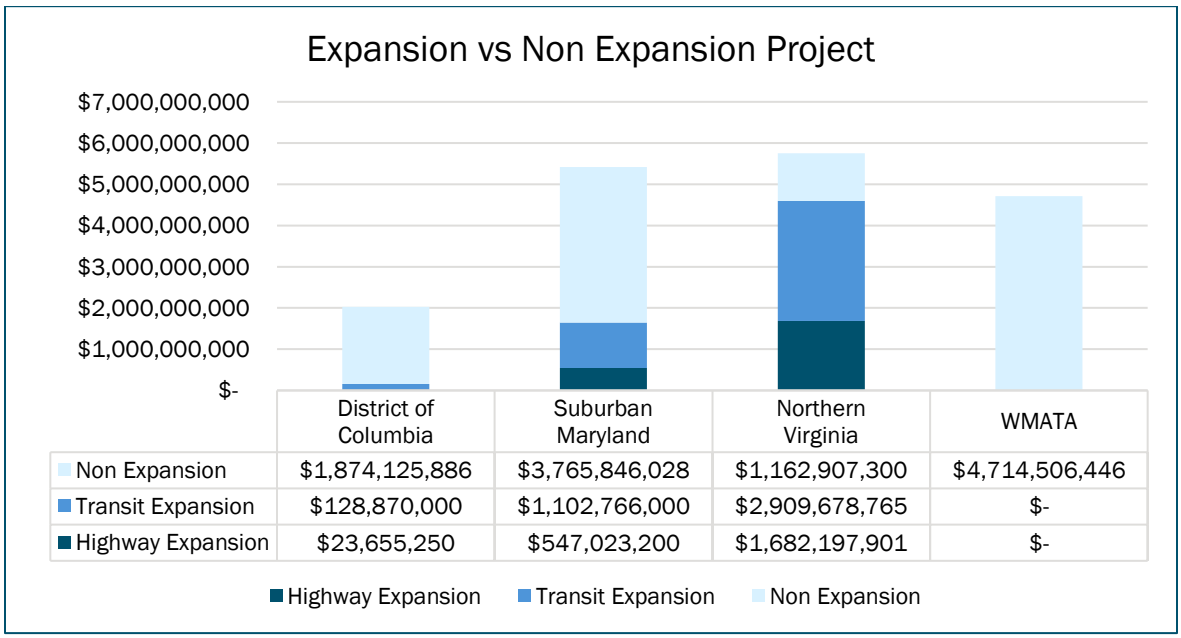


FIGURE 13: EXPANSION VS NON-EXPANSION PROJECTS BY DISTRICT AND STATES



	District of Columbia	Suburban Maryland	Northern Virginia	WMATA
Non Expansion	$1,874,125,886	$3,765,846,028	$1,162,907,300	$4,714,506,446
Transit Expansion	$128,870,000	$1,102,766,000	$2,909,678,765	$-
Highway Expansion	$23,655,250	$547,023,200	$1,682,197,901	$-

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

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

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

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

Air Quality Conformity

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

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

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

TABLE 15: REGIONALLY SIGNIFICANT FOR AIR QUALITY PROJECT OVERVIEW

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

Congestion Management Process

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

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

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

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

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.

Joe Flood/Flickr

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

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

TABLE 16: RECORDS THAT INCLUDE BICYCLE AND PEDESTRIAN ACCOMMODATIONS

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

4. ACHIEVING REGIONAL GOALS AND PERFORMANCE MEASURE TARGETS

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

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

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

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

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

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

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

Reliability – Highway System
Interstate Travel Time Reliability (% person miles traveled that are reliable)
Non-Interstate (NHS) Travel Time Reliability (% person miles traveled that are reliable)
Truck Travel Time Reliability Index (Interstates)
Congestion Mitigation
Annual Peak Hours of Excessive Delay per Capita
Non-SOV Mode Share (%)
Air Quality
Total VOCs Emissions Reduction (kg/day)
Total NO_x Emissions Reduction (kg/day)
Safety – Highway and Non-Motorized Users
# of Fatalities, five-year rolling average
Rate of Fatalities (per 100 million VMT), five-year rolling average
# of Serious Injuries (SI), five-year rolling average
Rate of Serious Injuries (per 100 million VMT), five-year rolling average
# of Nonmotorized Fatalities & SI, five-year rolling average
Safety – Transit
Fatalities by Mode (Heavy rail, Streetcar rail, Urban bus, Commuter bus, Demand response) [Number/Rate/Transit Worker Rate (per Revenue Vehicle Mile)]
Reportable Injuries by Mode (Heavy rail, Streetcar rail, Urban bus, Commuter bus, Demand response), [Number/Rate/Transit Worker Rate (per Revenue Vehicle Mile)]
Reportable Safety Events by Mode (Heavy rail, Streetcar rail, Urban bus, Commuter bus, Demand response), (Number/Rate per Revenue Vehicle Miles)
Assaults on Transit Workers (Heavy rail, Streetcar rail, Urban bus, Commuter bus, Demand response), (Number/Rate per Revenue Vehicle Miles)
Collisions Between Major Mechanical Failures by Mode (Heavy rail, Streetcar rail, Urban bus, Commuter bus, Demand response) (Rate/Pedestrian Collision Rate/Vehicular Collision Rate)
Reliability (Heavy rail, Streetcar rail, Urban bus, Commuter bus, Demand response) (Mean Distance Between Failures)
Maintenance - Transit
Service Vehicles exceeding Useful Life (%) (Auto, Trucks and other Rubber Tire Vehicles, Steel Wheel Vehicles)
Revenue Vehicles exceeding Useful Life (%) (Articulated bus, Auto, Over-the-road bus, Bus, Cutaway bus, Heavy rail passenger car, Light rail vehicle, Minivan, Commuter rail locomotive, Commuter rail passenger coach, Sport utility vehicle, Van)
Track Segments with Performance Restrictions (%) (Commuter rail, Heavy rail, Streetcar rail)
Facilities rated Marginal or Poor (%) (Parking Facilities, Passenger Parking Facilities, Maintenance Facilities, Administrative Facilities)
Maintenance - Highway
Interstate/NHS Pavement Lane Miles in Good Condition (%)
Interstate/NHS Pavement Lane Miles in Poor Condition (%)
Non-Interstate/NHS Pavement Lane Miles in Good Condition (%)
Non-Interstate/NHS Pavement Lane Miles in Poor Condition (%)
Bridge Deck Area in Good Condition (%)
Bridge Deck Area in Poor Condition (%)

Reliability & Congestion

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

Highway System Reliability

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

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

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

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

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

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

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

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

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

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

Congestion Mitigation and Air Quality

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

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

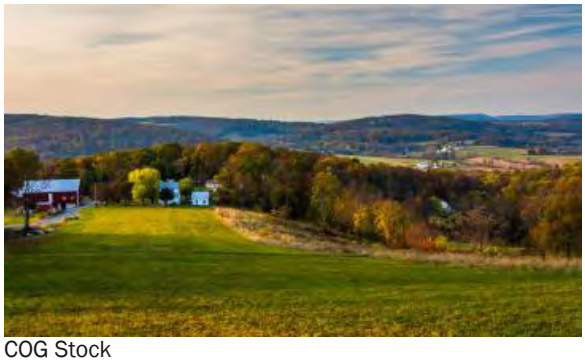

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TABLE 21: CONGESTION MITIGATION & AIR QUALITY: 2022–2025 PERFORMANCE MEASURES & TARGETS

Performance Measure	TPB Adopted 4-year Target for 2022-2025 on June 15, 2022
Annual Peak Hours of Excessive Delay per Capita	22.7 hours
Non-SOV Mode Share (%)	37.70%
Total VOCs Emissions Reduction (kg/day)	9.408 (kg/day)
Total NO_x Emissions Reduction (kg/day)	21.117 (kg/day)

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

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

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

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

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

Safety

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

Highway Safety

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

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

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

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

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

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

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

Transit Safety

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

TABLE 25: TRANSIT SAFETY: 2024 PERFORMANCE MEASURES & TARGETS

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

Maintenance

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

Rachel Beyerle/COG

Highway Pavement and Bridge Condition

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

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

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

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

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

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

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

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

Transit Asset Management

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

TABLE 27: TRANSIT ASSET MANAGEMENT PERFORMANCE MEASURES

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

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

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

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

TABLE 28: PUBLIC TRANSPORTATION PROVIDERS ESTABLISHING TAM TARGETS

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

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

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

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

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

5. OVERVIEW OF APPENDICES

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

Appendix A: Project Tables

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

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

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

Appendix B: Amendment and Administrative Modification Procedures

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

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

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

Appendix D: Glossary of Federal and Other Funding Sources

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

Appendix E: Statement of Self Certification

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

APPENDIX A

Project Tables

Fiscal Year 2026-2029 Transportation Improvement Program

National Capital Region
Transportation Planning Board

Table of Contents

LIST OF COMPLTED, 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**
District Department of Transportation					
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
Montgomery County					
T13898	Burtonsville Park and Ride Improvements		Bus/BRT - Passenger Facilities	$ 7,054,000	$ 6,483,000
Virginia Department of Transportation					
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
Virginia Department of Rail and Public Transportation					
T13885	Landmark Transit Center	City of Alexandria	Bus/BRT - Passenger Facilities	$ 17,744,000	$ 4,747,000

Delayed Projects since last TIP					
ID	**Title**	**FY 23-26 Estimated Completion Date**	**FY 26-29 Estimated Completion Date**	**Years Delayed**	**Agency**
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 (Fraley 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**
District Department of Transportation				
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
National Capital Region Transportation Planning Board				
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
Maryland Department of Transportation - State Highway Administration				
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 Repalcement	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
Virginia Department of Transportation				
T6519	#HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PHASE 1 & PHASE	Road - Add Capacity/Widening	$ 314,000,000	2024
T11609	#ITTF22 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 IINTERCHANGE 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 OVERPASSS (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
Virginia Railway Express				
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		
Record IDs	**Title**	**Project Type**
District Department of Transportation		
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
Maryland Department of Transportation - State Highway Administration		
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
Montgomery County		
T5985	White Flint District East - Transportation	Road - New Construction
Prince Georges County		
T6367	Addison Road I	Road - Add Capacity/Widening
Virginia Department of Transportation		
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
Record IDs	**Title**	**Project Type**
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
Virginia Railway Express		
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 substandard 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

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

I Phase	J Fund Source	FY2026	FY2027	FY2028	FY2029	L Total
Preliminary Engineering	DC/STATE	$265,200	-	-	-	$265,200
Preliminary Engineering	NHPP	$1,060,800	-	-	-	$1,060,800
Total Preliminary Engineering		$1,326,000	-	-	-	$1,326,000
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
Total Construction		-	$20,055,750	$1,989,000	$635,375	$22,680,125
M TIP Total		$1,326,000	$20,055,750	$1,989,000	$635,375	$24,006,125
N Total Prior Costs		-	-	-	-	$10,537,825
O Total Programmed		$1,326,000	$20,055,750	$1,989,000	$635,375	$34,543,950

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

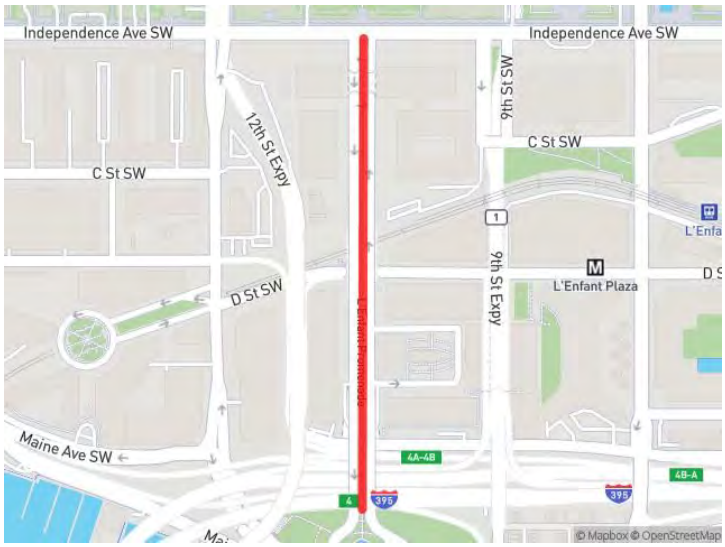
FY 2026-2029 TIP Tables

National Capital Region
Transportation Planning Board

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 o 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

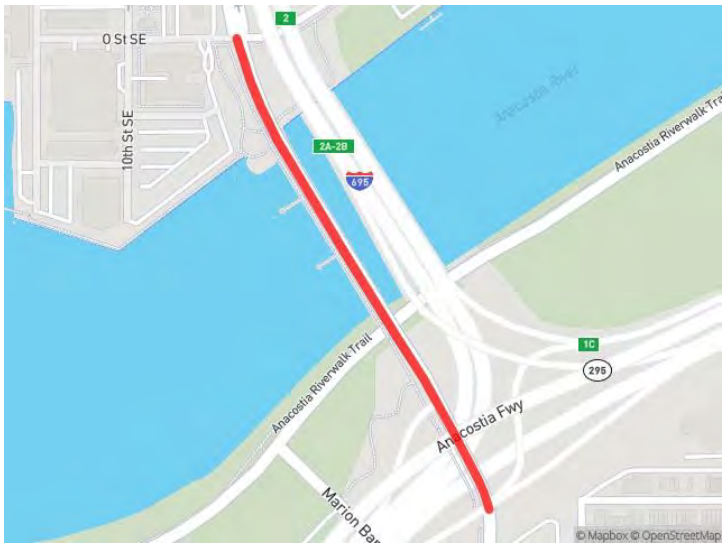


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	$0	$710,599	$300,000	$1,000,000	$2,010,599
Construction	NHPP	$0	$2,842,395	$1,200,000	$4,000,000	$8,042,395
Total Construction		$0	$3,552,994	$1,500,000	$5,000,000	$10,052,994
TIP Total		$0	$3,552,994	$1,500,000	$5,000,000	$10,052,994
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 Offce 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 opportunityEnvironment - Re-engage residents with the Anacostia RiverHealth - Improve public health; andSocial - 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.

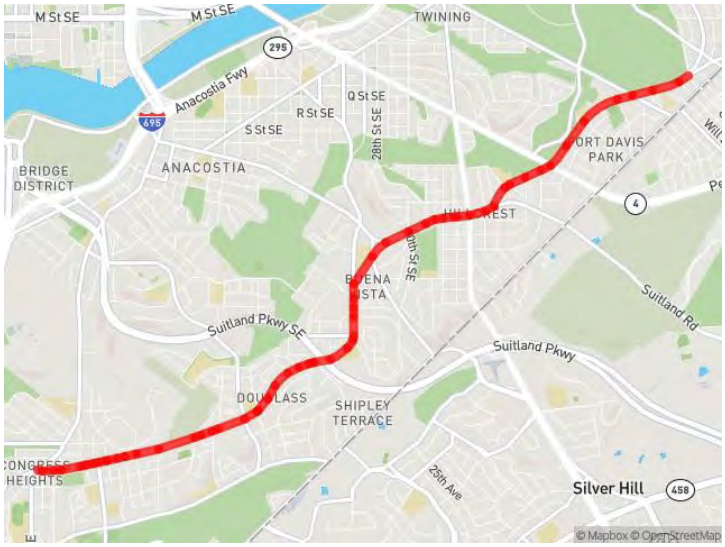
Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bridge - Rehab
Agency Project ID:	-
Facility:	27th Street NW
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2028
Total Cost:	$6,700,800

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 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

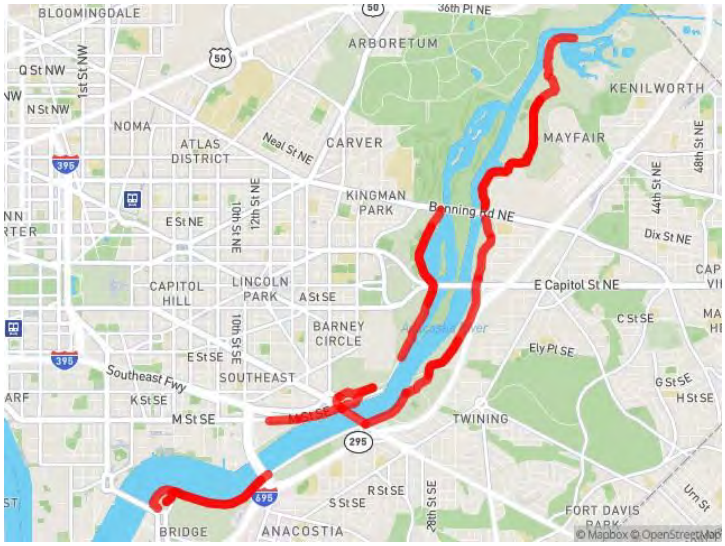


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	State (NM)	$4,231,500	$0	$705,250	$0	$4,936,750
Construction	State (NM)	$0	$0	$0	$28,816,515	$28,816,515
Total Construction		$0	$0	$0	$28,816,515	$28,816,515
TIP Total		$4,231,500	$0	$705,250	$28,816,515	$33,753,265
Total Programmed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

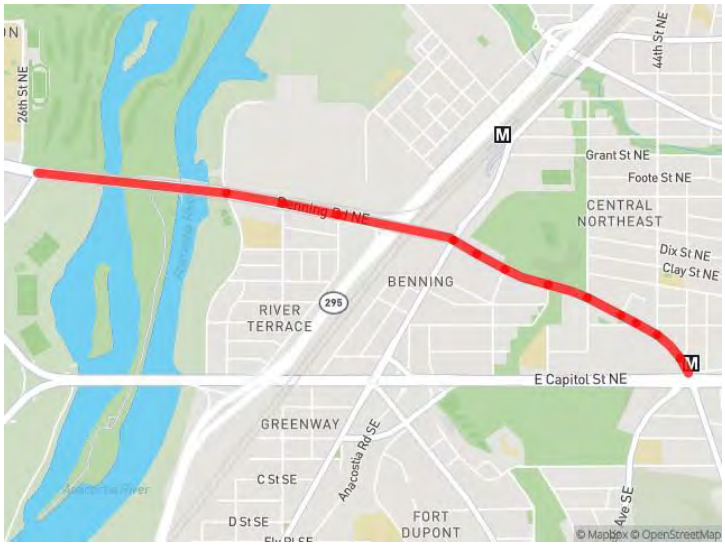
Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bridge - Rehab
Agency Project ID:	CD046A
Facility:	14th Street Bridge northbound over the Potomac River, and DC approach bridges
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year: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

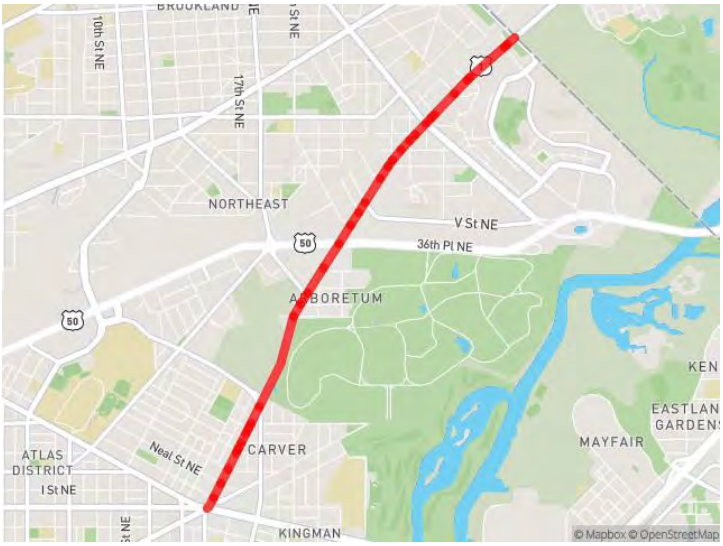


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	BUILD	$12,000,000	$0	$0	$0	$12,000,000
Construction	DC/STATE	$8,400,000	$8,400,000	$8,400,000	$0	$25,200,000
Construction	NHPP	$21,600,000	$33,600,000	$33,600,000	$0	$88,800,000
Total Construction		$42,000,000	$42,000,000	$42,000,000	$0	$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

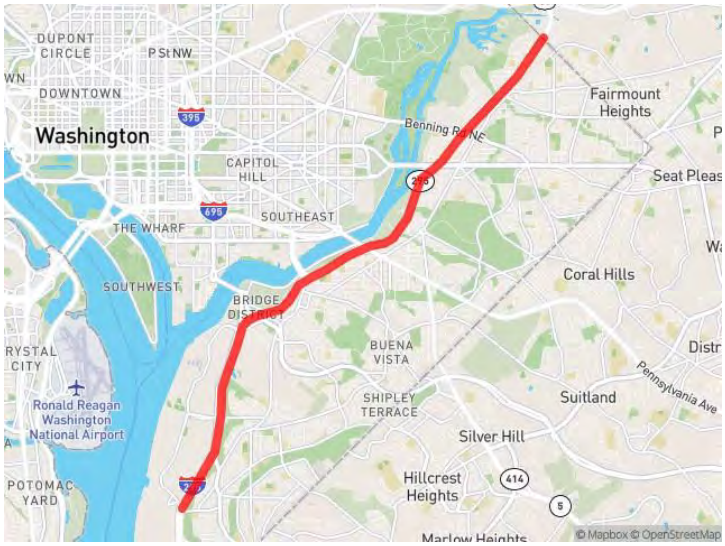
Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	PM0D7A
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2028
Total Cost:	$87,237,402

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

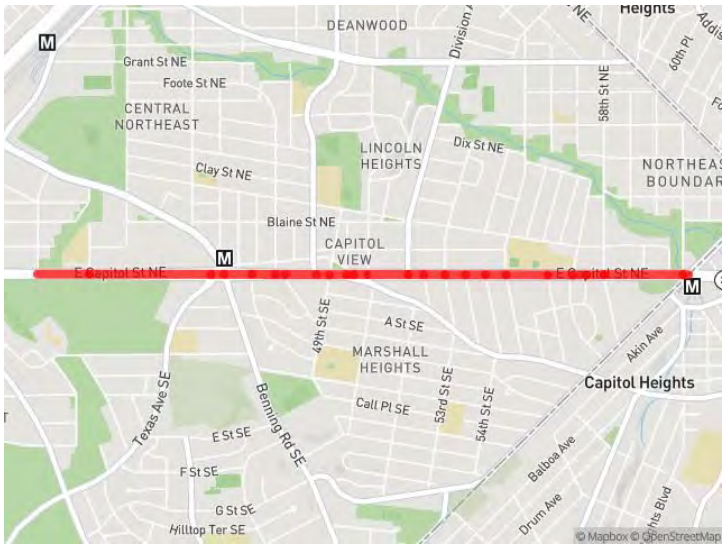


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	$265,200	$0	$0	$0	$265,200
Preliminary Engineering	NHPP	$1,060,800	$0	$0	$0	$1,060,800
Construction	DC/STATE	$0	$4,011,150	$397,800	$127,075	$4,536,025
Construction	NHPP	$0	$16,044,600	$1,591,200	$508,300	$18,144,100
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

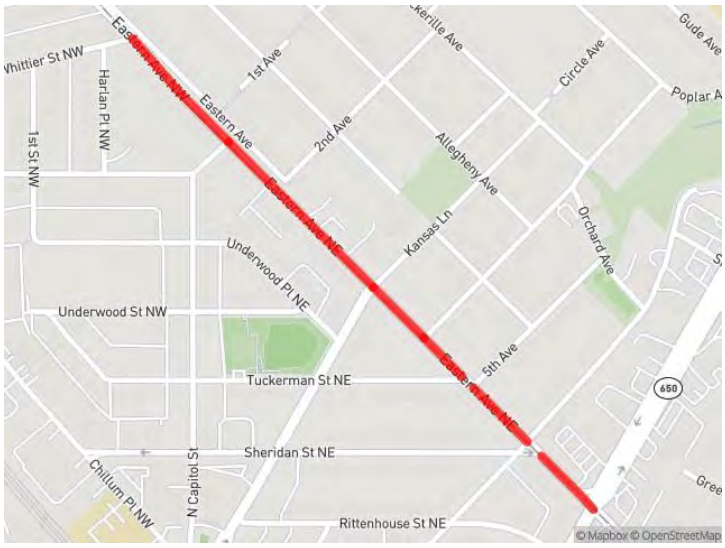


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	$2,830,500	$2,830,500	$2,830,500	$0	$8,491,500
Construction	INFRA	$8,491,500	$8,491,500	$8,491,500	$0	$25,474,500
Construction	NHPP	$2,830,500	$2,830,500	$2,830,500	$0	$8,491,500
Total Construction		$14,152,500	$14,152,500	$14,152,500	$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

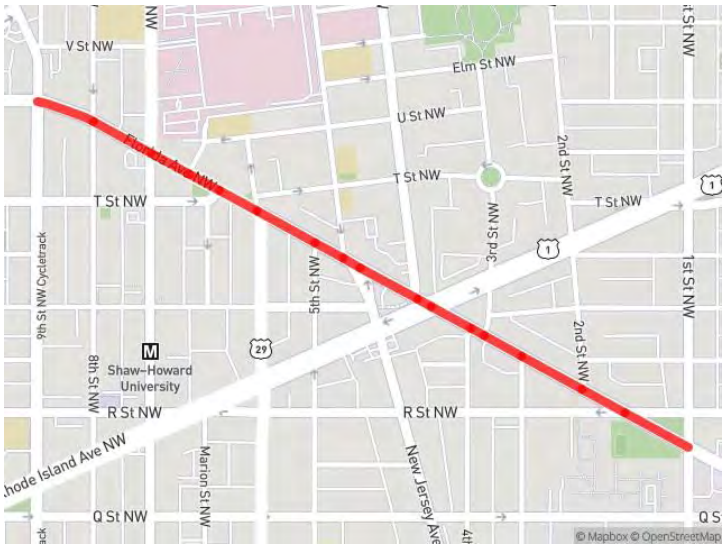
Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Project Oversight
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2029
Total Cost:	$691,885

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.

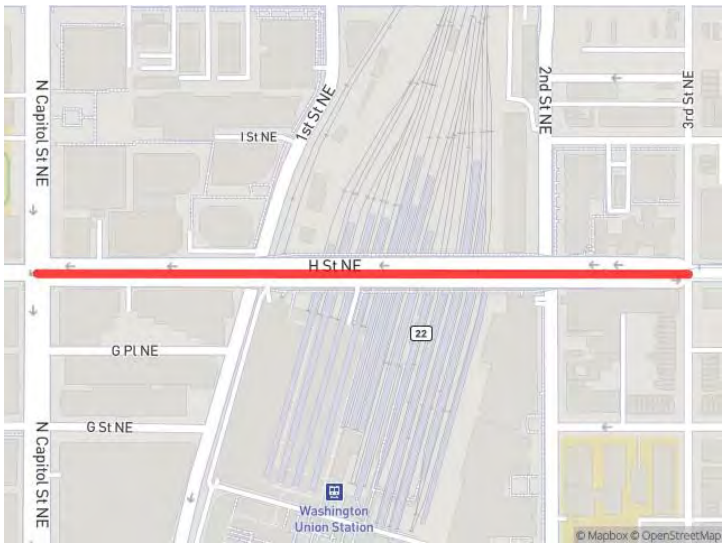
Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Debt Service
Agency Project ID:	HTF02A
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2029
Total Cost:	$90,356,515

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

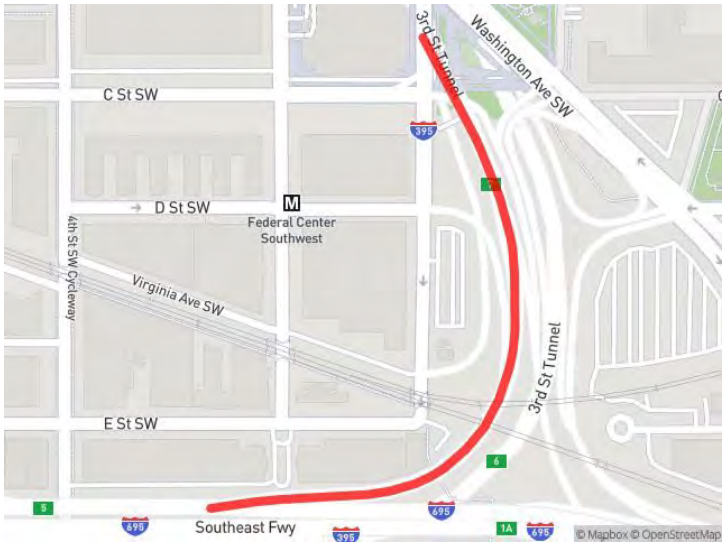


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	State (NM)	$30,000,000	$50,000,000	$60,000,000	$45,000,000	$185,000,000
Total Construction		$30,000,000	$50,000,000	$60,000,000	$45,000,000	$185,000,000
TIP Total		$30,000,000	$50,000,000	$60,000,000	$45,000,000	$185,000,000
Total Prior 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

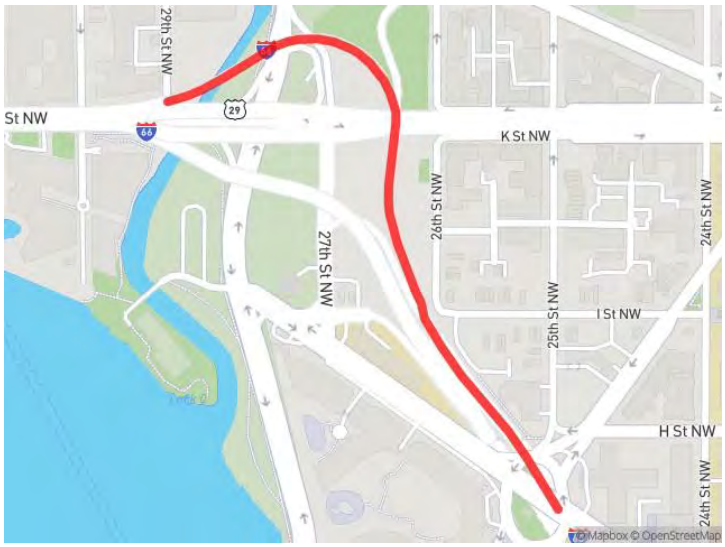


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	$0	$198,900	$0	$0	$198,900
Preliminary Engineering	NHPP	$0	$1,790,100	$0	$0	$1,790,100
Construction	DC/STATE	$0	$0	$0	$900,000	$900,000
Construction	NHPP	$0	$0	$0	$8,100,000	$8,100,000
Total Construction		$0	$0	$0	$9,000,000	$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

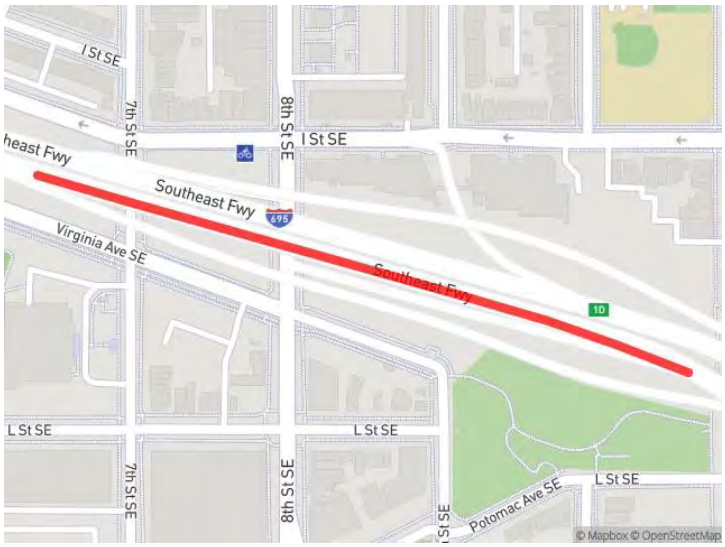


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	$0	$6,000,000	$0	$0	$6,000,000
Construction	NHPP	$0	$24,000,000	$0	$0	$24,000,000
Total Construction		$0	$30,000,000	$0	$0	$30,000,000
TIP Total		$0	$30,000,000	$0	$0	$30,000,000
Total Prior Costs		$0	$0	$0	$0	$6,983,750
Total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

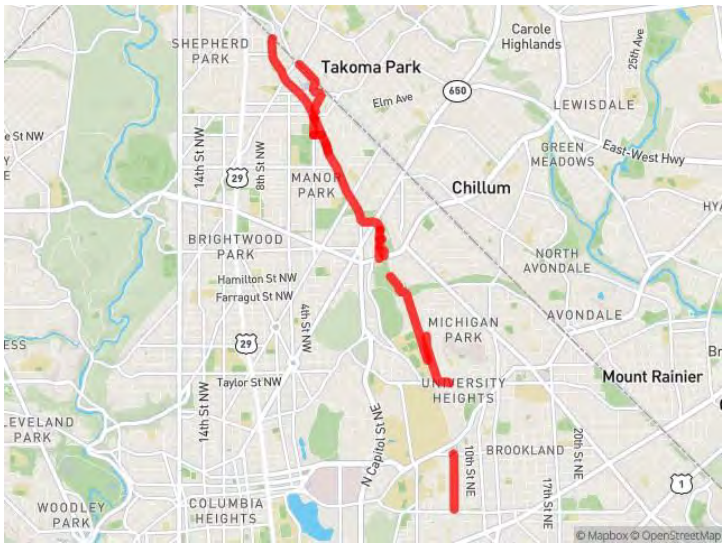
Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	-
Facility:	Long Bridge Pedestrian and Bicycle Bridge
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2045
Total Cost:	$83,200,000

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:	Metropolitican Branch Trail
From:	Union Station
To:	District Boundary
County:	Washington
Municipality:	District of Columbia
Completion Year:	2028
Total Cost:	$60,418,379

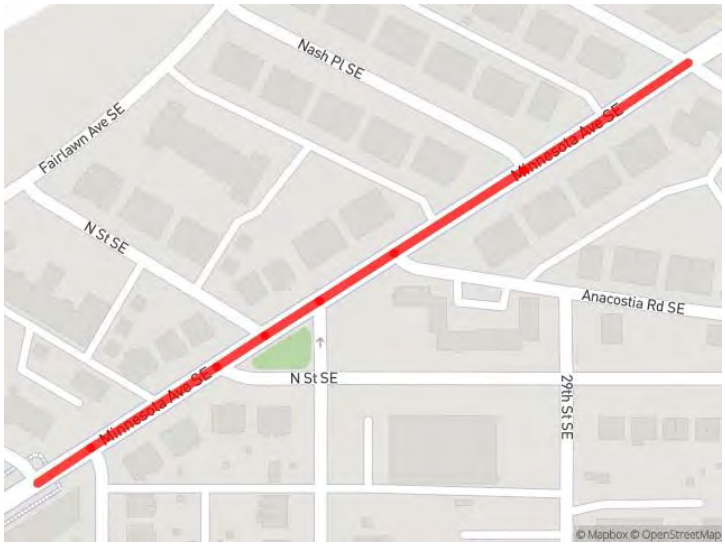


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	State (NM)	$0	$1,193,500	$0	$0	$1,193,500
Construction	State (NM)	$9,332,851	$1,547,000	$0	$14,963,500	$25,843,351
Total Construction		$9,332,851	$1,547,000	$0	$14,963,500	$25,843,351
TIP Total		$9,332,851	$2,740,500	$0	$14,963,500	$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

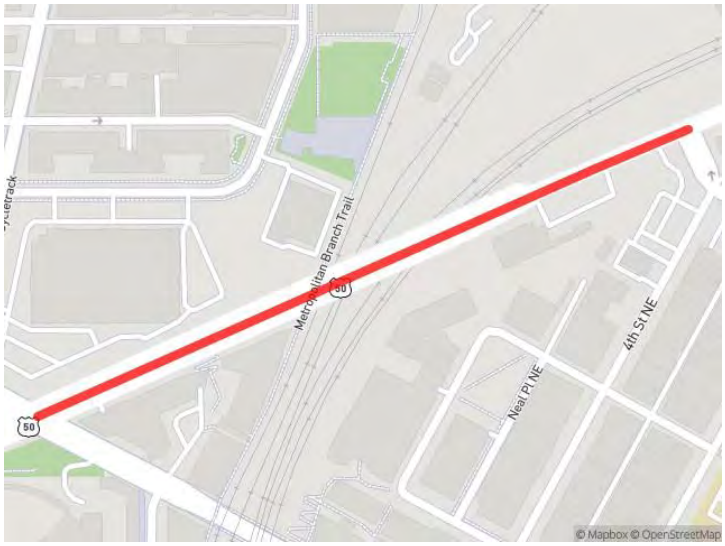
Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bridge - Rehab
Agency Project ID:	-
Facility:	New York Avenue NE
From:	Over Anacostia River
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2030
Total Cost:	$52,491,000

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

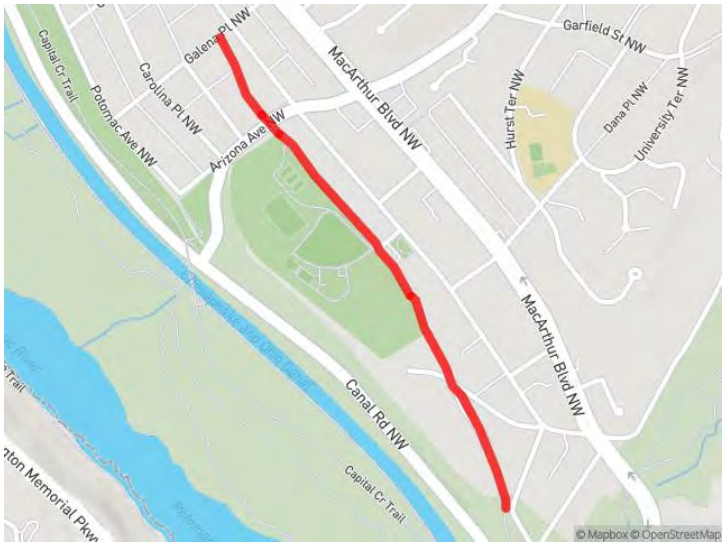
Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bridge - Rehab
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2033
Total Cost:	$2,873,000

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

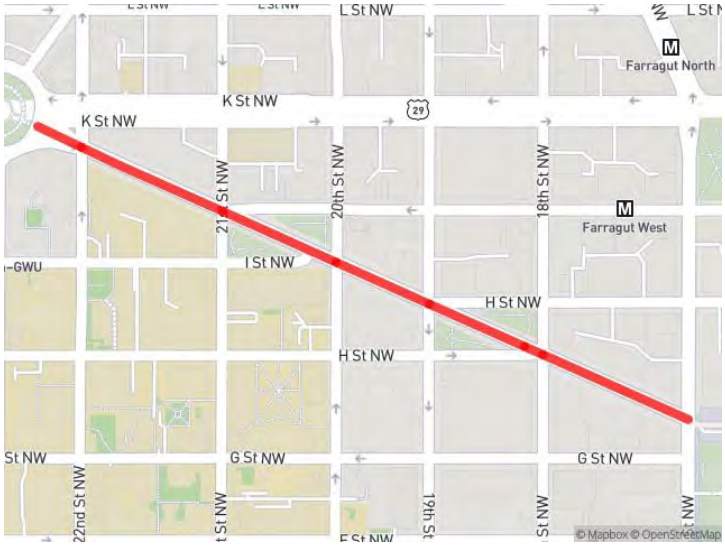


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	State (NM)	$0	$1,127,100	$502,775	$0	$1,629,875
Total Construction		$0	$1,127,100	$502,775	$0	$1,629,875
TIP Total		$0	$1,127,100	$502,775	$0	$1,629,875
Total Prior Costs		$0	$0	$0	$0	$12,537,750
Total Programmed		$0	$1,127,100	$502,775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

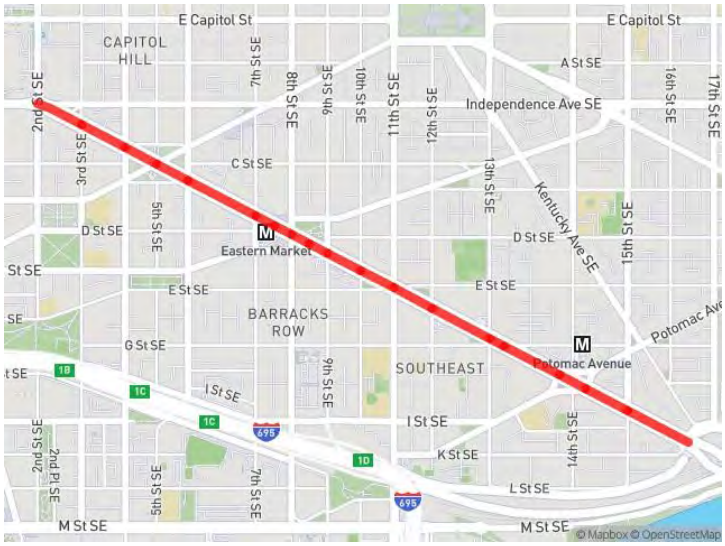


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	$0	$32,984,000	$0	$0	$32,984,000
Total Construction		$0	$32,984,000	$0	$0	$32,984,000
TIP Total		$0	$32,984,000	$0	$0	$32,984,000
Total Prior Costs		$0	$0	$0	$0	$5,000,000
Total Programmed		$0	$32,984,000	$0	$0	$37,984,000

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."

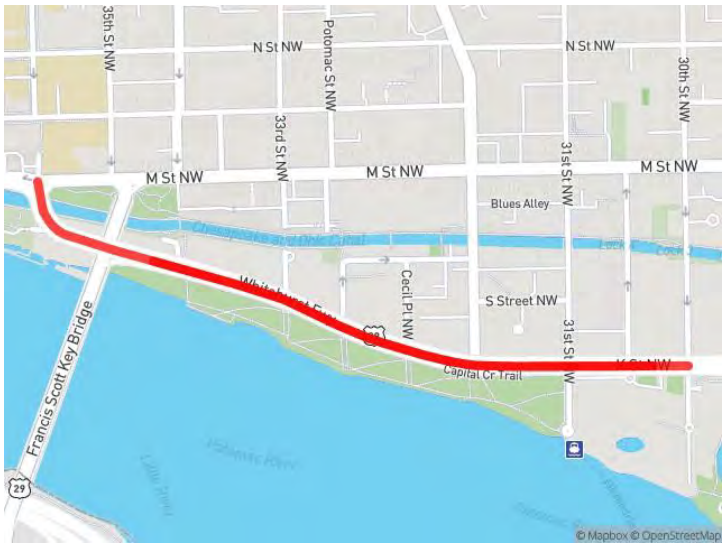
Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2030
Total Cost:	$10,387,000

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 suffciency 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.

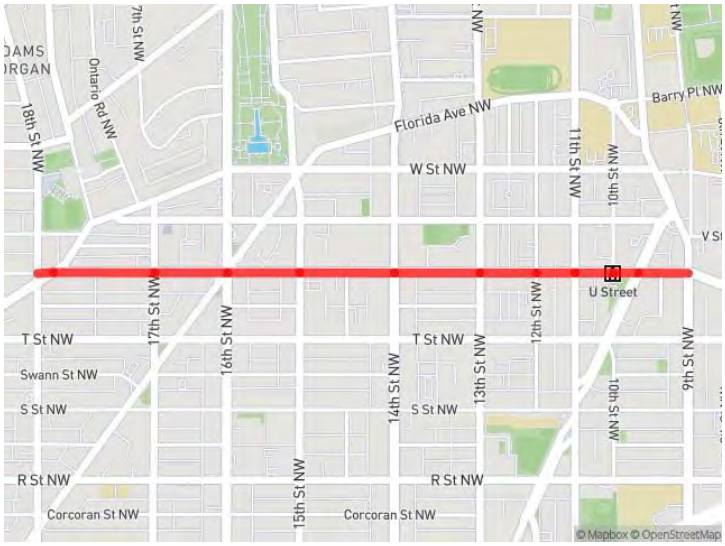
Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Other
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2028
Total Cost:	$8,950,500

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.

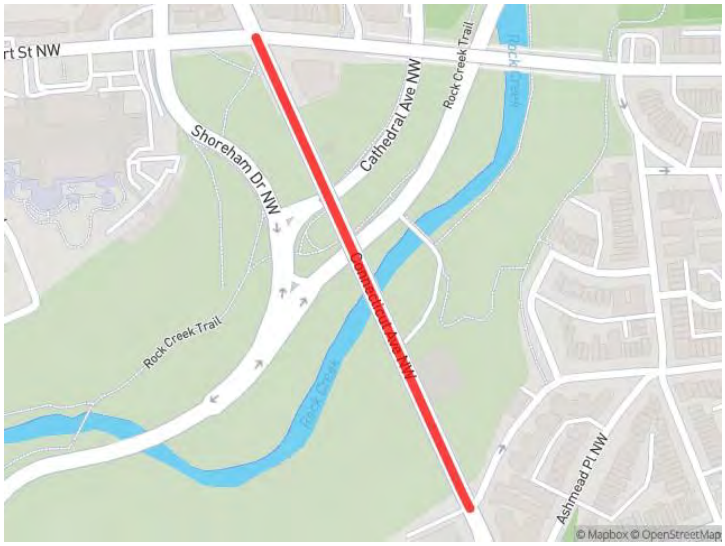
Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	-
Facility:	Wheeler Road
From:	Alabama Ave
To:	Southern Ave
County:	Washington
Municipality:	District of Columbia
Completion Year:	2028
Total Cost:	$24,841,075

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

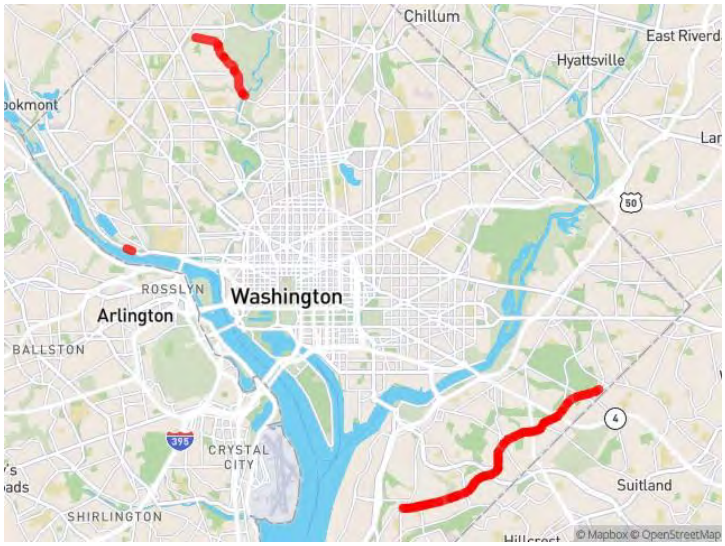
Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	AF066A
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2029
Total Cost:	$3,264,000

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 Pl 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:	AW035A
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
Total Preliminary Engineering		$1,541,586	$1,105,000	$1,105,000	$1,105,000	$4,856,586
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
Total Other		$392,265	$392,265	$392,265	$392,265	$1,569,060
TIP Total		$1,933,851	$1,497,265	$1,497,265	$1,497,265	$6,425,646
Total Programmed		$1,933,851	$1,497,265	$1,497,265	$1,497,265	$6,425,646

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

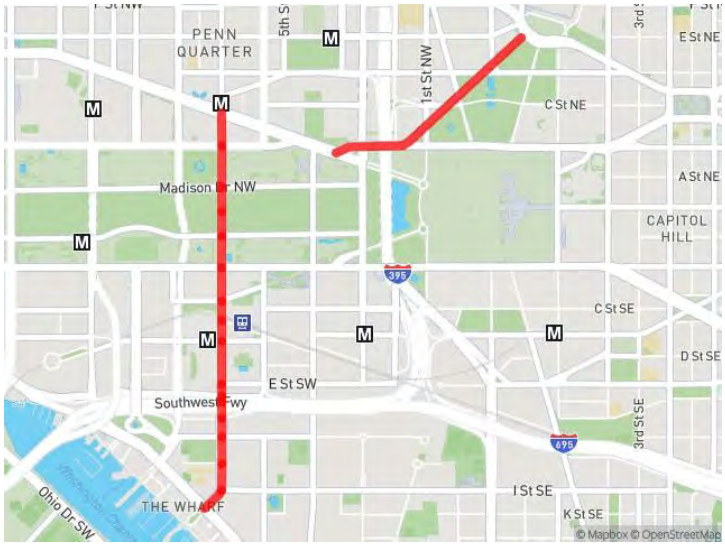
Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	TDM/Micromobility - Ridesharing
Agency Project ID:	CM074A
Facility:	citywide
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2050
Total Cost:	$12,631,836

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

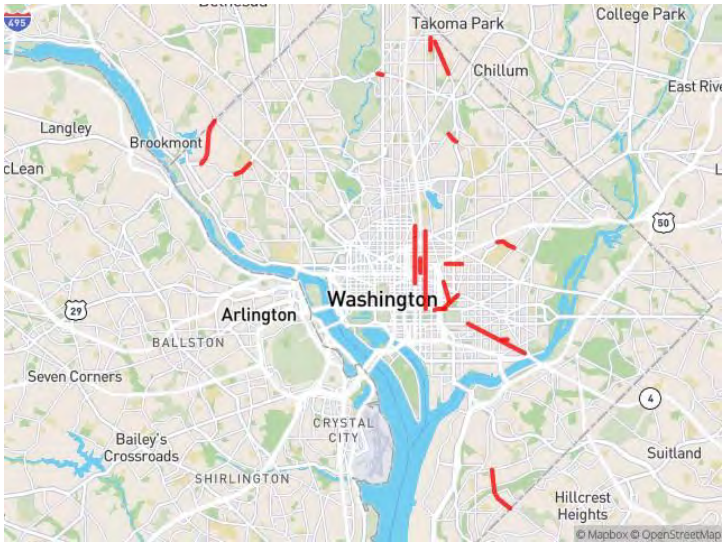


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	State (NM)	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$8,000,000
Construction	State (NM)	$3,796,070	$3,307,820	$3,307,820	$3,307,820	$13,719,530
Total Construction		$3,796,070	$3,307,820	$3,307,820	$3,307,820	$13,719,530
TIP 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, graffti 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:	SR037A
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 Trnsport PES/LAS, BAMS/DSS, CAS, Estimator, Field-Manager, Pavement Design ME and Support service unit. Trnsport LAS handles the advertisement and award phase. CAS manages contract information from award to final payment. BAMS/DSS provides a complete Trnsport historical data warehouse. Estimator handles cost estimation. It imports bid-based item price estimation data from BAMS/DSS. FHWA Requirement for Complaince of Davis Bacon and Federal Acquistions. 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
Total Preliminary Engineering		$1,037,993	$896,553	$910,918	$1,813,858	$4,659,322
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
Total Other		$8,482,229	$7,570,142	$7,163,597	$6,976,132	$30,192,100
TIP Total		$9,520,222	$8,466,695	$8,074,515	$8,789,990	$34,851,422
Total Programmed		$9,520,222	$8,466,695	$8,074,515	$8,789,990	$34,851,422

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:	CB0
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

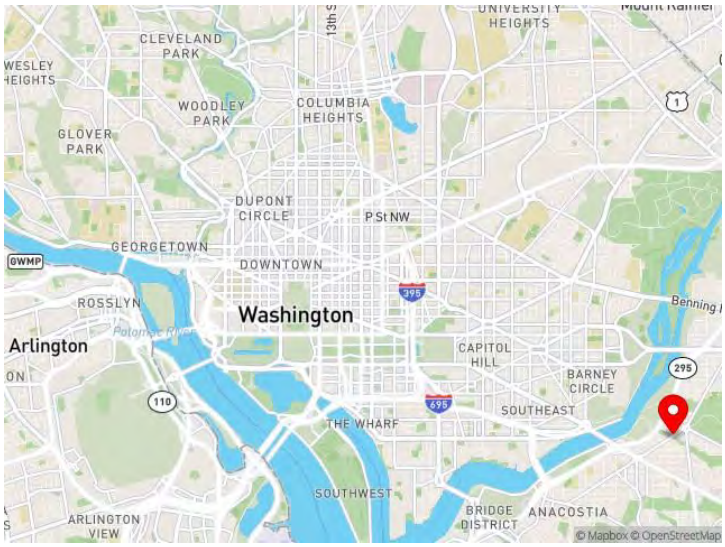
Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Freight - Freight Movements
Agency Project ID:	CI029A
Facility:	Citywide
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2050
Total Cost:	$200,000

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/marking 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
Total Preliminary Engineering		$6,497,058	$0	$0	$0	$6,497,058
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
Total Construction		$26,002,021	$0	$0	$0	$26,002,021
TIP Total		$32,499,079	$0	$0	$0	$32,499,079
Total Programmed		$32,499,079	$0	$0	$0	$32,499,079

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

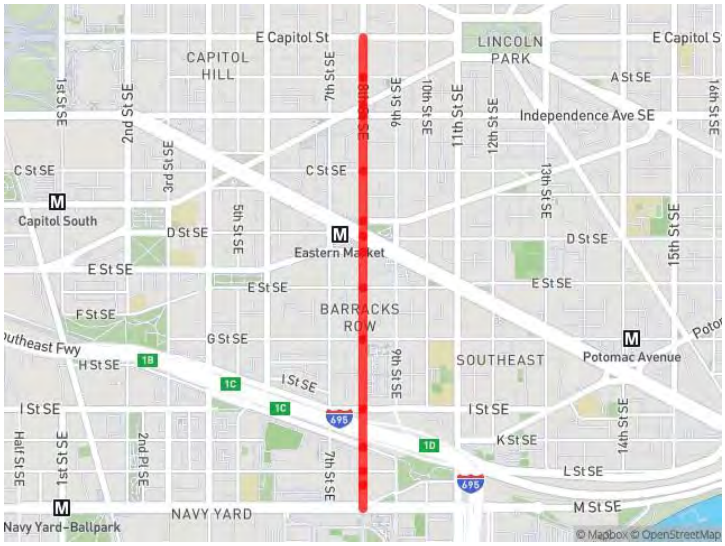
Records Pending Financial Close-Out

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.

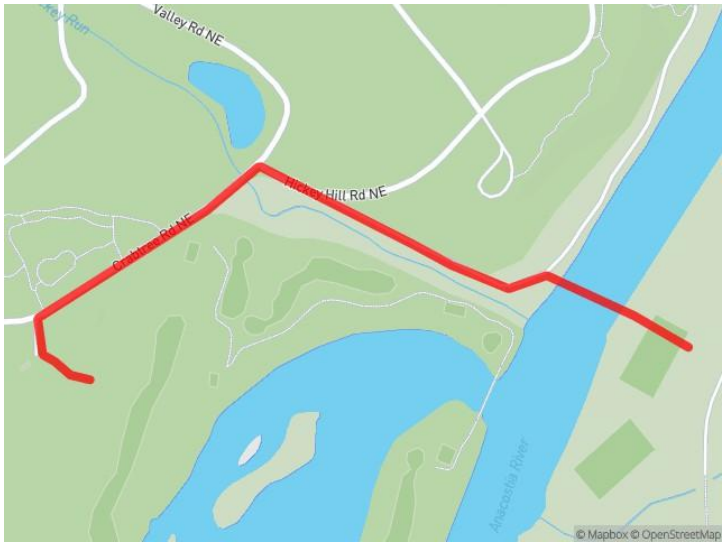
Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bridge - Rehab
Agency Project ID:	-
Facility:	Anacostia Ave NE Bridge over Anacostia River Outlet
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2026
Total Cost:	$18,269,500

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

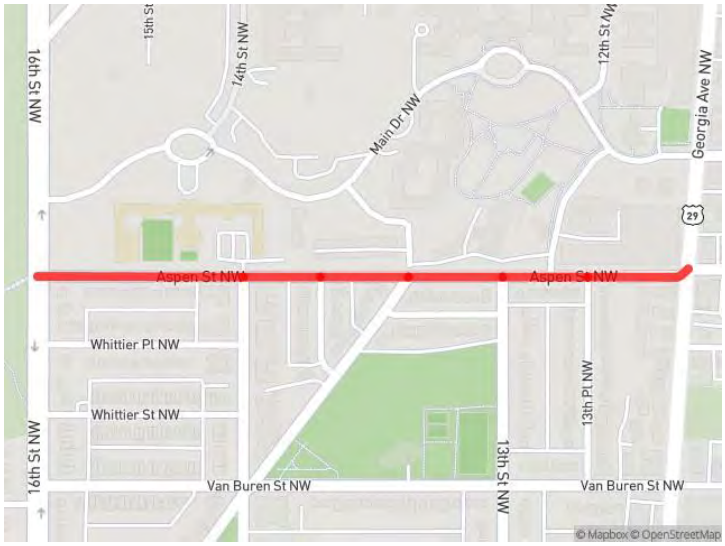


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		$0	$0	$0	$0	$18,704,000
Total Programmed		$0	$0	$0	$0	$18,704,000

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

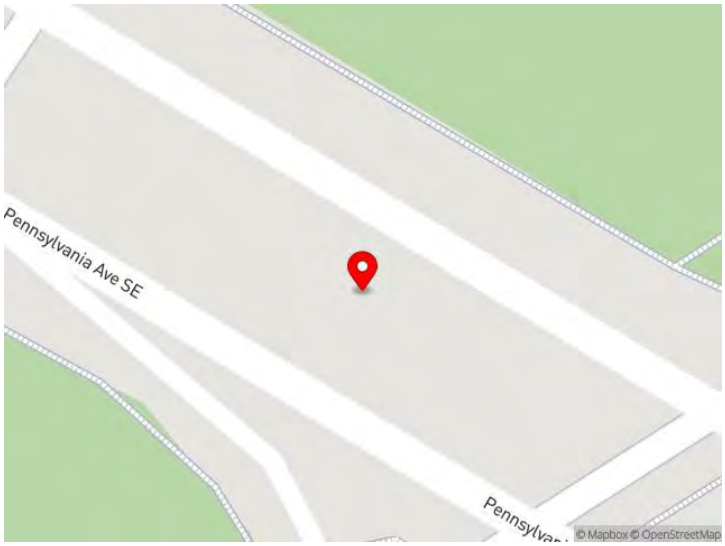


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		$0	$0	$0	$0	$28,210,100
Total Programmed		$0	$0	$0	$0	$28,210,100

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

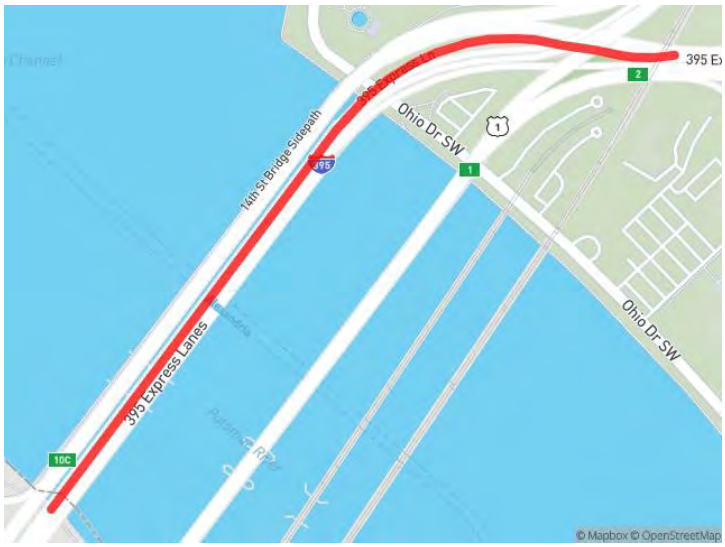


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		$0	$0	$0	$0	$20,438,808
Total Programmed		$0	$0	$0	$0	$20,438,808

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 Offces (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

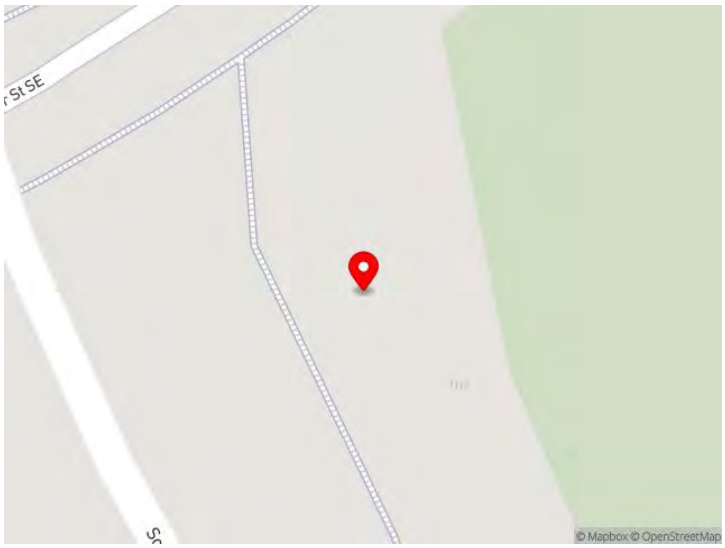


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		$0	$0	$0	$0	$35,998,275
Total Programmed		$0	$0	$0	$0	$35,998,275

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

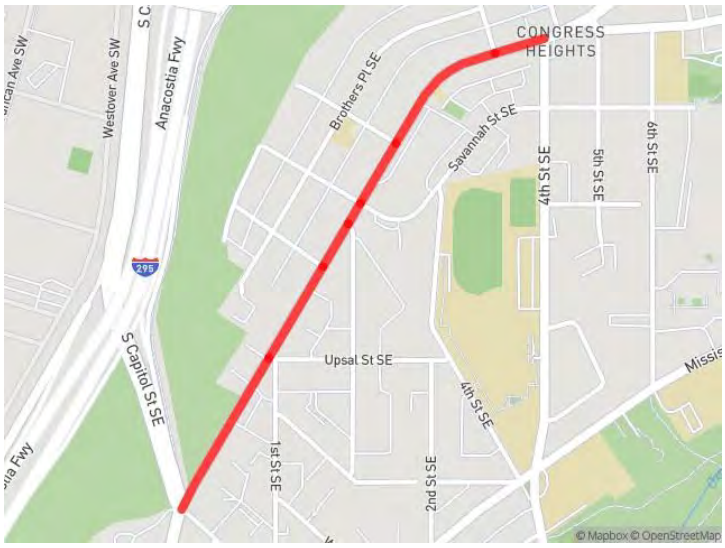


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	$22,100	$0	$0	$0	$22,100
Preliminary Engineering	NHPP	$88,400	$0	$0	$0	$88,400
Total Preliminary Engineering		$110,500	$0	$0	$0	$110,500
TIP Total		$110,500	$0	$0	$0	$110,500
Total Prior Costs		$0	$0	$0	$0	$882,200
Total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

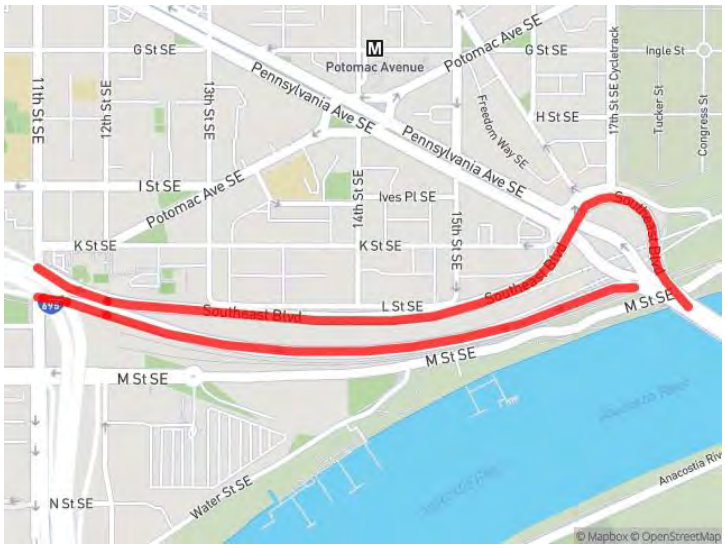
Cycle-Revision ID:	26-00
Lead Agency:	District Department of Transportation
Project Type:	Bridge - Rehab
Agency Project ID:	-
Facility:	Arland D. Williams Memorial Bridge
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2027
Total Cost:	$115,054,480

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

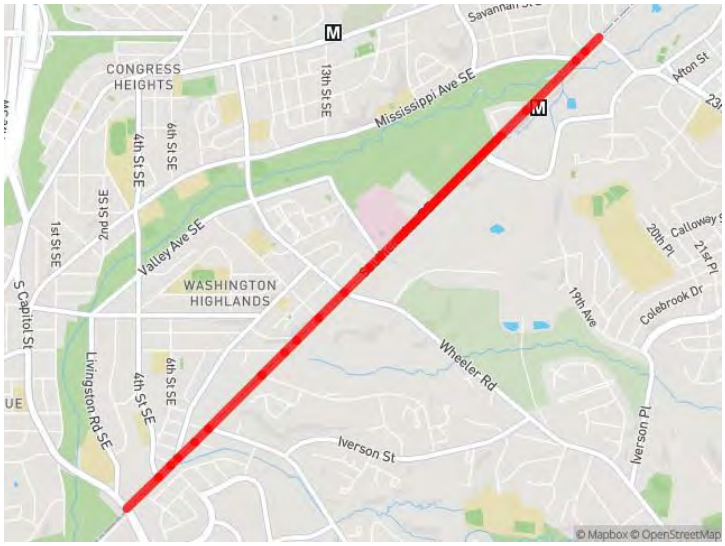


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		$0	$0	$0	$0	$6,181,277
Total Programmed		$0	$0	$0	$0	$6,181,277

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

National Capital Region
Transportation Planning Board

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

National Capital Region
Transportation Planning Board

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

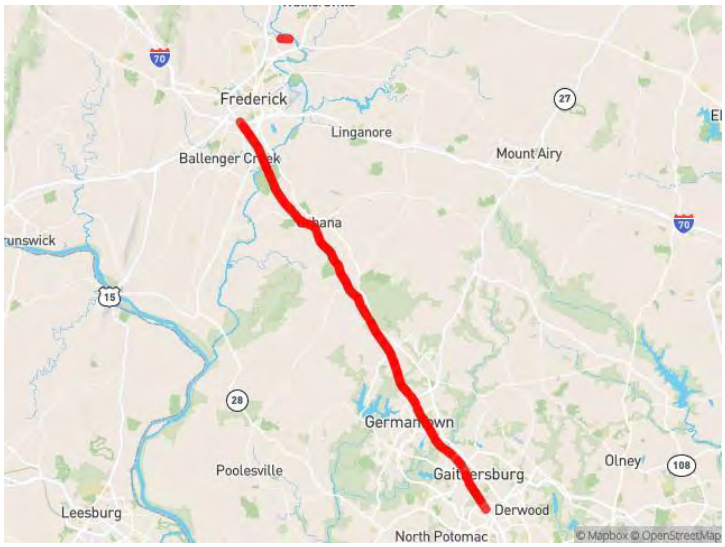
FY 2026-2029 TIP Tables

National Capital Region
Transportation Planning Board

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

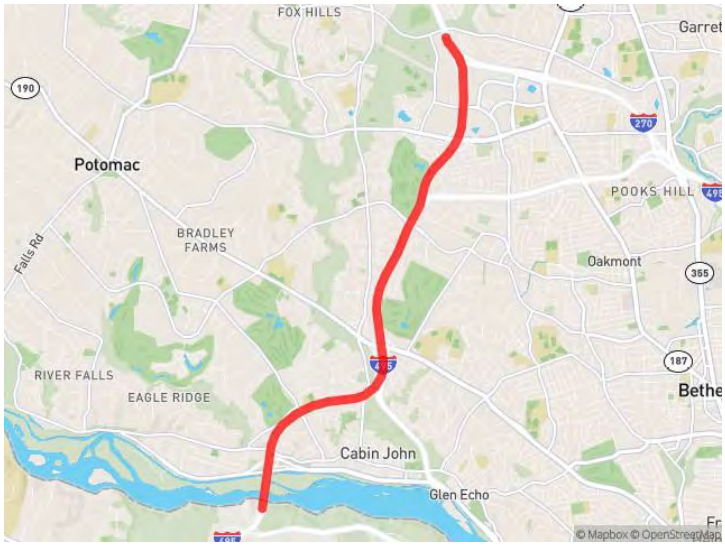


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Planning	DC/STATE	$50,000	$50,000	$800,000	$1,000,000	$1,900,000
Planning	NHPP	$450,000	$450,000	$7,200,000	$9,000,000	$17,100,000
Total Planning		$500,000	$500,000	$8,000,000	$10,000,000	$19,000,000
TIP Total		$500,000	$500,000	$8,000,000	$10,000,000	$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

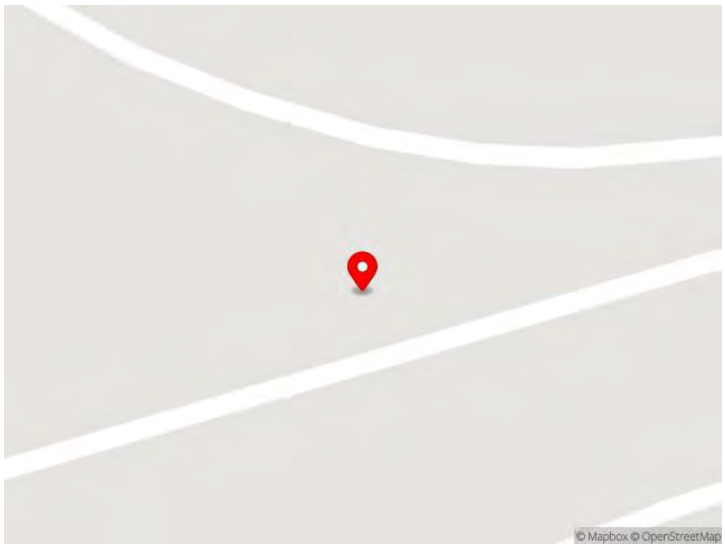


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Planning	NHPP	$527,000	$0	$0	$0	$527,000
Preliminary Engineering	DC/STATE	$200,000	$100,000	$1,150,000	$1,200,000	$2,650,000
Preliminary Engineering	NHPP	$3,800,000	$1,900,000	$21,850,000	$22,800,000	$50,350,000
Right of Way	NHPP	$0	$0	$1,000,000	$6,000,000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

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

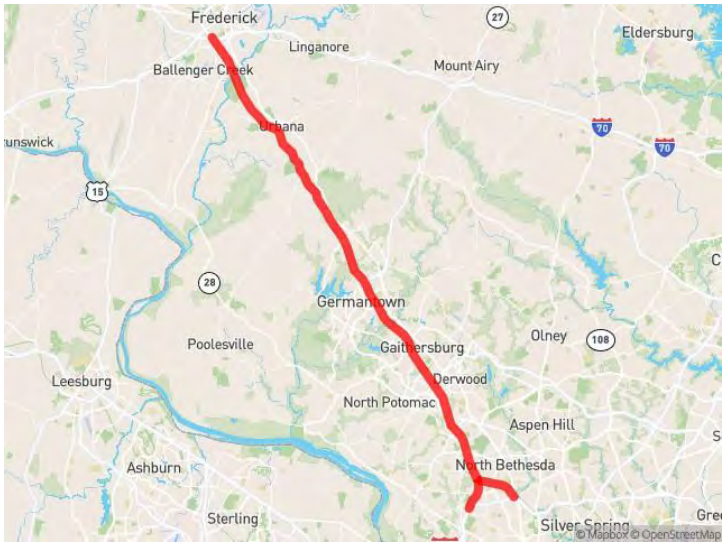


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Planning	Earmark - CPF	$212,932	$278,566	$43,502	$0	$535,000
Planning	LOCAL	$53,232	$69,642	$10,876	$0	$133,750
Planning	TAP	$24,885	$32,556	$5,084	$0	$62,525
Total Planning		$291,049	$380,764	$59,462	$0	$731,275
TIP Total		$291,049	$380,764	$59,462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

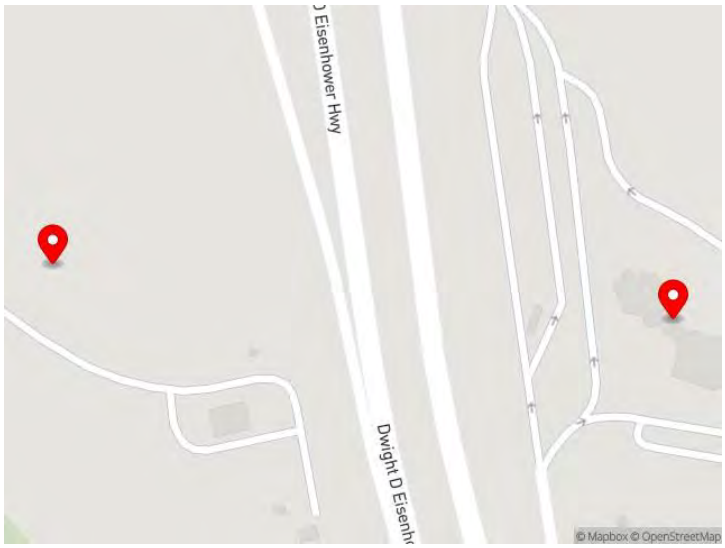


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	$5,151,000	$0	$0	$0	$5,151,000
Total Construction		$5,151,000	$0	$0	$0	$5,151,000
TIP Total		$5,151,000	$0	$0	$0	$5,151,000
Total Prior Costs		$0	$0	$0	$0	$123,658,000
Total Programmed		$5,151,000	$0	$0	$0	$128,809,000

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

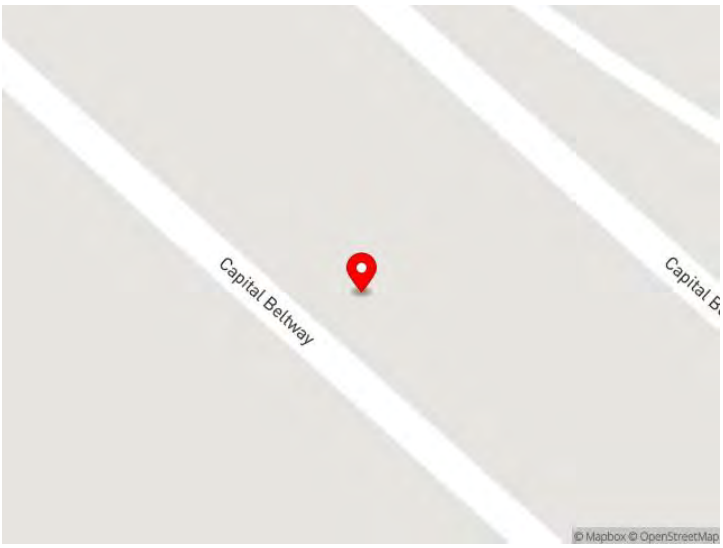


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	NHFP	$3,101,000	$0	$0	$0	$3,101,000
Total Construction		$3,101,000	$0	$0	$0	$3,101,000
TIP Total		$3,101,000	$0	$0	$0	$3,101,000
Total Prior Costs		$0	$0	$0	$0	$5,319,000
Total Programmed		$3,101,000	$0	$0	$0	$8,420,000

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

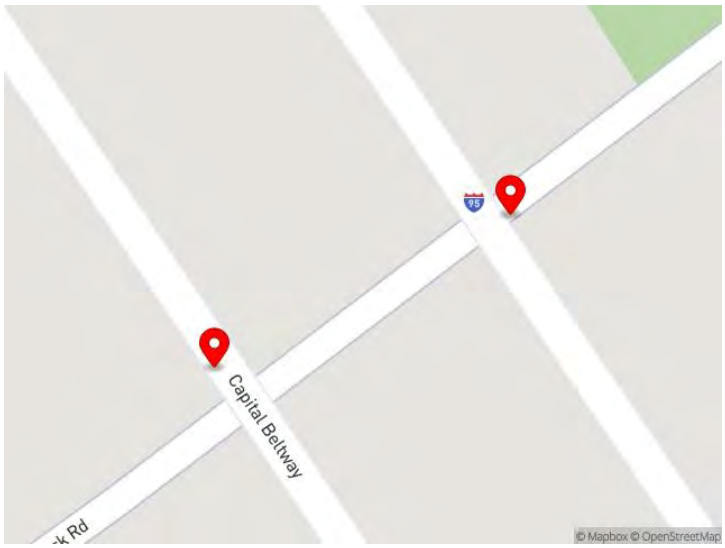


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	NHPP	$0	$2,500,000	$2,500,000	$2,500,000	$7,500,000
Right of Way	DC/STATE	$0	$2,500,000	$2,500,000	$0	$5,000,000
Construction	DC/STATE	$0	$21,000,000	$94,000,000	$80,000,000	$195,000,000
Construction	NHPP	$0	$4,000,000	$11,000,000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

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.

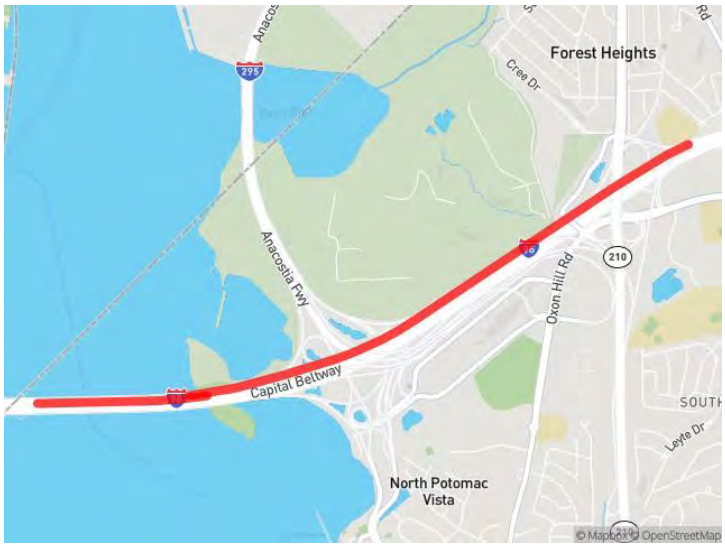
Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Bridge - Replace
Agency Project ID:	PG0191
Facility:	I 95 /I 495 at Pennsylvania Ave
From:	-
To:	-
County:	Prince Georges
Municipality:	-
Completion Year:	2030
Total Cost:	$65,859,000

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
TIP Total		$1,938,000	$10,448,000	$20,192,000	$17,908,000	$50,486,000
Total Prior Costs		$0	$0	$0	$0	$6,912,000
Total Future Costs		$0	$0	$0	$0	$8,461,000
Total Programmed		$1,938,000	$10,448,000	$20,192,000	$17,908,000	$65,859,000

T11618 - I95/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 Transporation's (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

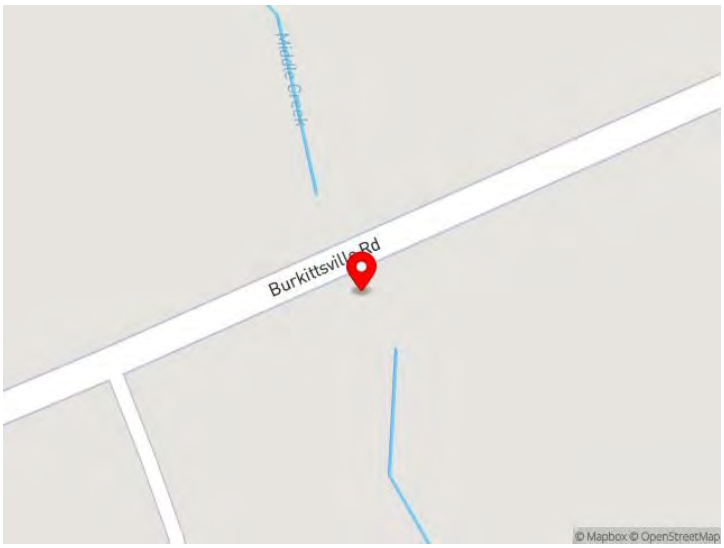


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Planning	DC/STATE	$10,000	$10,000	$0	$0	$20,000
Planning	NHPP	$40,000	$40,000	$0	$0	$80,000
Total Planning		$50,000	$50,000	$0	$0	$100,000
TIP Total		$50,000	$50,000	$0	$0	$100,000
Total Prior Costs		$0	$0	$0	$0	$310,000
Total Programmed		$50,000	$50,000	$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:	Burkitsville Road
From:	-
To:	-
County:	Frederick
Municipality:	-
Completion Year:	2026
Total Cost:	$5,129,000

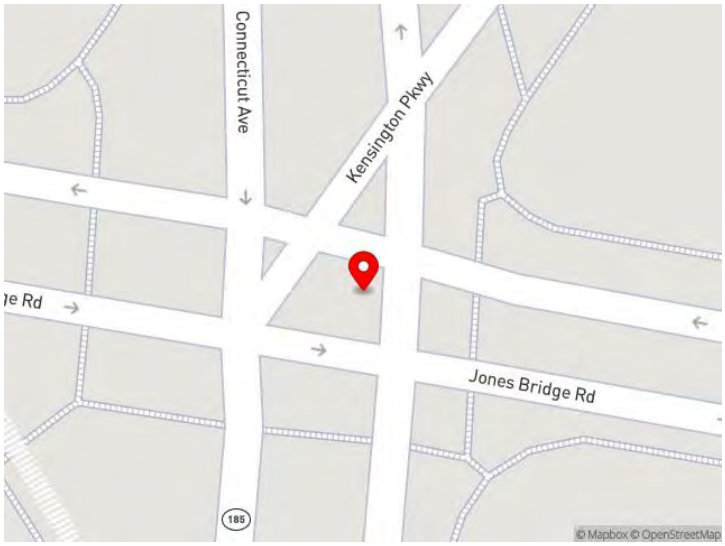


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Utility	STBG	$17,000	$0	$0	$0	$17,000
Total Utility		$17,000	$0	$0	$0	$17,000
TIP Total		$17,000	$0	$0	$0	$17,000
Total Prior Costs		$0	$0	$0	$0	$5,112,000
Total Programmed		$17,000	$0	$0	$0	$5,129,000

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.

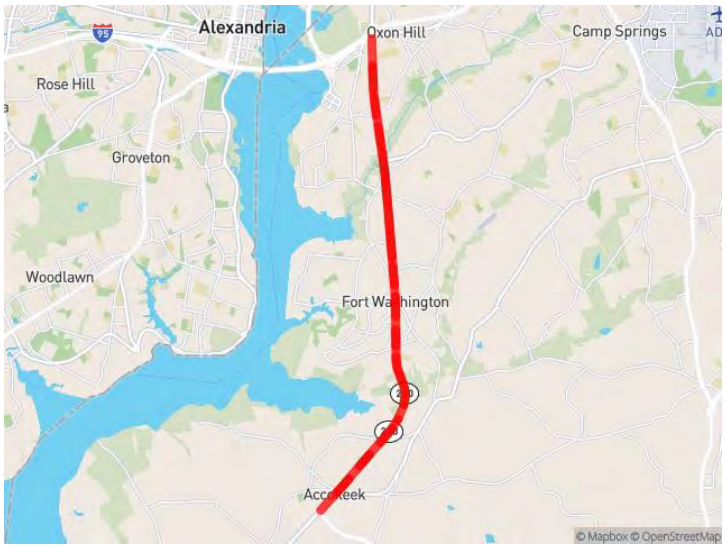
Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Study/Planning/Research
Agency Project ID:	PG6911
Facility:	Collington Road
From:	Kenhill Drive
To:	MD 450 Annapolis Road
County:	Prince Georges
Municipality:	-
Completion Year:	2027
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
Total Preliminary Engineering		$0	$900,000	$800,000	$0	$1,700,000
-	NHPP	$0	$0	$0	$0	$0
TIP Total		$0	$900,000	$800,000	$0	$1,700,000
Total Prior Costs		$0	$0	$0	$0	$6,688,000
Total Programmed		$0	$900,000	$800,000	$0	$8,388,000

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

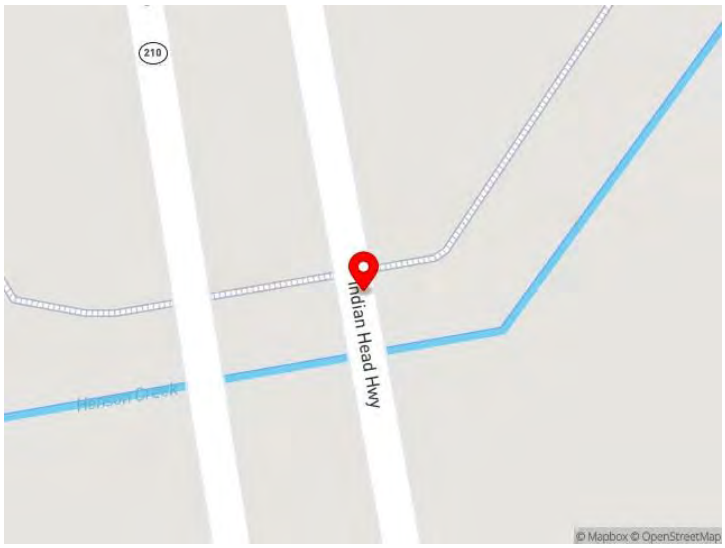


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	$398,000	$0	$0	$0	$398,000
Preliminary Engineering	NHPP	$1,102,000	$3,000,000	$3,000,000	$2,000,000	$9,102,000
Total Preliminary Engineering		$1,500,000	$3,000,000	$3,000,000	$2,000,000	$9,500,000
TIP Total		$1,500,000	$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

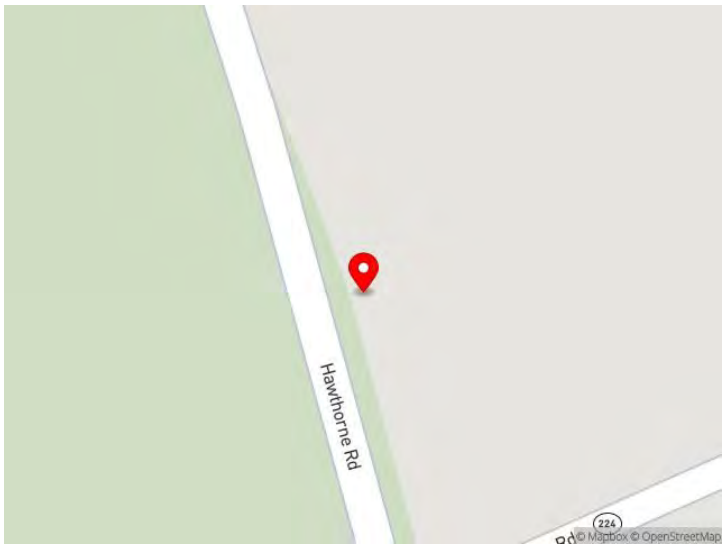


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	$651,000	$651,000	$217,000	$0	$1,519,000
Total Preliminary Engineering		$651,000	$651,000	$217,000	$0	$1,519,000
TIP Total		$651,000	$651,000	$217,000	$0	$1,519,000
Total Prior Costs		$0	$0	$0	$0	$245,000
Total Programmed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

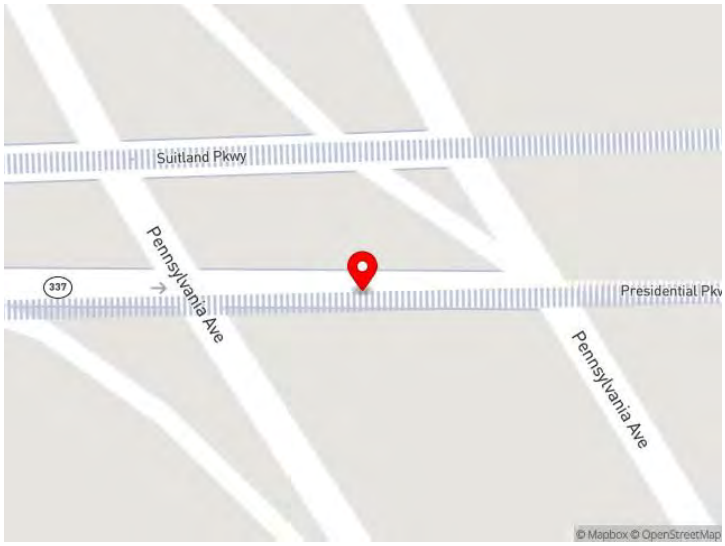


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	$31,000	$0	$0	$0	$31,000
Preliminary Engineering	STBG	$580,000	$0	$0	$0	$580,000
Construction	DC/STATE	$28,000	$77,000	$43,000	$0	$148,000
Construction	STBG	$541,000	$1,458,000	$812,000	$0	$2,811,000
-	DC/STATE	$0	$0	$0	$0	$0
-	STBG	$0	$0	$0	$0	$0
TIP Total		$1,180,000	$1,535,000	$855,000	$0	$3,570,000
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 Armstong 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

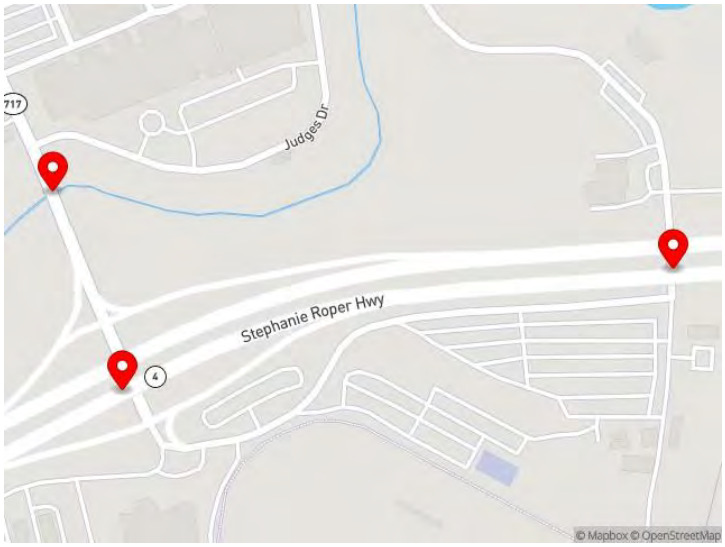


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Right of Way	DC/STATE	$74,000	$42,000	$0	$0	$116,000
Right of Way	NHPP	$203,000	$92,000	$0	$0	$295,000
Construction	DC/STATE	$1,973,000	$2,051,000	$2,030,000	$1,410,000	$7,464,000
Construction	NHPP	$37,484,000	$38,978,000	$38,573,000	$26,795,000	$141,830,000
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

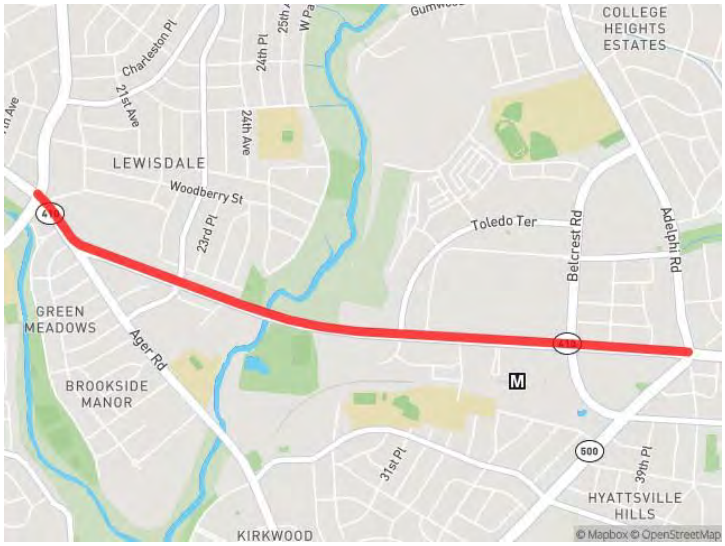


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	$21,000	$16,000	$0	$0	$37,000
Preliminary Engineering	NHPP	$1,037,000	$777,000	$0	$0	$1,814,000
Right of Way	DC/STATE	$7,000	$7,000	$7,000	$7,000	$28,000
Right of Way	NHPP	$26,000	$25,000	$25,000	$25,000	$101,000
Construction	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
TIP Total		$1,118,000	$3,470,000	$10,508,000	$12,166,000	$27,262,000
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:	Hyattsvile
Completion Year:	2030
Total Cost:	$18,221,000

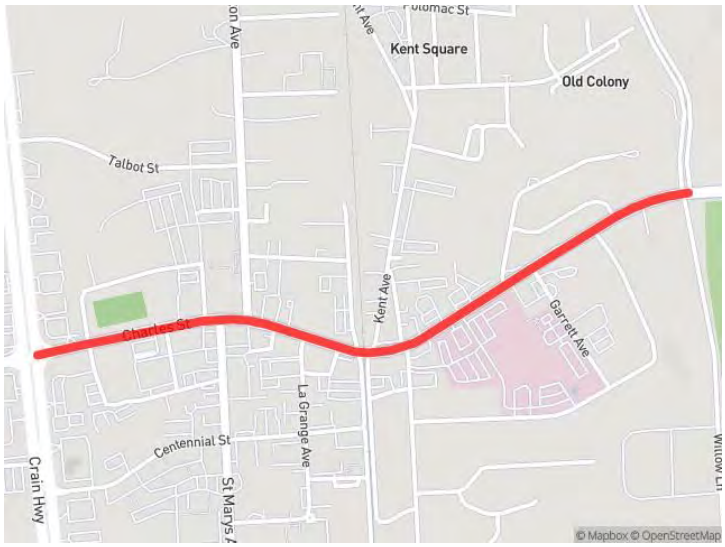


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	HSIP	$736,000	$0	$0	$0	$736,000
Right of Way	DC/STATE	$17,000	$20,000	$20,000	$20,000	$77,000
Right of Way	HSIP	$155,000	$184,000	$185,000	$184,000	$708,000
Construction	DC/STATE	$0	$82,000	$320,000	$278,000	$680,000
Construction	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

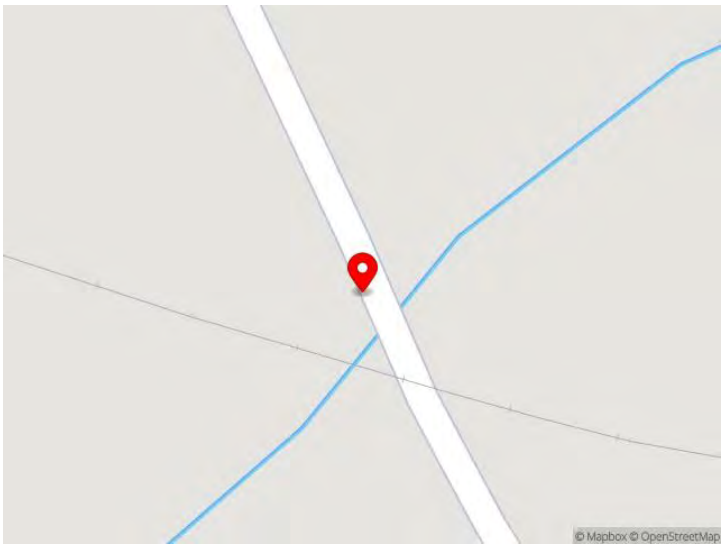


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	$45,000	$45,000	$209,000	$0	$299,000
Preliminary Engineering	HSIP	$335,000	$335,000	$256,000	$0	$926,000
Preliminary Engineering	STBG	$339,000	$339,000	$255,000	$0	$933,000
Right of Way	DC/STATE	$11,000	$10,000	$16,000	$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
TIP Total		$1,557,000	$1,549,000	$1,550,000	$602,000	$5,258,000
Total Prior Costs		$0	$0	$0	$0	$1,945,000
Total Programmed		$1,557,000	$1,549,000	$1,550,000	$602,000	$7,203,000

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

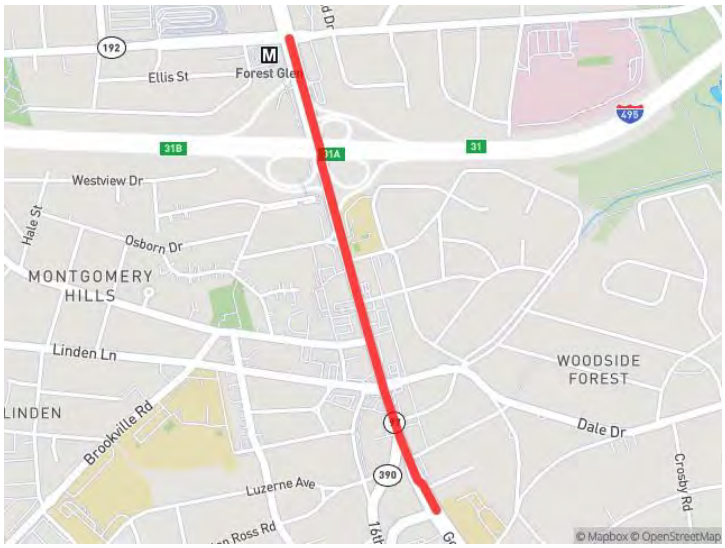


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Right of Way	DC/STATE	$8,000	$0	$0	$0	$8,000
Construction	DC/STATE	$162,000	$124,000	$35,000	$0	$321,000
Construction	STBG	$1,503,000	$1,421,000	$654,000	$0	$3,578,000
Utility	STBG	$318,000	$212,000	$0	$0	$530,000
Total Utility		$318,000	$212,000	$0	$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
TIP Total		$4,176,000	$3,370,000	$4,113,000	$4,525,000	$16,184,000
Total Prior Costs		$0	$0	$0	$0	$24,959,000
Total Future Costs		$0	$0	$0	$0	$9,656,000
Total Programmed		$4,176,000	$3,370,000	$4,113,000	$4,525,000	$50,799,000

T6647 - Riverdale Road Anacostia River Branch Bridge Replacement

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

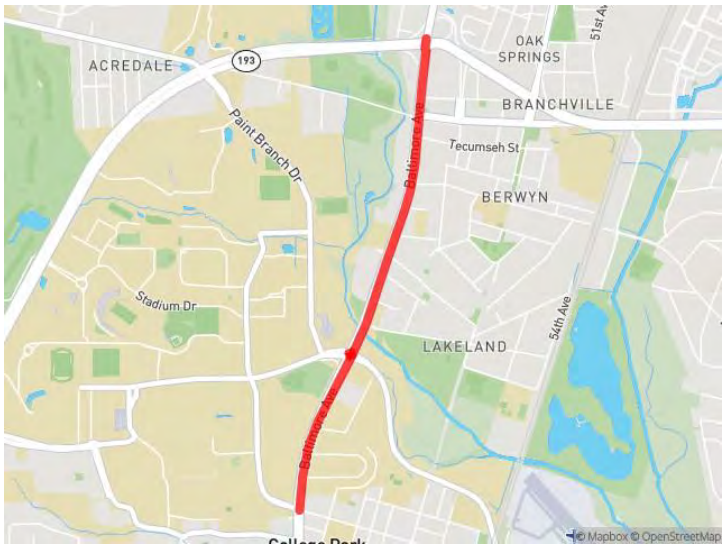
Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Bridge - Replace
Agency Project ID:	PG9671
Facility:	Riverdale Road at Anacostia River Branch
From:	-
To:	-
County:	Charles, Frederick, Montgomery, Prince Georges
Municipality:	City 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.

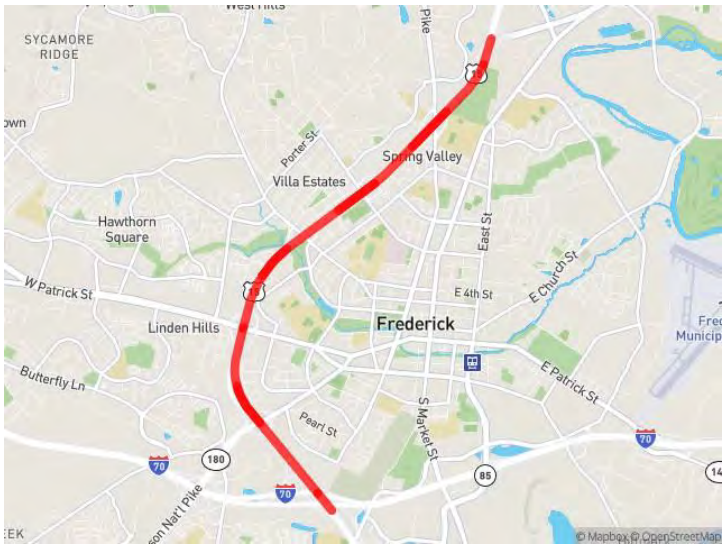
Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	PG2531
Facility:	Baltimore Ave
From:	University Blvd
To:	I 95 / I 495
County:	Prince Georges
Municipality:	-
Completion 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. Elsenhower 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
TIP Total		$5,983,000	$5,966,000	$1,850,000	$56,426,000	$70,225,000
Total Prior Costs		$0	$0	$0	$0	$9,447,000
Total Future Costs		$0	$0	$0	$0	$99,484,000
Total Programmed		$5,983,000	$5,966,000	$1,850,000	$56,426,000	$179,156,000

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, Hyattsvile, 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, Hyattsvile, 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
Total Utility		$1,000,000	$1,000,000	$1,000,000	$1,000,000	$4,000,000
TIP Total		$118,410,000	$118,410,000	$118,410,000	$118,410,000	$473,640,000

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 - Metzerott 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, Hyattsvile, 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, Hyattsvile, 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
Total Planning		$1,000,000	$1,000,000	$1,000,000	$1,000,000	$4,000,000
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
Total Preliminary Engineering		$13,000,000	$13,000,000	$13,000,000	$13,000,000	$52,000,000
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
Total Right of Way		$210,000	$210,000	$210,000	$210,000	$840,000
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
Total Construction		$48,000,000	$34,000,000	$34,000,000	$34,000,000	$150,000,000
TIP Total		$62,210,000	$48,210,000	$48,210,000	$48,210,000	$206,840,000
Total Programmed		$62,210,000	$48,210,000	$48,210,000	$48,210,000	$206,840,000

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, Hyattsvile, 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, Hyattsvile, 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 Marylands 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, Hyattsvile, 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.

National Capital Region
Transportation Planning Board

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.

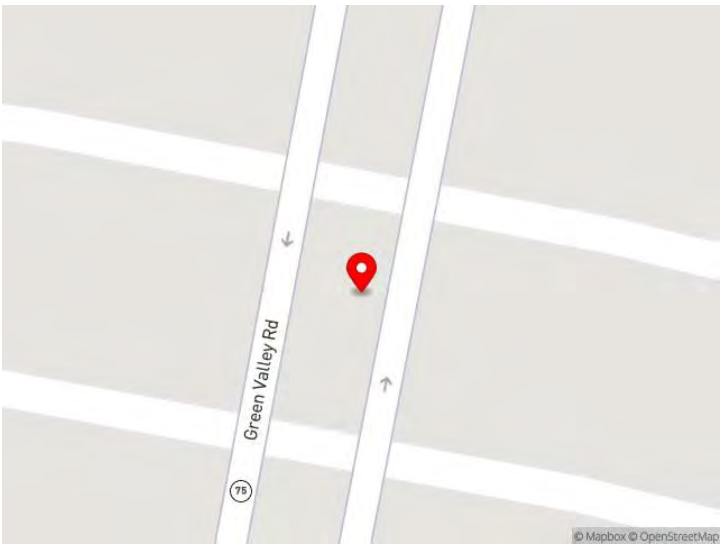
Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Other - Alt Fuel Infrastructure
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Charles, Frederick, Montgomery, Prince Georges
Municipality:	-
Completion Year:	2031
Total Cost: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

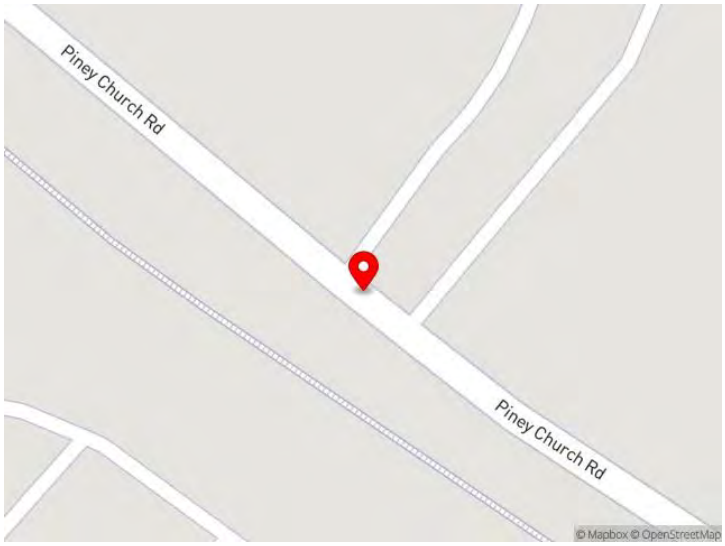
FY 2026-2029 TIP Tables

National Capital Region
Transportation Planning Board

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 offces, 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

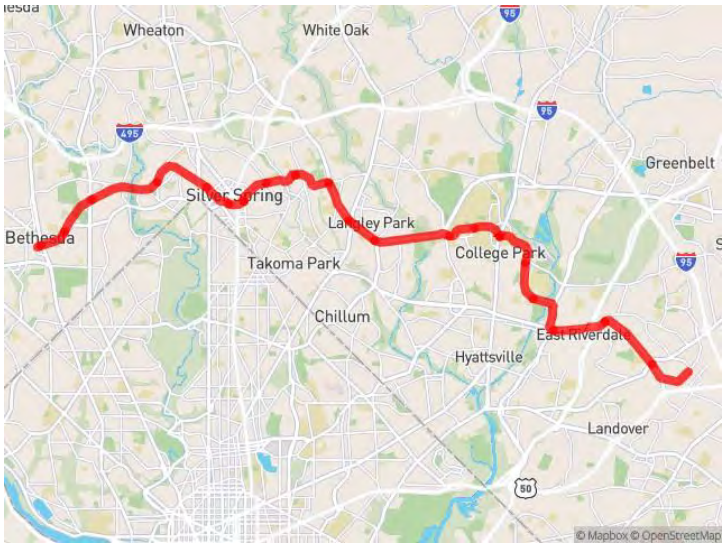


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	$925,000	$0	$0	$0	$925,000
Construction	LOCAL	$925,000	$0	$0	$0	$925,000
Construction	S. 5307	$7,400,000	$0	$0	$0	$7,400,000
Total Construction		$9,250,000	$0	$0	$0	$9,250,000
TIP Total		$9,250,000	$0	$0	$0	$9,250,000
Total Prior 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 Carrolton. 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 Carrolton
County:	Montgomery, Prince Georges
Municipality:	-
Completion Year:	2027
Total Cost:	$3,775,426,039

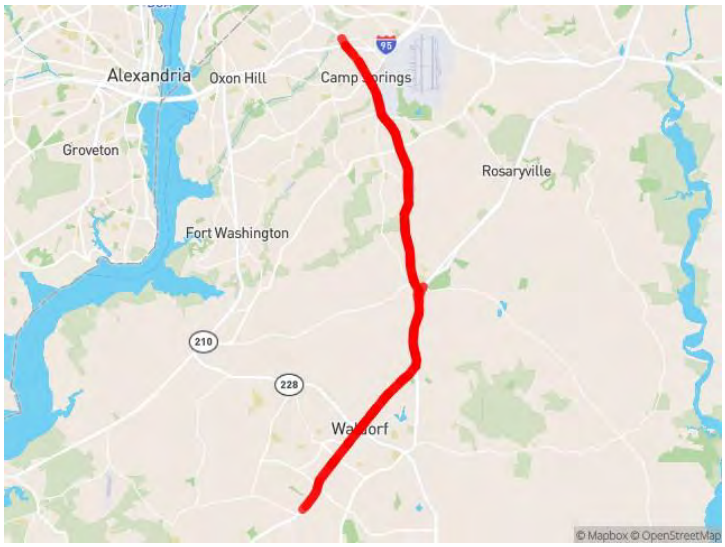


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	$168,779,000	$212,932,000	$188,220,000	$0	$569,931,000
Total Construction		$168,779,000	$212,932,000	$188,220,000	$0	$569,931,000
TIP Total		$168,779,000	$212,932,000	$188,220,000	$0	$569,931,000
Total Prior Costs		$0	$0	$0	$0	$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 incude 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.

National Capital Region
Transportation Planning Board

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.

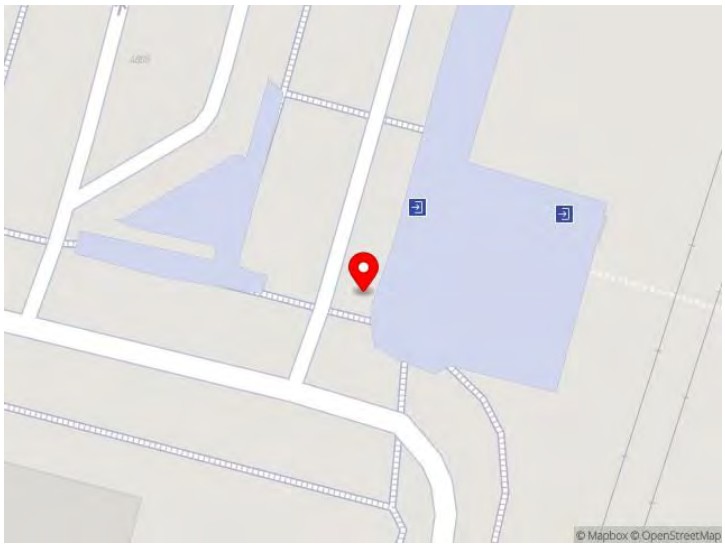
Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - Maryland Transit Administration
Project Type:	Study/Planning/Research
Agency Project ID:	MTA 0220
Facility:	-
From:	-
To:	-
County:	-
Municipality:	Statewide MD
Completion Year:	2029
Total Cost:	$17,376,000

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

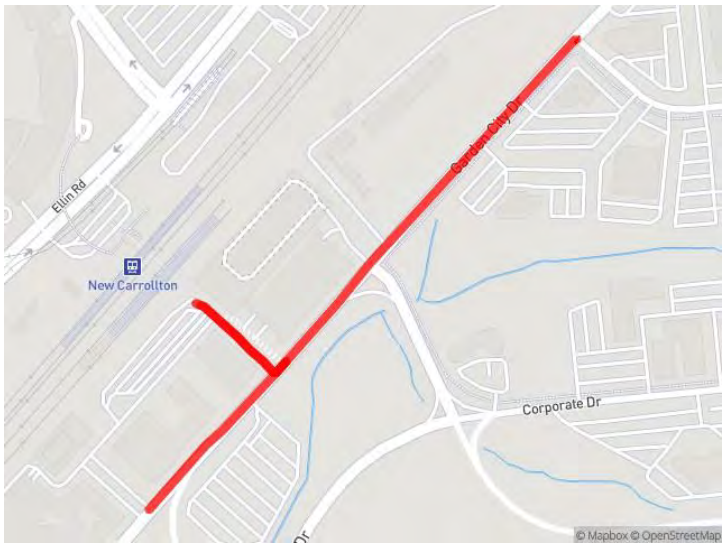


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		$0	$0	$0	$0	$1,745,330
Total Programmed		$0	$0	$0	$0	$1,745,330

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.

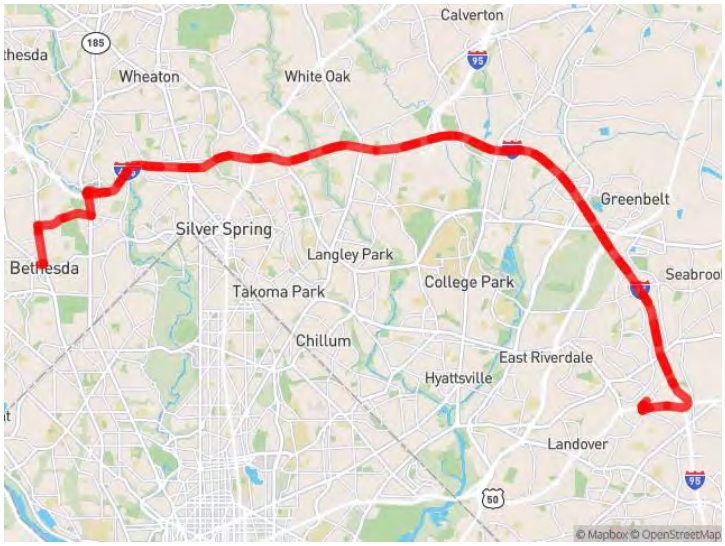
Cycle-Revision ID:	26-00
Lead Agency:	Maryland Department of Transportation - Maryland Transit Administration
Project Type:	Other - Alt Fuel Infrastructure
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Prince Georges
Municipality:	-
Completion Year:	2026
Total Cost:	$76,539,000

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 Marylands 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

National Capital Region
Transportation Planning Board

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.

National Capital Region
Transportation Planning Board

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

National Capital Region
Transportation Planning Board

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 Stottlemyer Road, Bullfrog Road Bridge, Loys Station Covered Bridge, Bennies Hill Road Bridge, Roy Shafer Road Abutement

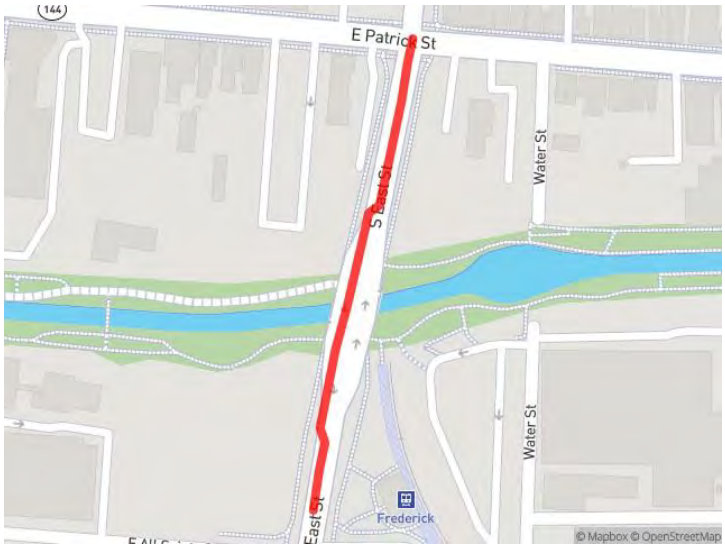
Cycle-Revision ID:	26-00
Lead Agency:	Frederick County
Project Type:	Bridge - Rehab
Agency Project ID:	F3
Facility:	-
From:	-
To:	-
County:	Frederick
Municipality:	-
Completion Year:	2029
Total Cost:	$10,944,892

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

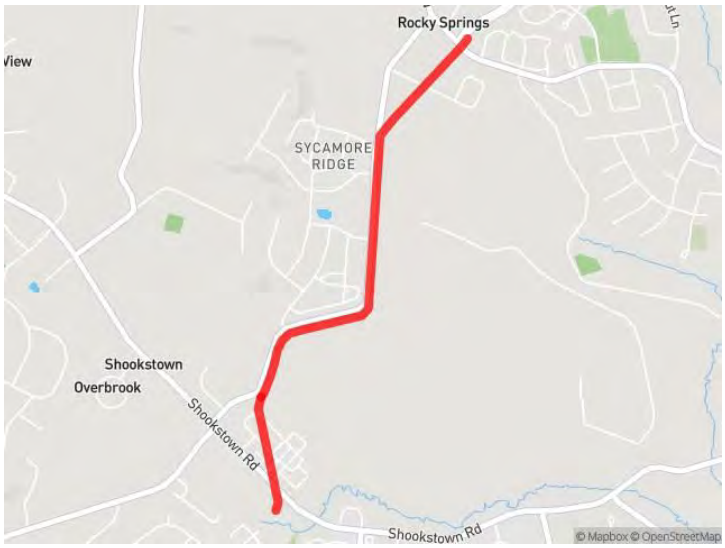
Project and program records in this section have either been completed or are near completion and all previously planned funds have been obligated. There may be a need to obligate further funding to these records as they go through a process known as financial close-out. They are included in the TIP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

National Capital Region
Transportation Planning Board

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

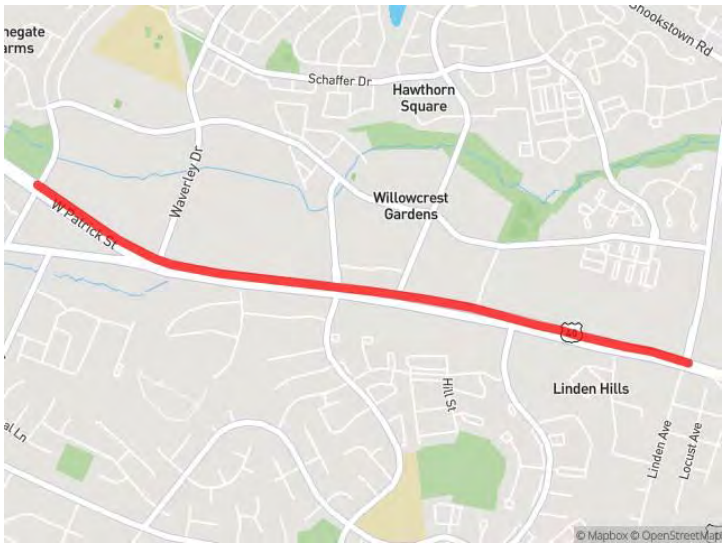


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		$0	$0	$0	$0	$17,000,000
Total Programmed		$0	$0	$0	$0	$17,000,000

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

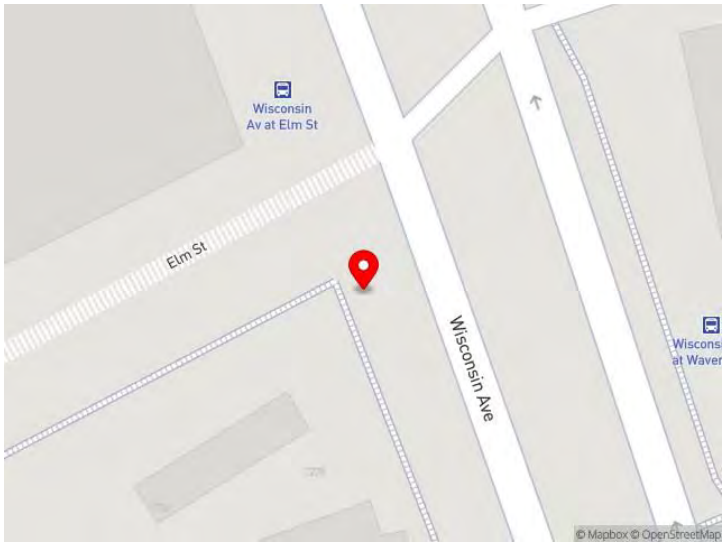
FY 2026-2029 TIP Tables

National Capital Region
Transportation Planning Board

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

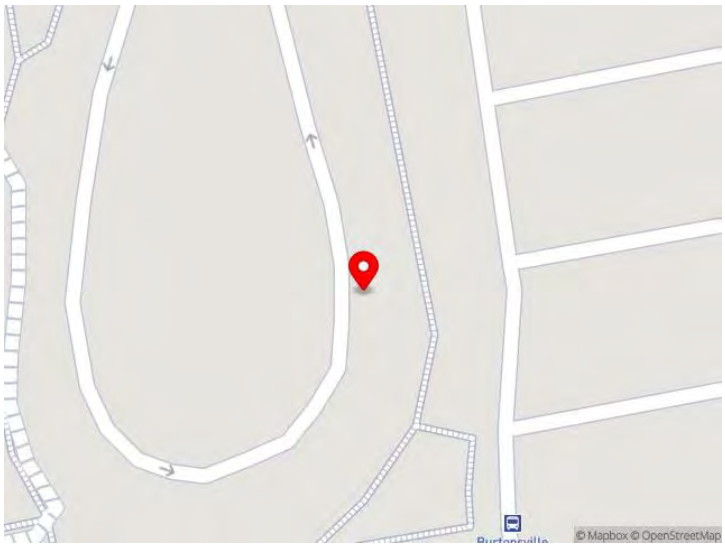


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	LOCAL	$140,000	$140,000	$0	$0	$280,000
Construction	LOCAL	$2,021,000	$3,800,000	$7,300,000	$0	$13,121,000
Total Construction		$2,021,000	$3,800,000	$7,300,000	$0	$13,121,000
TIP Total		$2,161,000	$3,940,000	$7,300,000	$0	$13,401,000
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

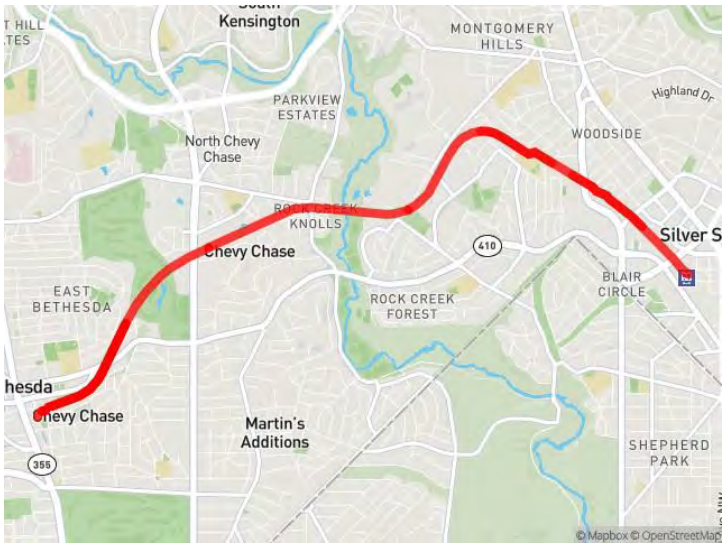


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	$280,000	$41,000	$0	$0	$321,000
Preliminary Engineering	Earmark - CPF	$0	$200,000	$0	$0	$200,000
Preliminary Engineering	LOCAL	$0	$70,000	$0	$0	$70,000
Total Preliminary Engineering		$280,000	$311,000	$0	$0	$591,000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

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 Lyttonsvile 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

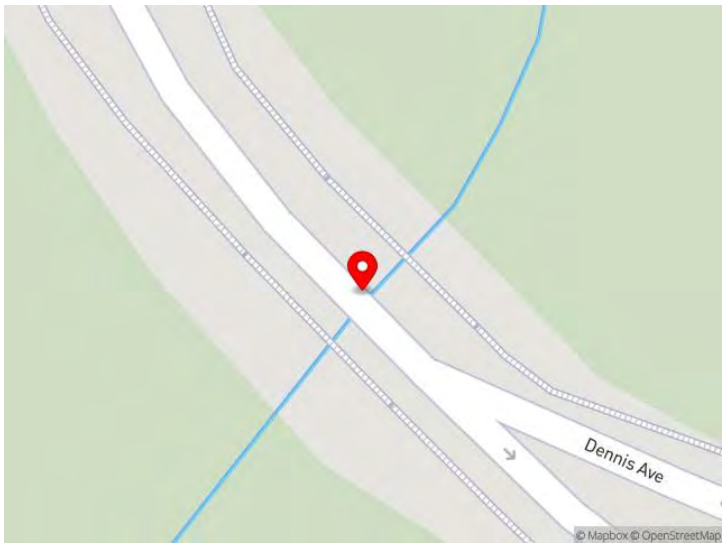


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	LOCAL	$1,040,000	$940,000	$0	$0	$1,980,000
Total Construction		$1,040,000	$940,000	$0	$0	$1,980,000
TIP Total		$1,040,000	$940,000	$0	$0	$1,980,000
Total Prior Costs		$0	$0	$0	$0	$89,342,000
Total Programmed		$1,040,000	$940,000	$0	$0	$91,322,000

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

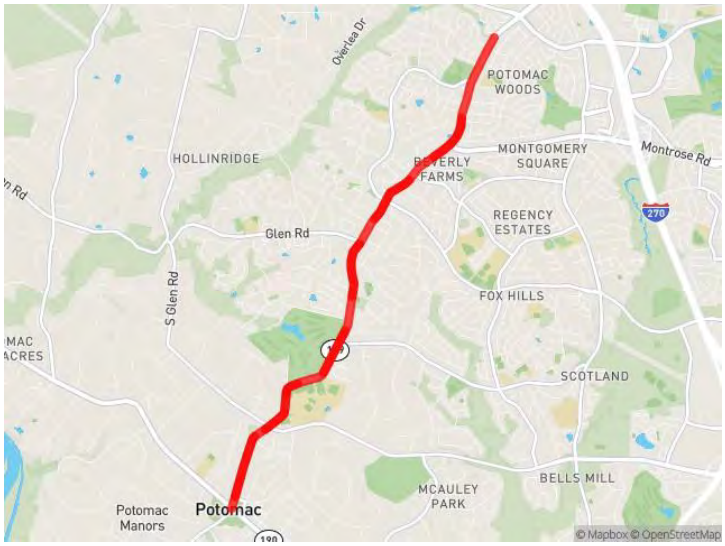


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	LOCAL	$551,000	$0	$0	$0	$551,000
Construction	HBRRP	$3,038,000	$0	$0	$0	$3,038,000
Construction	LOCAL	$504,000	$0	$0	$0	$504,000
Total Construction		$3,542,000	$0	$0	$0	$3,542,000
TIP Total		$4,093,000	$0	$0	$0	$4,093,000
Total 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

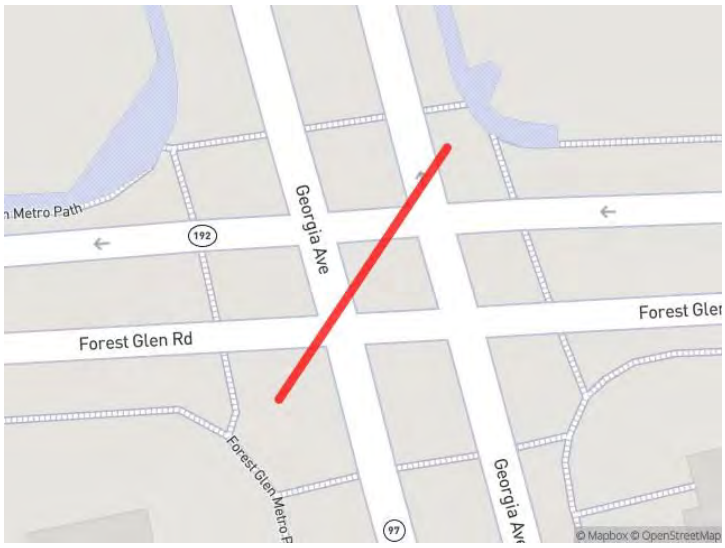


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	LOCAL	$356,000	$0	$0	$0	$356,000
Total Preliminary Engineering		$356,000	$0	$0	$0	$356,000
TIP Total		$356,000	$0	$0	$0	$356,000
Total Prior Costs		$0	$0	$0	$0	$3,395,000
Total Programmed		$356,000	$0	$0	$0	$3,751,000

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 Passasgeway
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

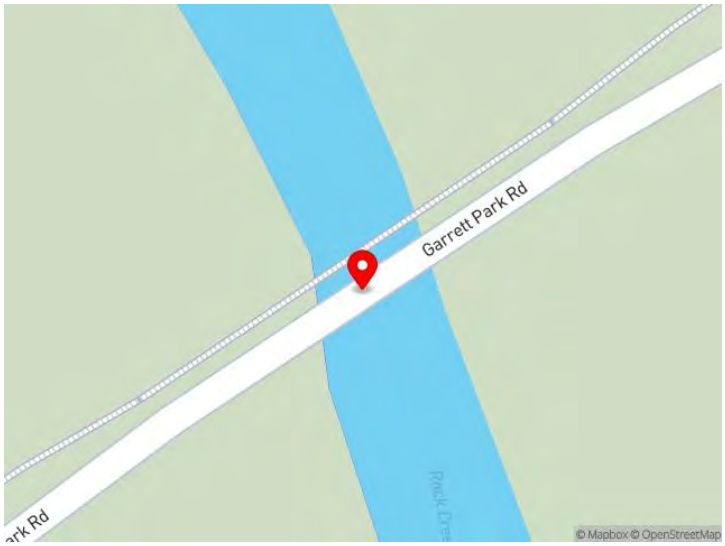


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	LOCAL	$0	$638,000	$1,931,000	$1,744,000	$4,313,000
Construction	LOCAL	$0	$0	$11,146,000	$11,146,000	$22,292,000
Utility	LOCAL	$0	$0	$1,625,000	$0	$1,625,000
Total Utility		$0	$0	$1,625,000	$0	$1,625,000
TIP Total		$0	$638,000	$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

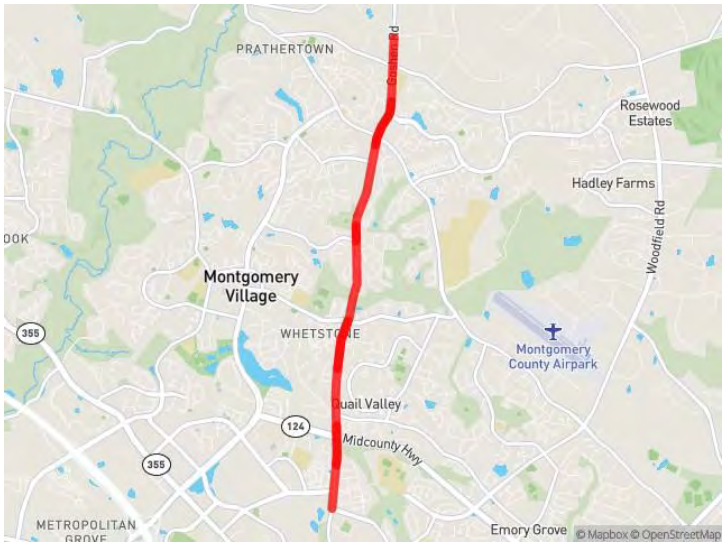


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	LOCAL	$485,000	$0	$0	$0	$485,000
Construction	BIP	$3,616,000	$0	$0	$0	$3,616,000
Construction	LOCAL	$378,000	$0	$0	$0	$378,000
Construction	State (NM)	$150,000	$0	$0	$0	$150,000
Total Construction		$4,144,000	$0	$0	$0	$4,144,000
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.

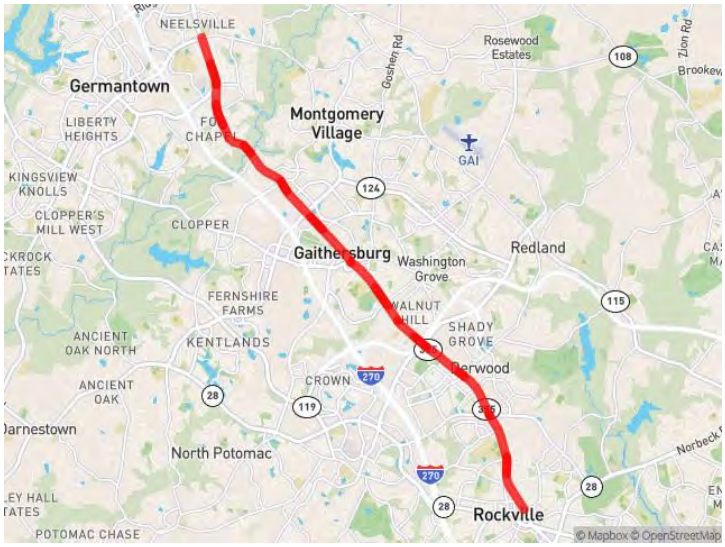
Cycle-Revision ID:	26-00
Lead Agency:	Montgomery County
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	P500718
Facility:	MacArthur Boulevard
From:	I-495 Capital Beltway
To:	DC Line
County:	Montgomery
Municipality:	-
Completion Year:	2027
Total Cost:	$30,843,000

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

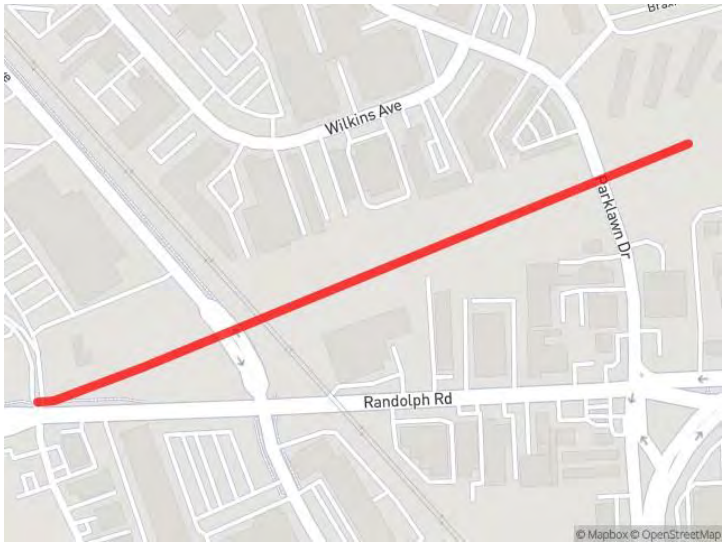


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	$8,089,000	$8,089,000	$8,089,000	$0	$24,267,000
Right of Way	DC/STATE	$26,548,000	$19,598,000	$6,950,000	$0	$53,096,000
Construction	S. 5309	$74,492,000	$74,974,000	$37,487,000	$4,242,000	$191,195,000
Utility	DC/STATE	$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

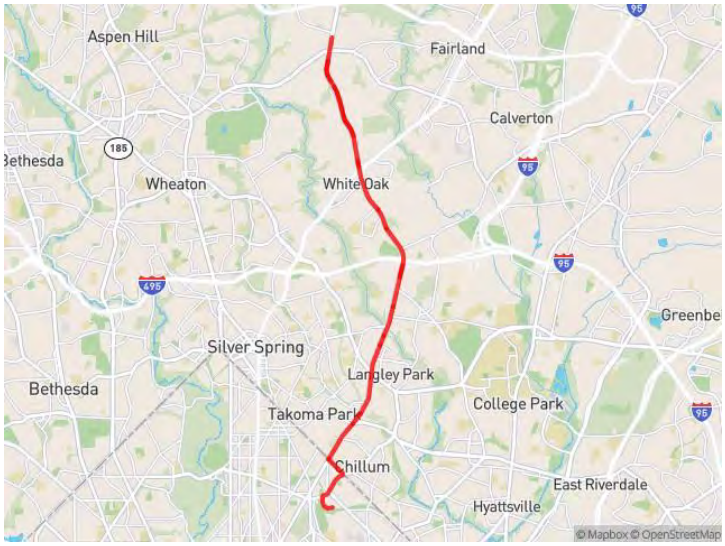


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Study	LOCAL	$0	$0	$0	$100,000	$100,000
Total Study		$0	$0	$0	$100,000	$100,000
TIP Total		$0	$0	$0	$100,000	$100,000
Total Prior Costs		$0	$0	$0	$0	$11,341,000
Total Programmed		$0	$0	$0	$100,000	$11,441,000

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 Hamsphire Avenue, MD650
From:	Fort Totten Metrorail
To:	Colesville Park and Ride
County:	Montgomery
Municipality:	-
Completion Year:	2040
Total Cost:	$1,000,000

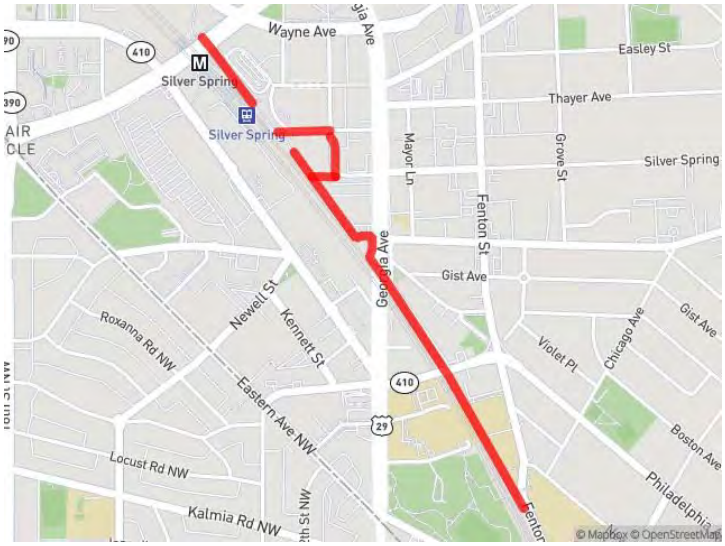


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Planning	LOCAL	$1,000,000	$0	$0	$0	$1,000,000
Total Planning		$1,000,000	$0	$0	$0	$1,000,000
TIP Total		$1,000,000	$0	$0	$0	$1,000,000
Total Programmed		$1,000,000	$0	$0	$0	$1,000,000

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

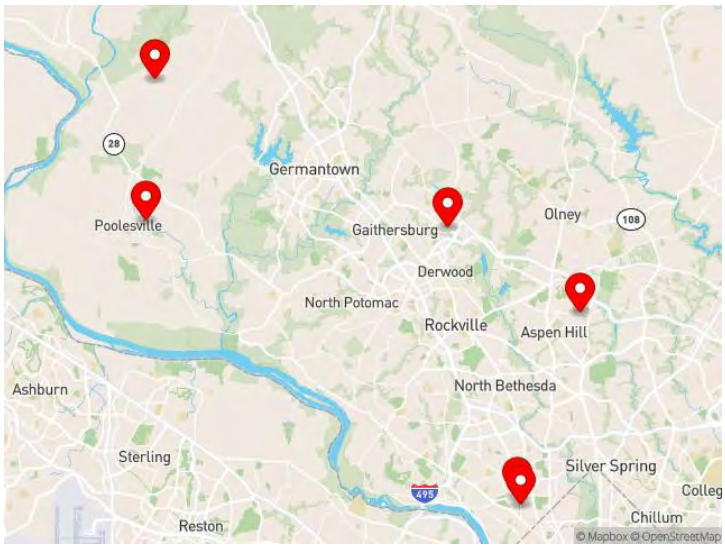


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	LOCAL	$4,844,000	$0	$0	$0	$4,844,000
Total Construction		$4,844,000	$0	$0	$0	$4,844,000
TIP Total		$4,844,000	$0	$0	$0	$4,844,000
Total Prior Costs		$0	$0	$0	$0	$36,832,000
Total Programmed		$4,844,000	$0	$0	$0	$41,676,000

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).

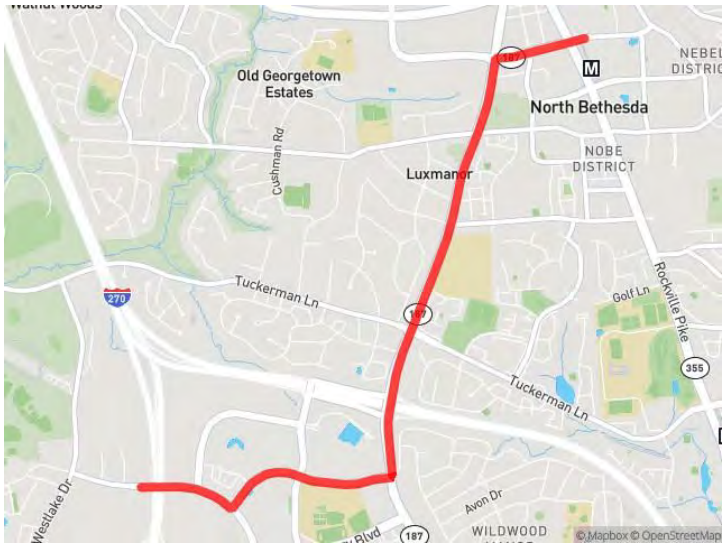
Cycle-Revision ID:	26-00
Lead Agency:	Montgomery County
Project Type:	Rail/Fixed Guideways - Metrorail/Commuter Rail
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	-
Municipality:	-
Completion Year:	2030
Total Cost:	$37,915,000

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 offce park to the Metrorail Red Line. At its eastern end, the BRT would terminate at the 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

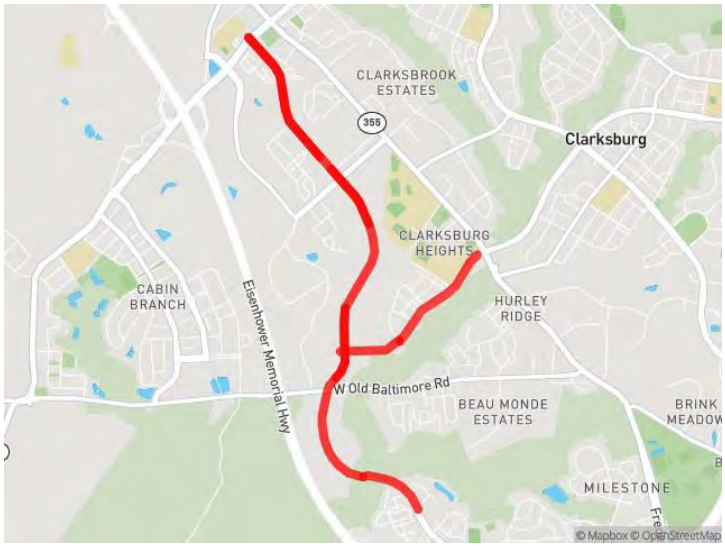


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	LOCAL	$500,000	$500,000	$500,000	$500,000	$2,000,000
Total Preliminary Engineering		$500,000	$500,000	$500,000	$500,000	$2,000,000
TIP Total		$500,000	$500,000	$500,000	$500,000	$2,000,000
Total Prior Costs		$0	$0	$0	$0	$1,000,000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

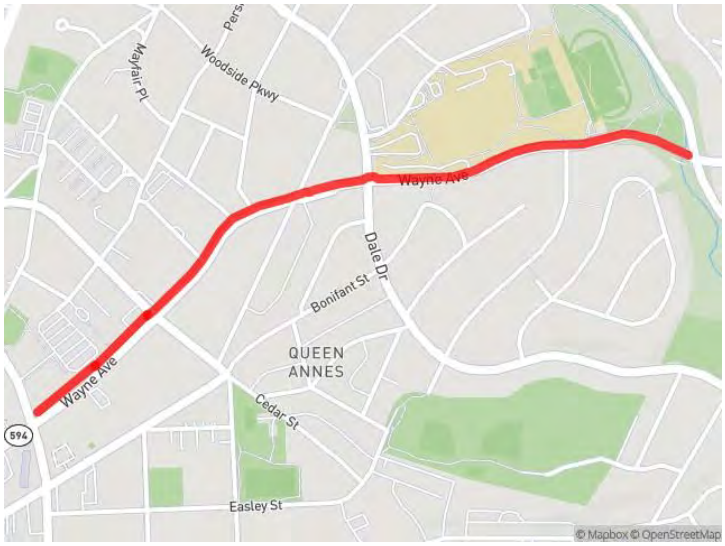


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Planning	LOCAL	$4,800,000	$0	$0	$0	$4,800,000
Planning	SBD	$931,000	$0	$0	$0	$931,000
Total Planning		$5,731,000	$0	$0	$0	$5,731,000
TIP Total		$5,731,000	$0	$0	$0	$5,731,000
Total Prior Costs		$0	$0	$0	$0	$4,373,000
Total Future Costs		$0	$0	$0	$0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

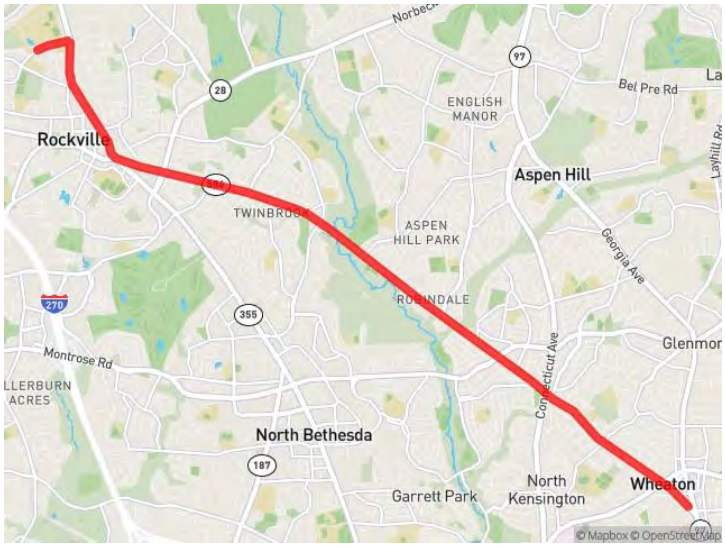


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	LOCAL	$1	$0	$0	$0	$1
Other	LOCAL	$0	$2,120,999	$0	$0	$2,120,999
Total Other		$0	$2,120,999	$0	$0	$2,120,999
TIP Total		$1	$2,120,999	$0	$0	$2,121,000
Total Prior Costs		$0	$0	$0	$0	$2,158,000
Total Programmed		$1	$2,120,999	$0	$0	$4,279,000

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 hav 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 Streategic 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 neighborh oods. 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 offcial 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 curicluation indentified in the Montgomery County Public Schools Capital Program. Schools include but are not limited too: 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. Pllot 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.

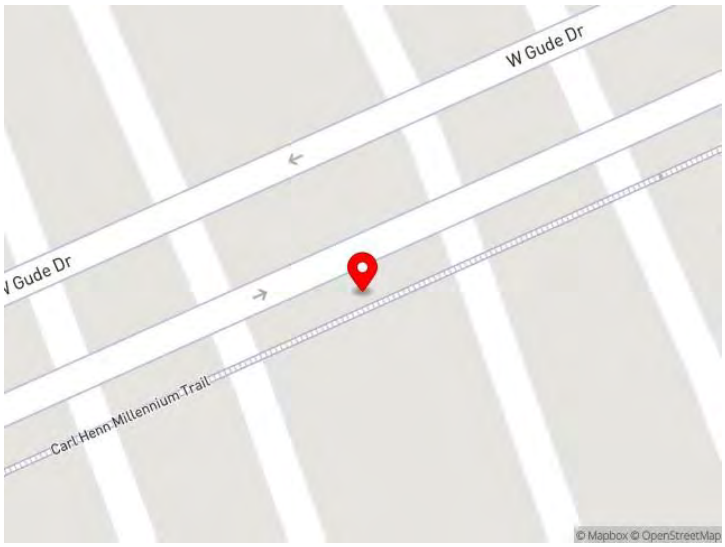
Cycle-Revision ID:	26-00
Lead Agency:	Rockville Public Works Department
Project Type:	Study/Planning/Research
Agency Project ID:	-
Facility:	Pedestrian and Bicycle Bridge over the existing CSX and WMATA rail tracks.
From:	Lewis Avenue
To:	Chapman Avenue and Rockville Pike (MD 355)
County:	Montgomery
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

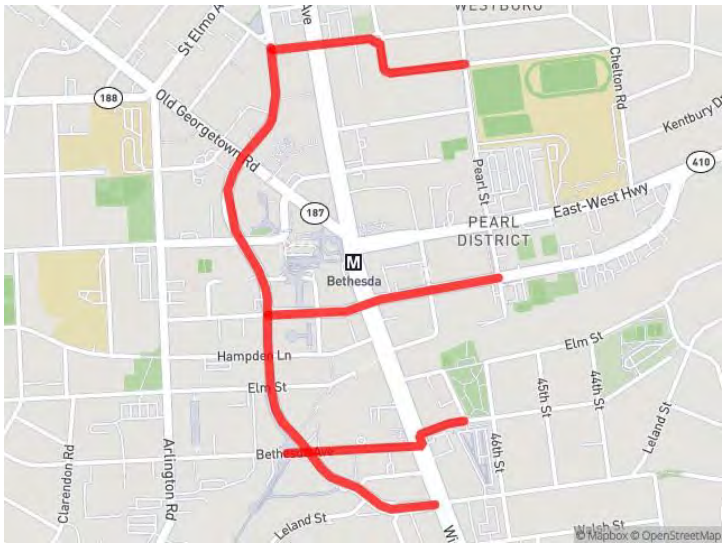
Project and program records in this section have either been completed or are near completion and all previously planned funds have been obligated. There may be a need to obligate further funding to these records as they go through a process known as financial close-out. They are included in the TIP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

National Capital Region
Transportation Planning Board

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

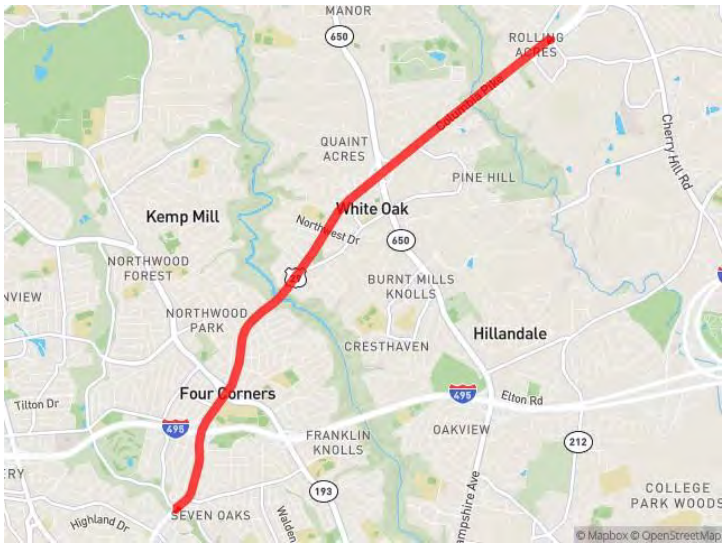


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		$0	$0	$0	$0	$12,448,000
Total Programmed		$0	$0	$0	$0	$12,448,000

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

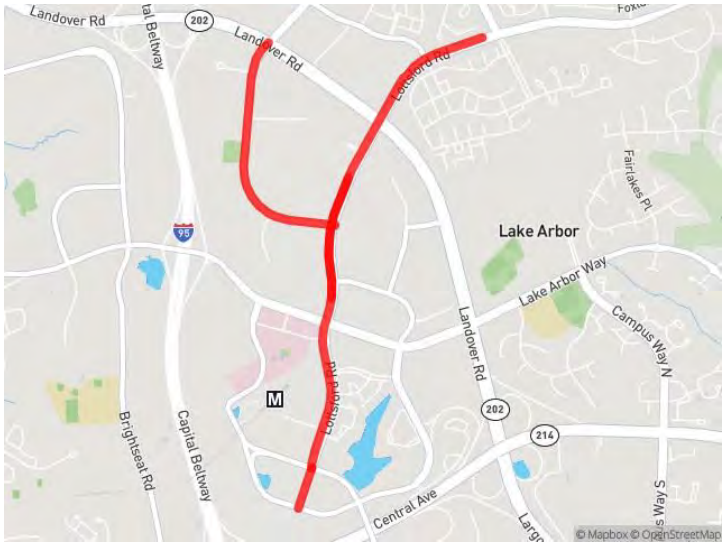
FY 2026-2029 TIP Tables

National Capital Region
Transportation Planning Board

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

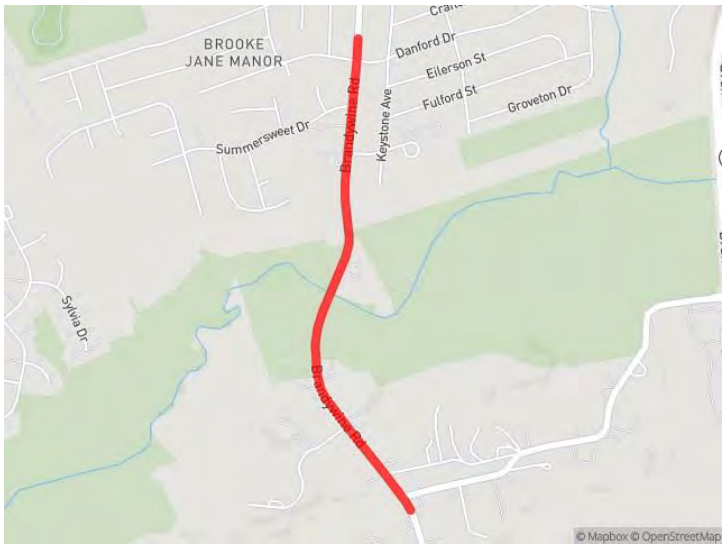


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	$20,900,000	$10,000,000	$0	$0	$30,900,000
Total Construction		$20,900,000	$10,000,000	$0	$0	$30,900,000
TIP Total		$20,900,000	$10,000,000	$0	$0	$30,900,000
Total Prior Costs		$0	$0	$0	$0	$14,700,000
Total Programmed		$20,900,000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

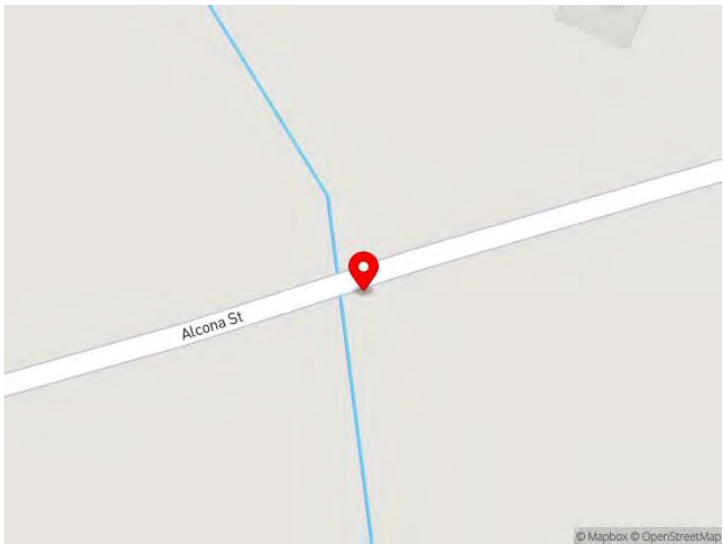


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	HBRRP	$3,785,373	$946,343	$630,896	$0	$5,362,612
Construction	LOCAL	$946,343	$236,586	$157,724	$0	$1,340,653
Total Construction		$4,731,716	$1,182,929	$788,620	$0	$6,703,265
TIP Total		$4,731,716	$1,182,929	$788,620	$0	$6,703,265
Total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

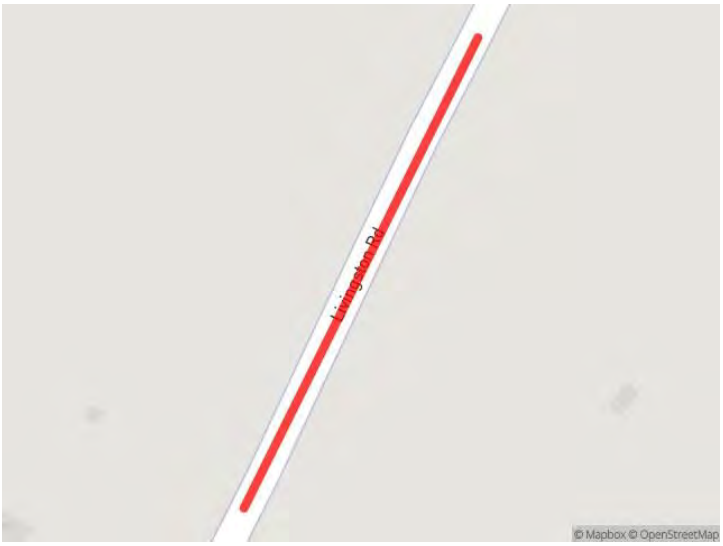


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	BFP	$800,000	$0	$0	$0	$800,000
Construction	LOCAL	$200,000	$0	$0	$0	$200,000
Utility	BFP	$0	$400,000	$0	$0	$400,000
Utility	LOCAL	$0	$100,000	$0	$0	$100,000
Total Utility		$0	$500,000	$0	$0	$500,000
TIP Total		$1,000,000	$500,000	$0	$0	$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

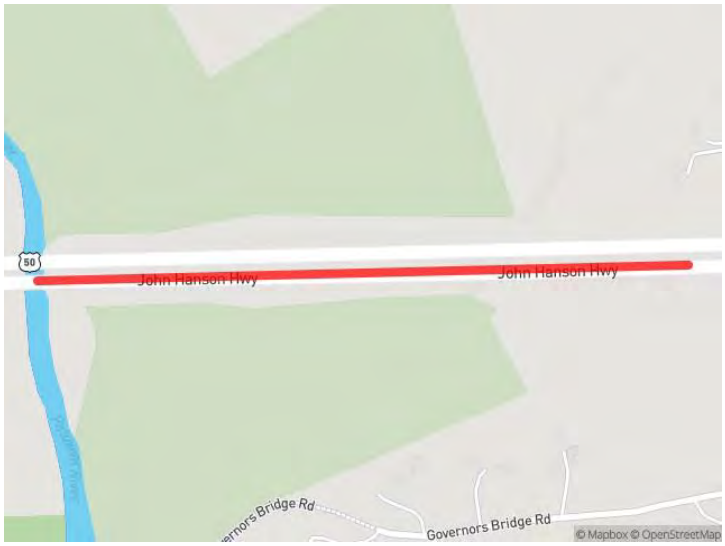


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	HBRRP	$680,000	$0	$0	$0	$680,000
Preliminary Engineering	LOCAL	$170,000	$0	$0	$0	$170,000
Construction	HBRRP	$0	$1,440,000	$4,320,000	$3,360,000	$9,120,000
Construction	LOCAL	$0	$360,000	$1,080,000	$840,000	$2,280,000
Total Construction		$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 suffciency 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

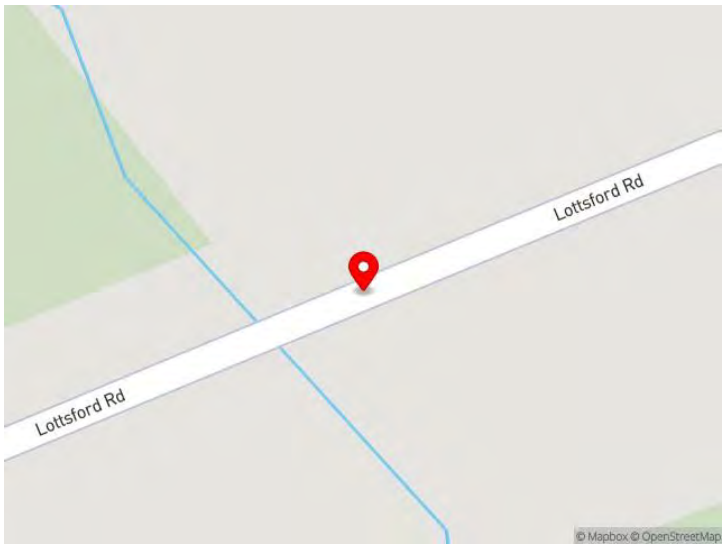


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	BFP	$260,000	$0	$0	$0	$260,000
Construction	BFP	$1,600,000	$1,600,000	$2,000,000	$400,000	$5,600,000
Construction	LBD	$17,000	$0	$0	$0	$17,000
Construction	LOCAL	$0	$117,000	$500,000	$100,000	$717,000
Total Construction		$1,617,000	$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

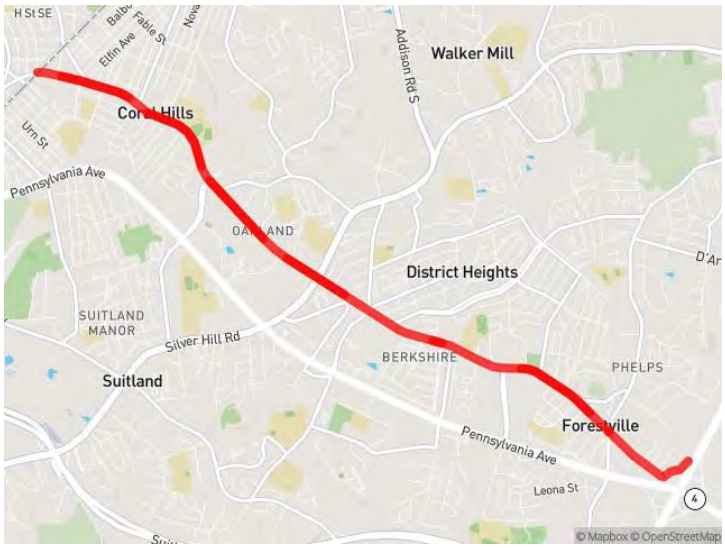


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	BFP	$100,000	$0	$0	$0	$100,000
Preliminary Engineering	LOCAL	$25,000	$0	$0	$0	$25,000
Construction	BFP	$0	$1,600,000	$0	$0	$1,600,000
Construction	LOCAL	$0	$400,000	$0	$0	$400,000
Total Construction		$0	$2,000,000	$0	$0	$2,000,000
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

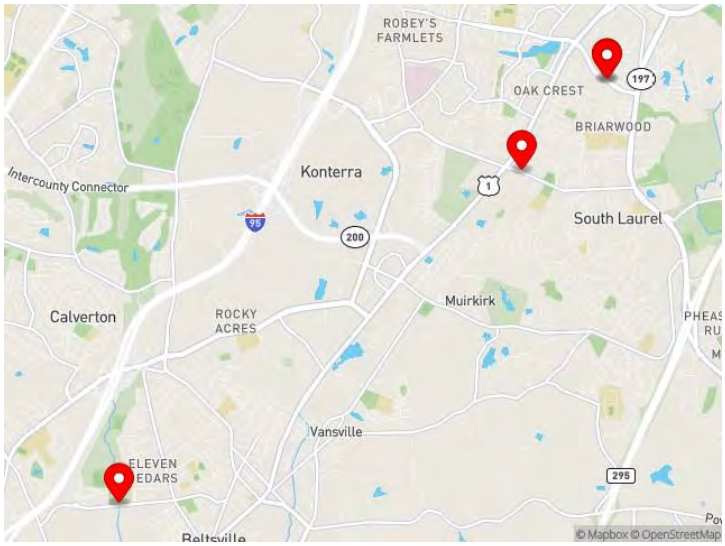


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	SP	$2,500,000	$0	$0	$0	$2,500,000
Total Construction		$2,500,000	$0	$0	$0	$2,500,000
TIP Total		$2,500,000	$0	$0	$0	$2,500,000
Total Prior Costs		$0	$0	$0	$0	$5,500,000
Total Programmed		$2,500,000	$0	$0	$0	$8,000,000

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.

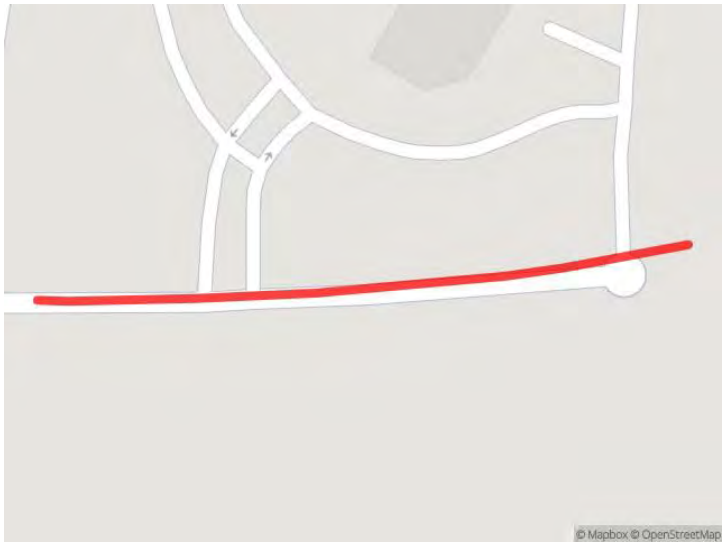
Cycle-Revision ID:	26-00
Lead Agency:	Prince Georges County
Project Type:	Bridge - Preventative Maintenance
Agency Project ID:	-
Facility:	Programing for the County Bridge Program Manager
From:	-
To:	-
County:	Prince Georges
Municipality:	Suburban MD
Completion Year:	2040
Total Cost:	$120,000

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 suffciency 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

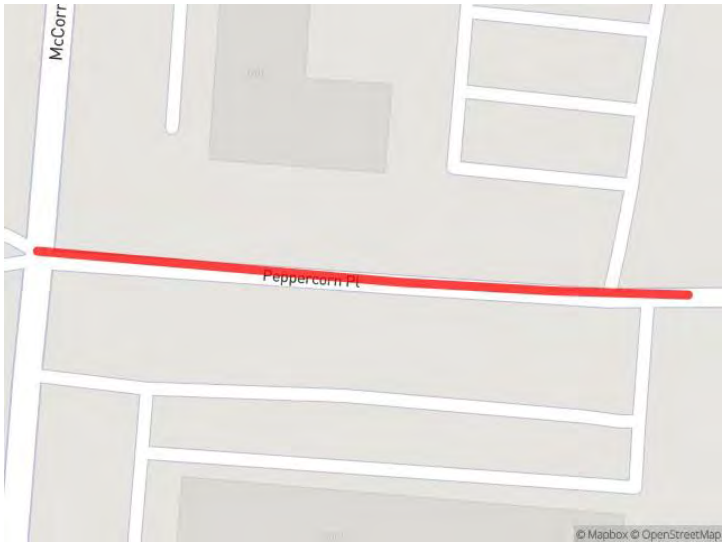


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	HBRRP	$240,000	$0	$0	$0	$240,000
Preliminary Engineering	LOCAL	$60,000	$800,000	$1,000,000	$1,800,000	$3,660,000
Right of Way	HBRRP	$40,000	$0	$0	$0	$40,000
Right of Way	LOCAL	$10,000	$50,000	$50,000	$50,000	$160,000
Construction	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 improvments 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 facilties or stormwater management related water quality and quantity measures necessary to improve the environment, bicycle lane instalation and the construction of sidewalks and paths.

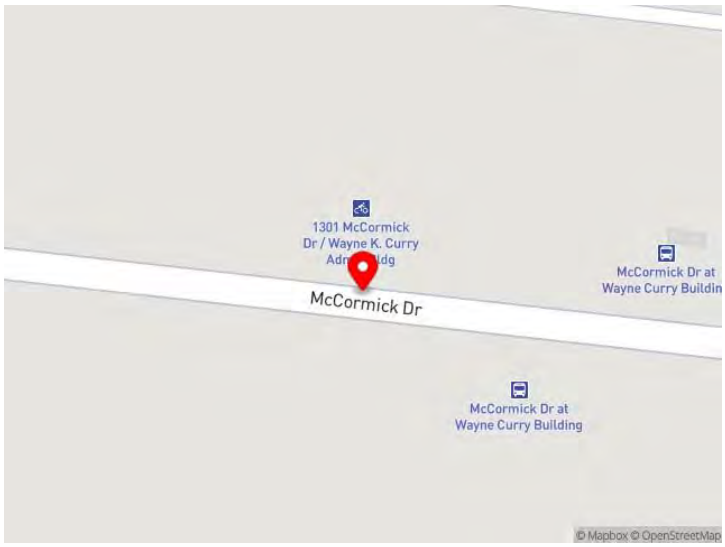
Cycle-Revision ID:	26-00
Lead Agency:	Prince Georges County
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Prince Georges
Municipality:	-
Completion Year:	2040
Total Cost:	$4,800,000

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 througout 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

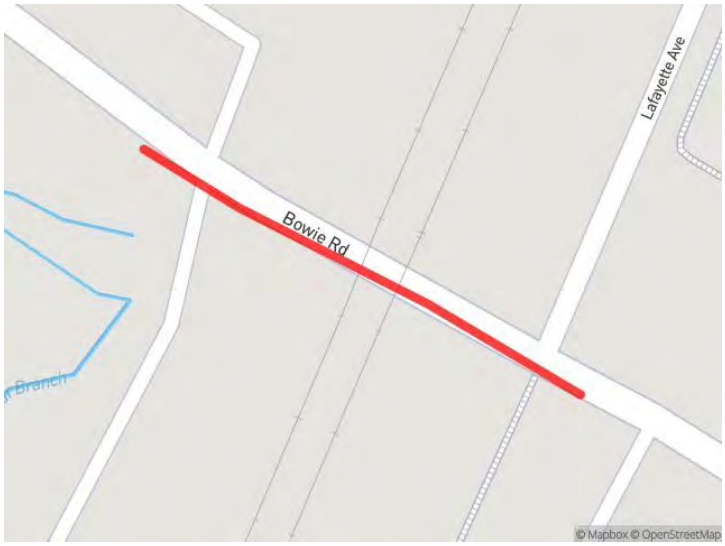
Project and program records in this section have either been completed or are near completion and all previously planned funds have been obligated. There may be a need to obligate further funding to these records as they go through a process known as financial close-out. They are included in the TIP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

National Capital Region
Transportation Planning Board

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

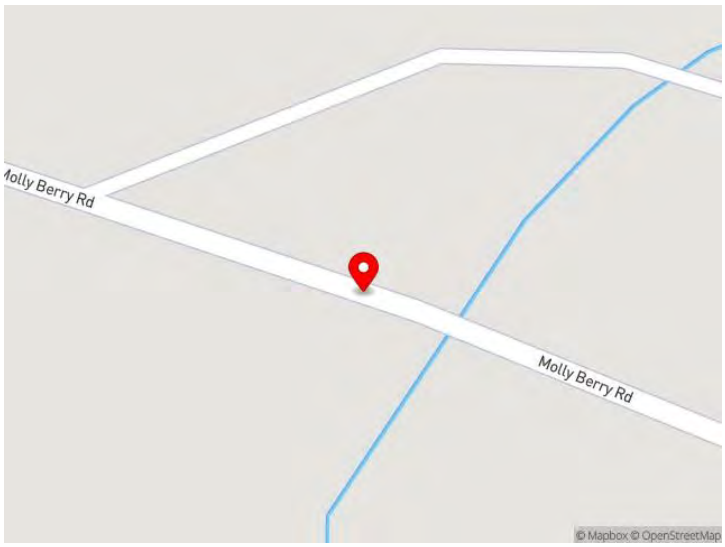


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		$0	$0	$0	$0	$3,556,000
Total Programmed		$0	$0	$0	$0	$3,556,000

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

National Capital Region
Transportation Planning Board

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.

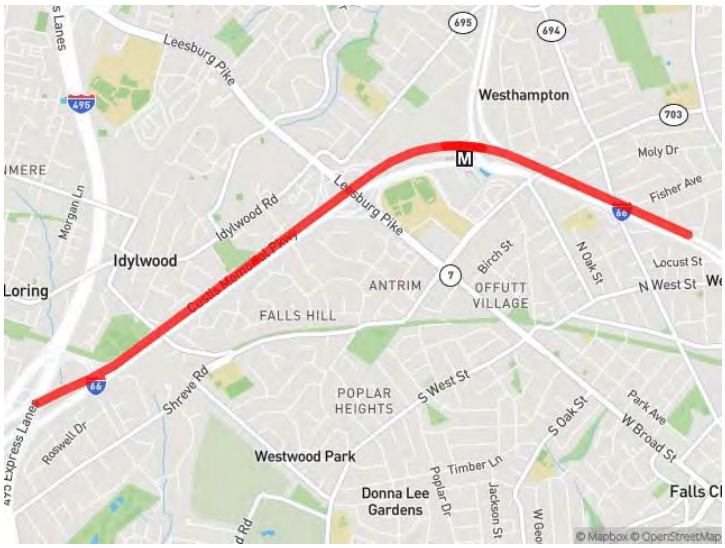
Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Add Capacity/Widening
Agency Project ID:	118310
Facility:	Croson Lane
From:	Claiborne Parkway
To:	Old Ryan Road
County:	Loudoun
Municipality:	-
Completion Year:	2027
Total Cost:	$18,828,000

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

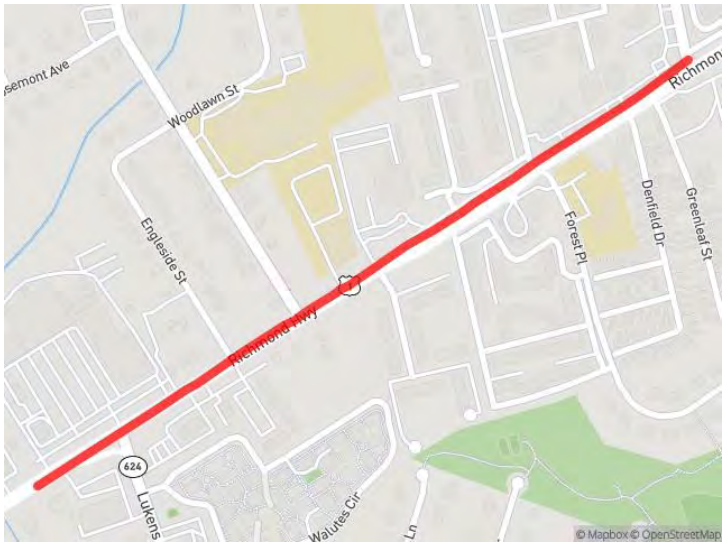
Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Debt Service
Agency Project ID:	103222 [T11619]
Facility:	Interstate 95
From:	Garrisonville Rd.
To:	1 mi. N. of Edsall Rd.
County:	-
Municipality:	Region-wide
Completion Year:	2028
Total Cost:	$17,747,886

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

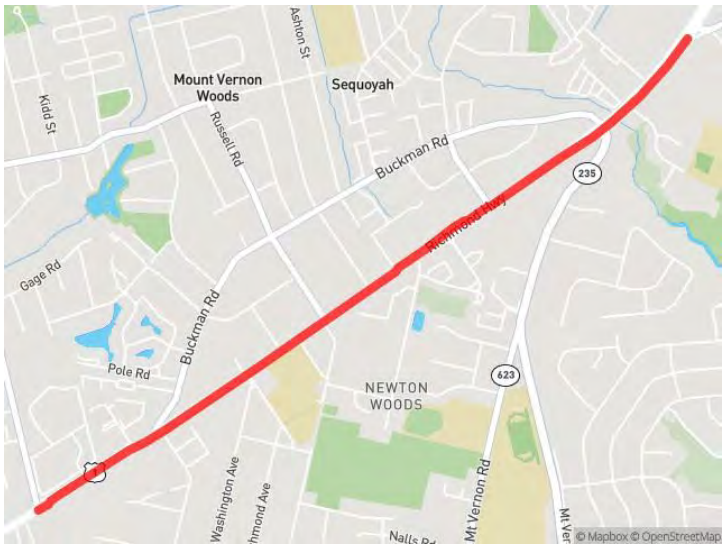


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DEMO	$1,029,946	$0	$0	$0	$1,029,946
Preliminary Engineering	LOCAL	$679,516	$0	$0	$0	$679,516
Preliminary Engineering	NVTA	$1,930,786	$0	$0	$0	$1,930,786
Total Preliminary Engineering		$3,640,248	$0	$0	$0	$3,640,248
Construction	NVTA	$64,068,933	$65,227,582	$0	$0	$129,296,515
Total Construction		$64,068,933	$65,227,582	$0	$0	$129,296,515
TIP Total		$67,709,181	$65,227,582	$0	$0	$132,936,763
Total Prior Costs		$0	$0	$0	$0	$135,559,056
Total Programmed		$67,709,181	$65,227,582	$0	$0	$268,495,819

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)

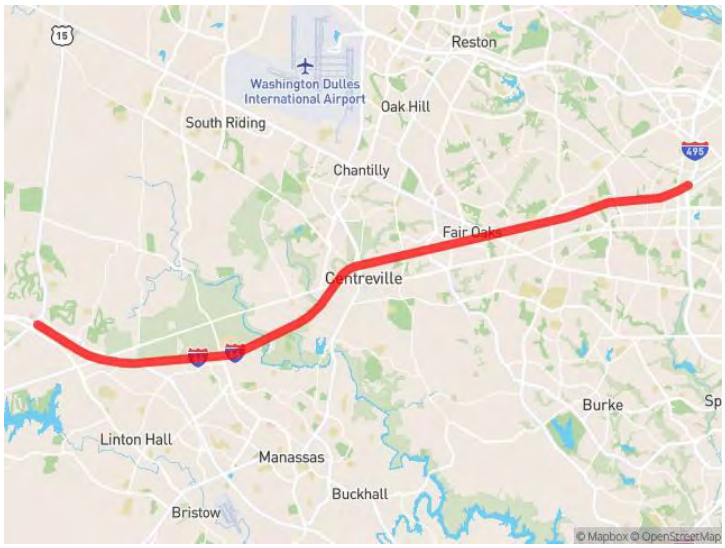
Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Debt Service
Agency Project ID:	110377, 110378
Facility:	-
From:	-
To:	-
County:	Fairfax
Municipality:	-
Completion Year:	2039
Total Cost:	$50,101,903

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.

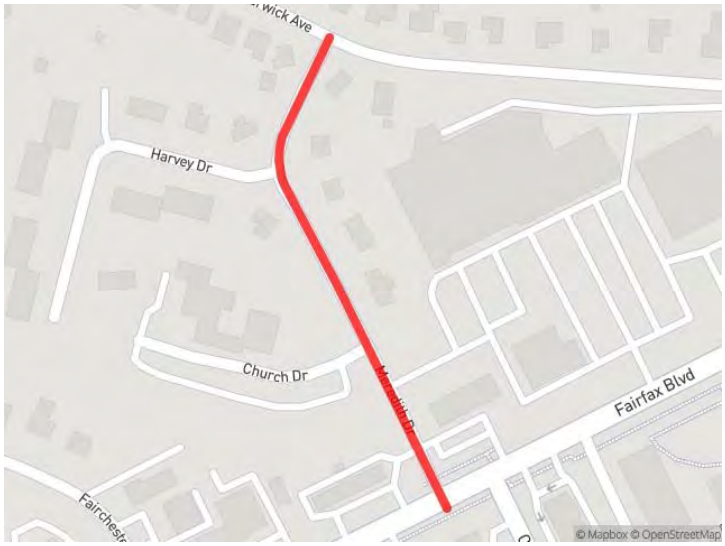
Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	TDM/Micromobility - Ridesharing
Agency Project ID:	T18956
Facility:	-
From:	-
To:	-
County:	-
Municipality:	Region-wide
Completion Year:	2029
Total Cost:	$90,000

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 agencys 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 agencys 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.

National Capital Region
Transportation Planning Board

T5768 - BRAC -Economic Development

Program is to finance BRAC State Administration.

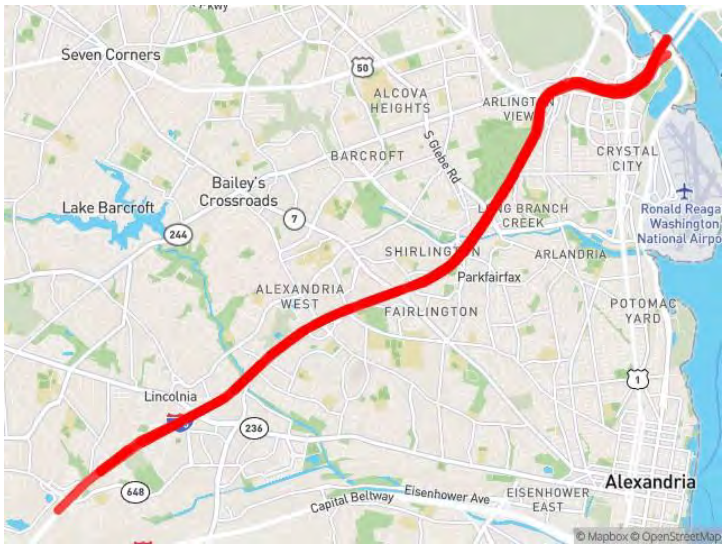
Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	81738 linked with 96257 and 99181
Facility:	-
From:	-
To:	-
County:	-
Municipality:	Region-wide
Completion Year:	2022
Total Cost:	$2,245,900

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

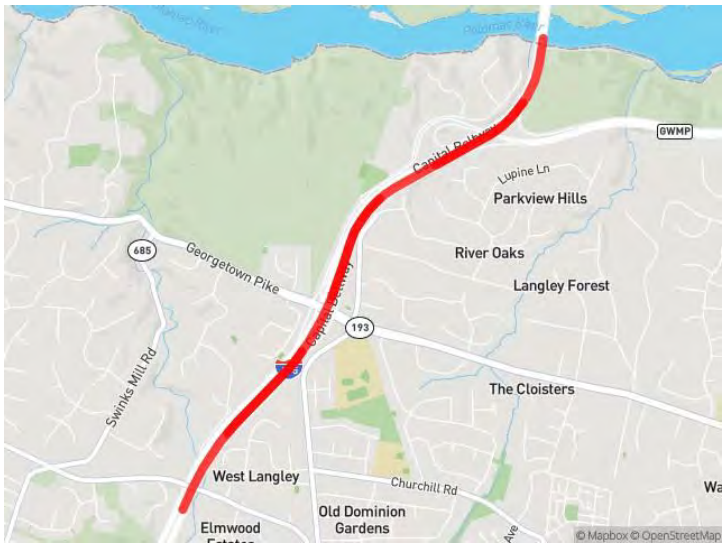


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		$0	$0	$0	$0	$25,350,000
Total Programmed		$0	$0	$0	$0	$25,350,000

T11577 - I-495 EXPRESS LANES NORTHERN EXTENSION

The northern extension of VDOTs 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 laense 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 pubic 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

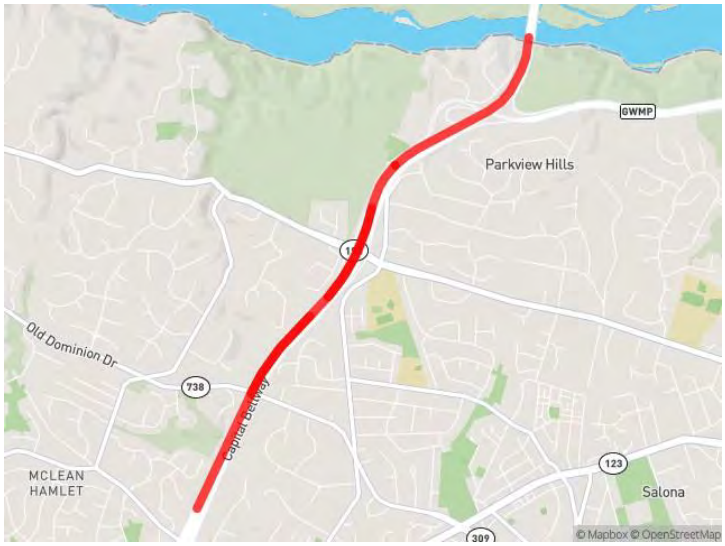
Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Project Oversight
Agency Project ID:	120823
Facility:	-
From:	-
To:	-
County:	-
Municipality:	-
Completion Year:	2026
Total Cost:	$5,200,000

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 11 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.

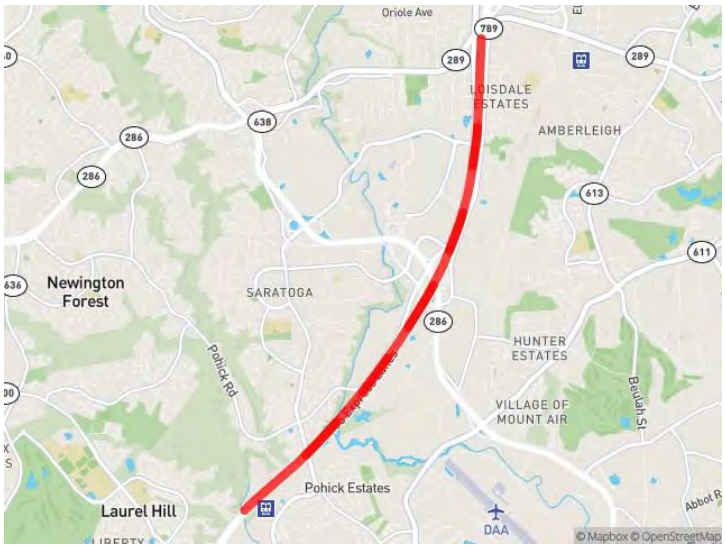
Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Study/Planning/Research
Agency Project ID:	122608
Facility:	Capital Beltway Outer Loop
From:	I-95/395/495
To:	MD 210
County:	Fairfax
Municipality:	-
Completion Year:	2026
Total Cost:	$6,000,000

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

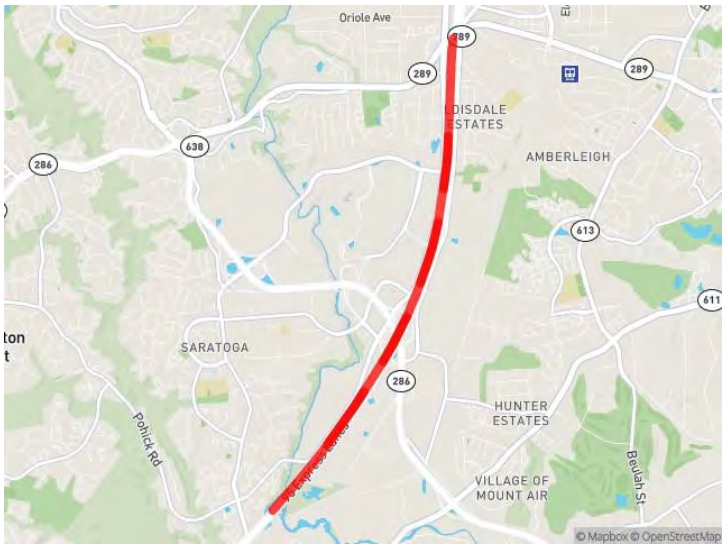


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		$0	$0	$0	$0	$600,000
Total Programmed		$0	$0	$0	$0	$600,000

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

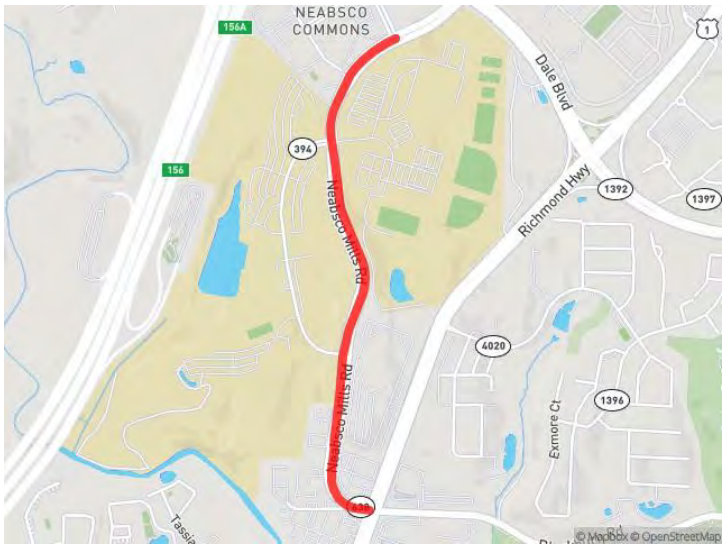


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		$0	$0	$0	$0	$200,000
Total Programmed		$0	$0	$0	$0	$200,000

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

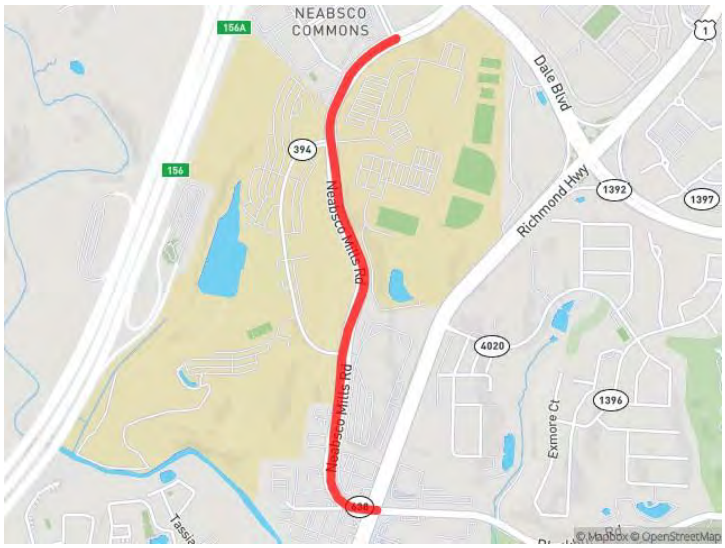


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		$0	$0	$0	$0	$29,385,425
Total Programmed		$0	$0	$0	$0	$29,385,425

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

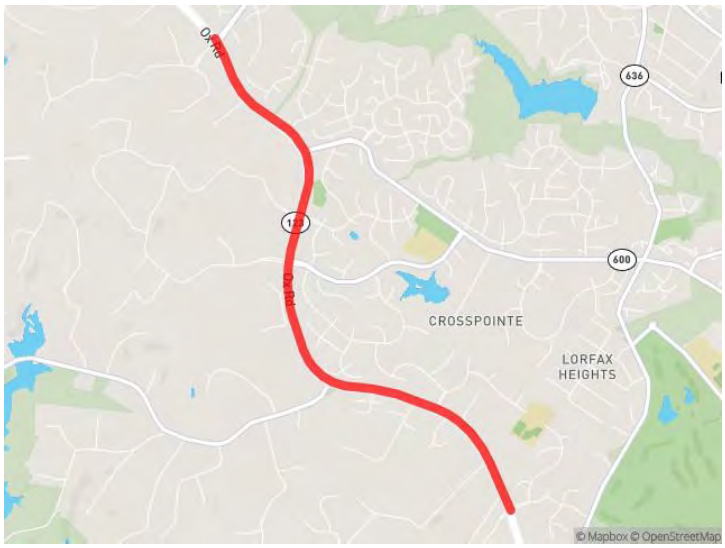


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		$0	$0	$0	$0	$24,063,027
Total Programmed		$0	$0	$0	$0	$24,063,027

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

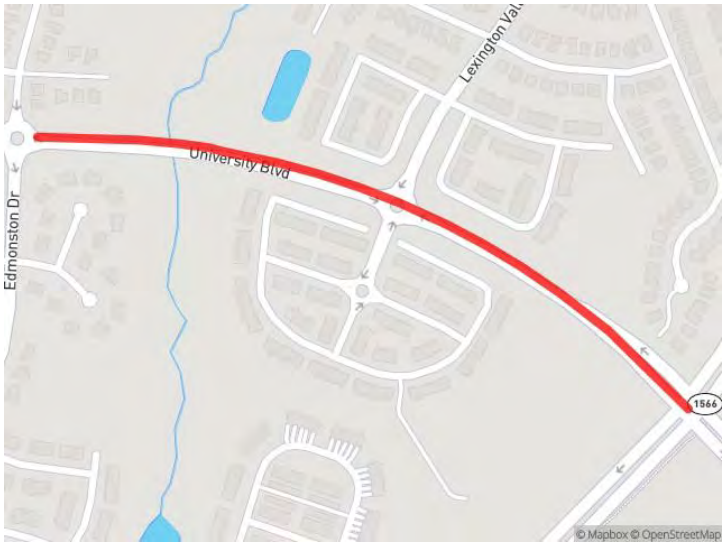


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		$0	$0	$0	$0	$23,831,630
Total Programmed		$0	$0	$0	$0	$23,831,630

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

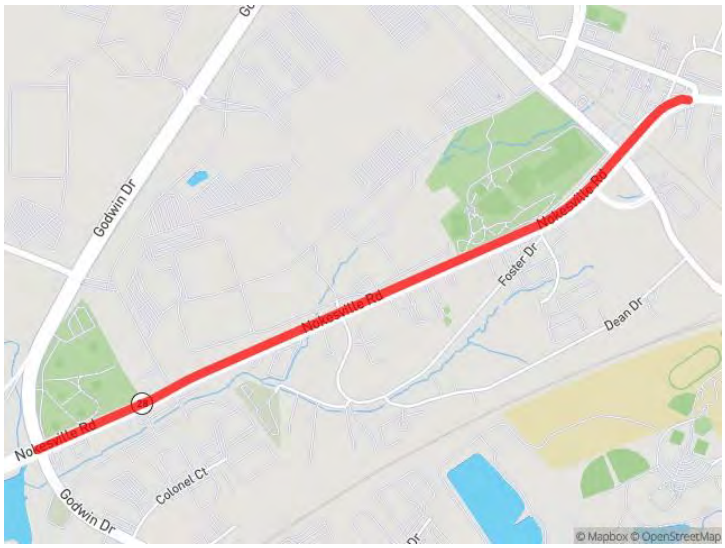


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		$0	$0	$0	$0	$20,949,735
Total Programmed		$0	$0	$0	$0	$20,949,735

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

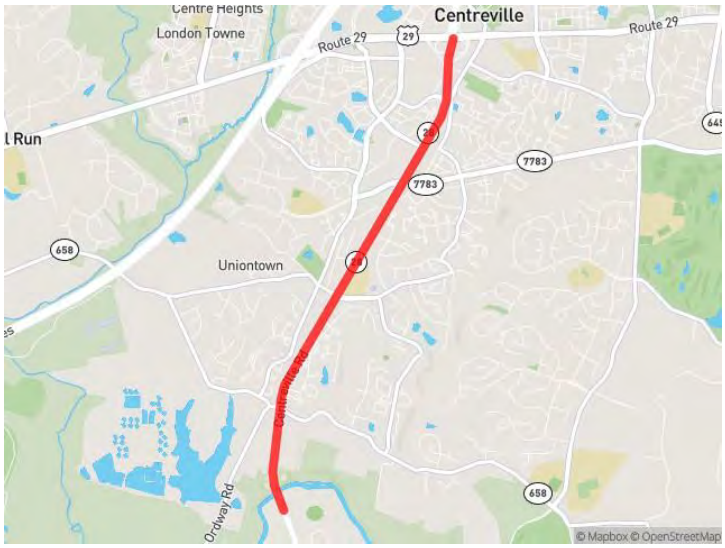


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		$0	$0	$0	$0	$17,373,951
Total Programmed		$0	$0	$0	$0	$17,373,951

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

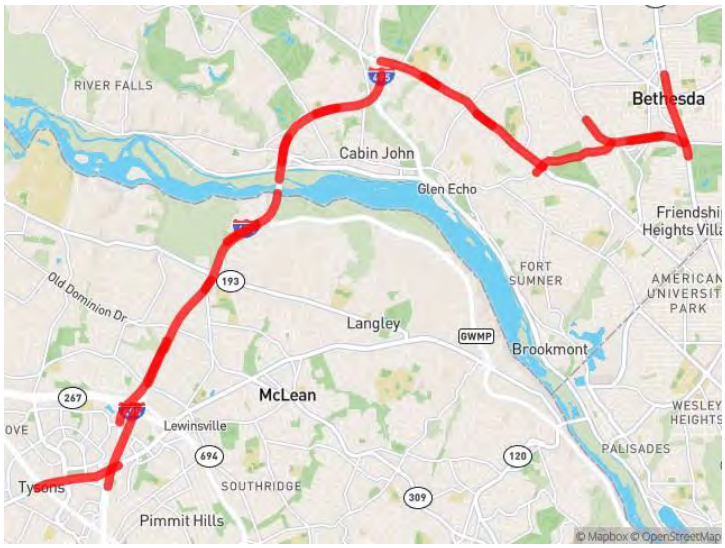


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		$0	$0	$0	$0	$74,477,776
Total Programmed		$0	$0	$0	$0	$74,477,776

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

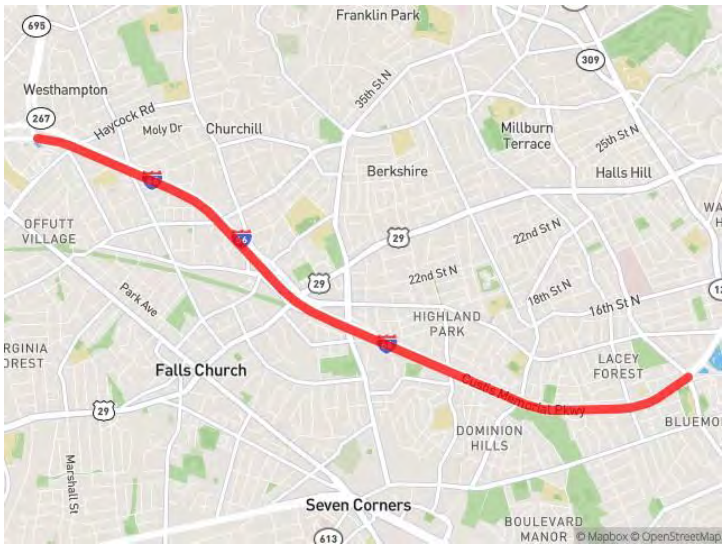


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		$0	$0	$0	$0	$2,000,000
Total Programmed		$0	$0	$0	$0	$2,000,000

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

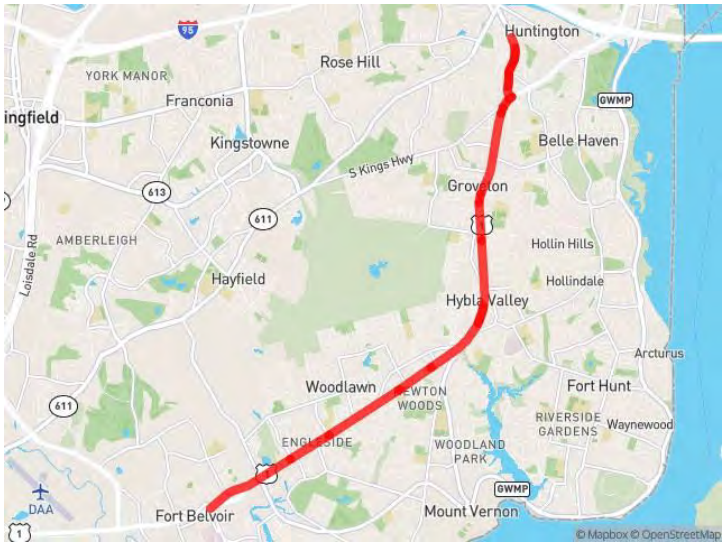


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		$0	$0	$0	$0	$110,510,626
Total Programmed		$0	$0	$0	$0	$110,510,626

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

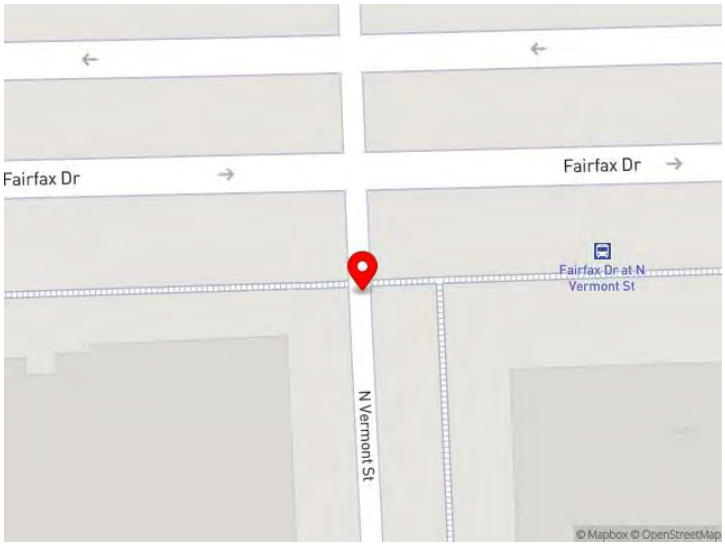
FY 2026-2029 TIP Tables

National Capital Region
Transportation Planning Board

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

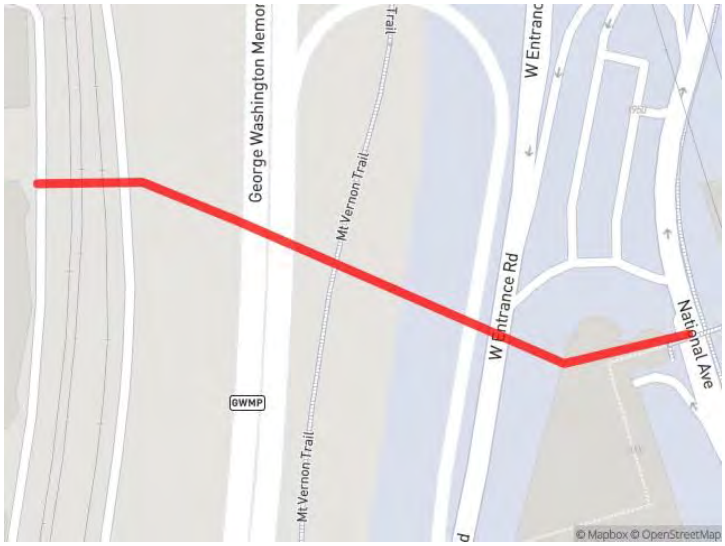


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	NVTA	$0	$55,900,000	$0	$0	$55,900,000
Total Construction		$0	$55,900,000	$0	$0	$55,900,000
TIP Total		$0	$55,900,000	$0	$0	$55,900,000
Total Prior Costs		$0	$0	$0	$0	$101,950,000
Total Programmed		$0	$55,900,000	$0	$0	$157,850,000

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

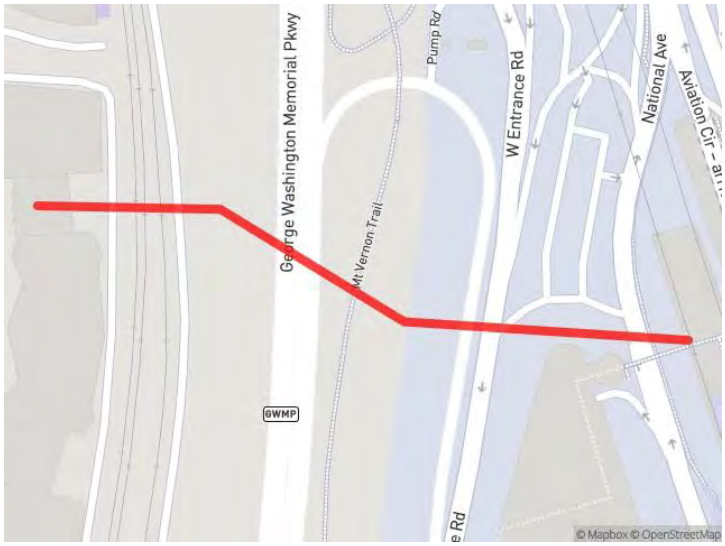


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	NVTA	$0	$0	$0	$21,100,000	$21,100,000
Total Construction		$0	$0	$0	$21,100,000	$21,100,000
TIP Total		$0	$0	$0	$21,100,000	$21,100,000
Total Prior Costs		$0	$0	$0	$0	$27,500,000
Total Programmed		$0	$0	$0	$21,100,000	$48,600,000

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

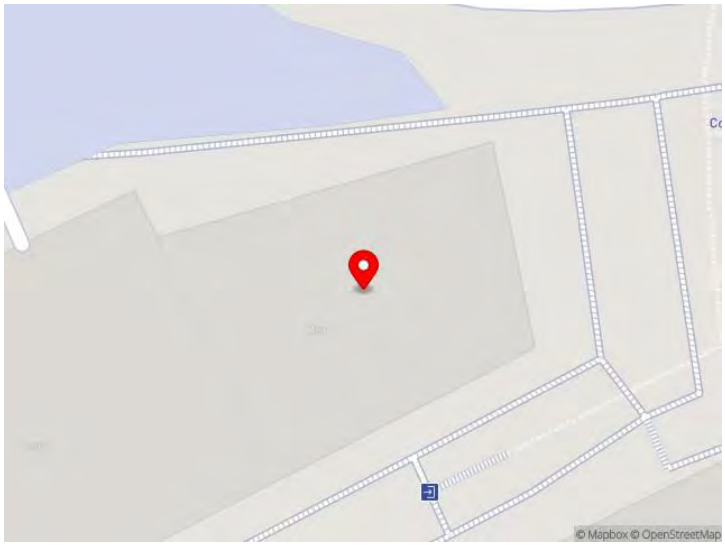


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	NVTA	$0	$0	$0	$21,100,000	$21,100,000
Total Preliminary Engineering		$0	$0	$0	$21,100,000	$21,100,000
TIP Total		$0	$0	$0	$21,100,000	$21,100,000
Total Prior Costs		$0	$0	$0	$0	$27,500,000
Total Programmed		$0	$0	$0	$21,100,000	$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

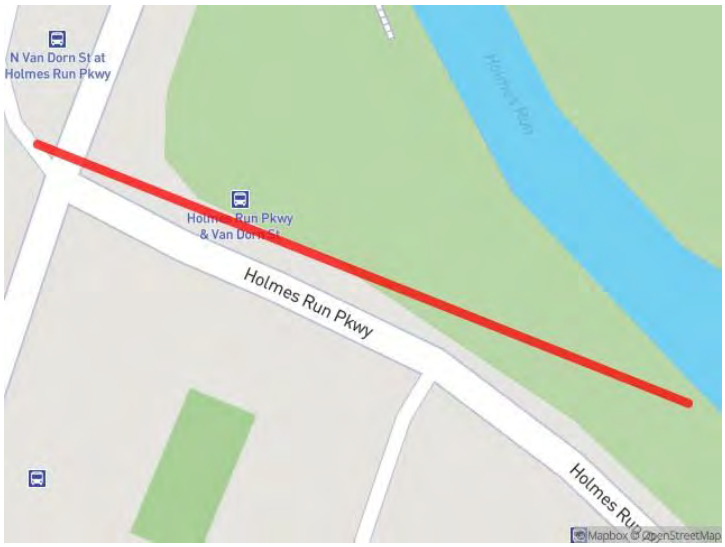


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	CMAQ	$4,678,385	$3,488,749	$0	$0	$8,167,134
Preliminary Engineering	DC/STATE	$1,330,902	$1,339,997	$0	$0	$2,670,899
Preliminary Engineering	RSTP	$645,233	$1,871,247	$0	$0	$2,516,480
Total Preliminary Engineering		$6,654,520	$6,699,993	$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

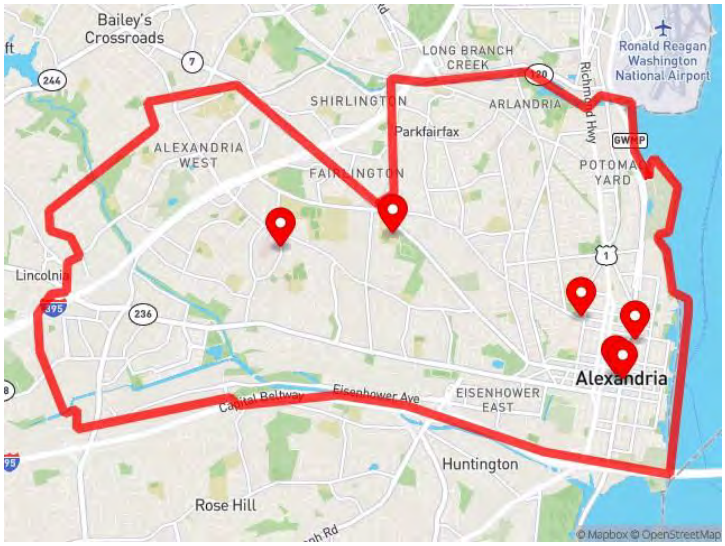


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	DC/STATE	$6,334,630	$0	$0	$0	$6,334,630
Other	RSTP	$500,000	$0	$0	$0	$500,000
Total Other		$6,834,630	$0	$0	$0	$6,834,630
TIP Total		$6,834,630	$0	$0	$0	$6,834,630
Total Programmed		$6,834,630	$0	$0	$0	$6,834,630

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

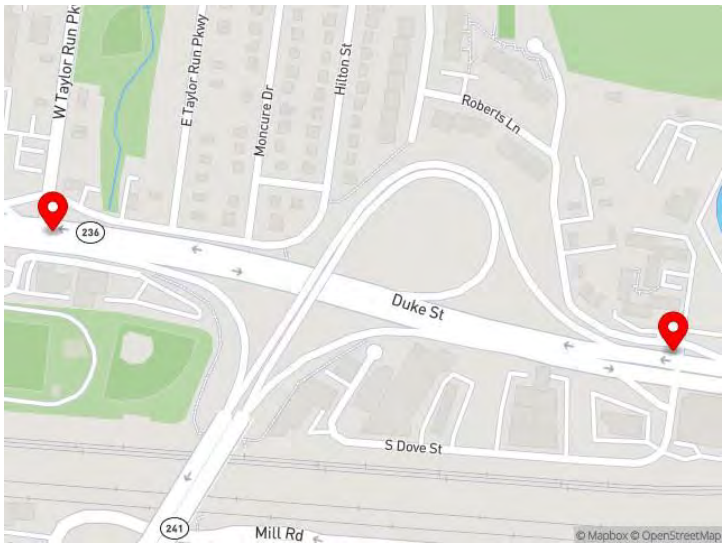


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	CMAQ	$600,000	$0	$0	$0	$600,000
Other	RSTP	$1,902,203	$0	$0	$0	$1,902,203
Total Other		$2,502,203	$0	$0	$0	$2,502,203
TIP Total		$2,502,203	$0	$0	$0	$2,502,203
Total Programmed		$2,502,203	$0	$0	$0	$2,502,203

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

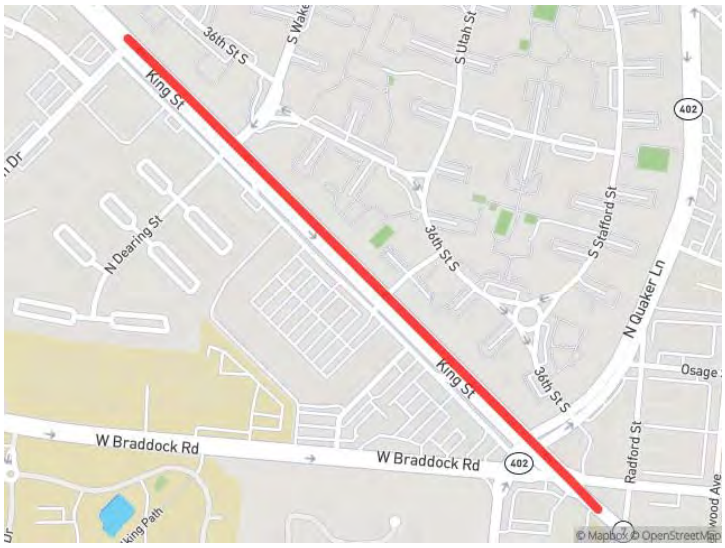


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	$419,745	$0	$0	$0	$419,745
Construction	NHPP	$1,395,256	$0	$0	$0	$1,395,256
Construction	STBG	$0	$1,389,796	$0	$0	$1,389,796
Total Construction		$1,815,001	$1,389,796	$0	$0	$3,204,797
TIP Total		$1,815,001	$1,389,796	$0	$0	$3,204,797
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 Citys 2021 Alexandria Mobility Plan as a priority location to install enhanced bicycle facilities and additional sidewalks to complete gaps in the Citys 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

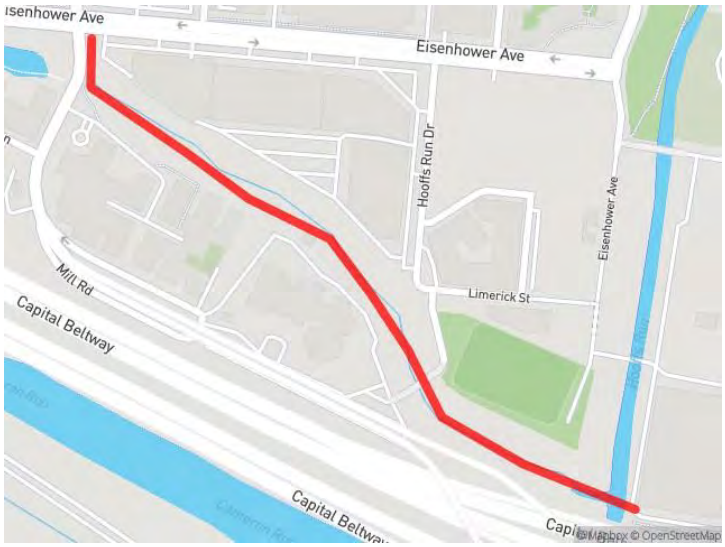


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	RSTP	$2,999,999	$0	$0	$0	$2,999,999
Total Preliminary Engineering		$2,999,999	$0	$0	$0	$2,999,999
TIP Total		$2,999,999	$0	$0	$0	$2,999,999
Total Programmed		$2,999,999	$0	$0	$0	$2,999,999

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.

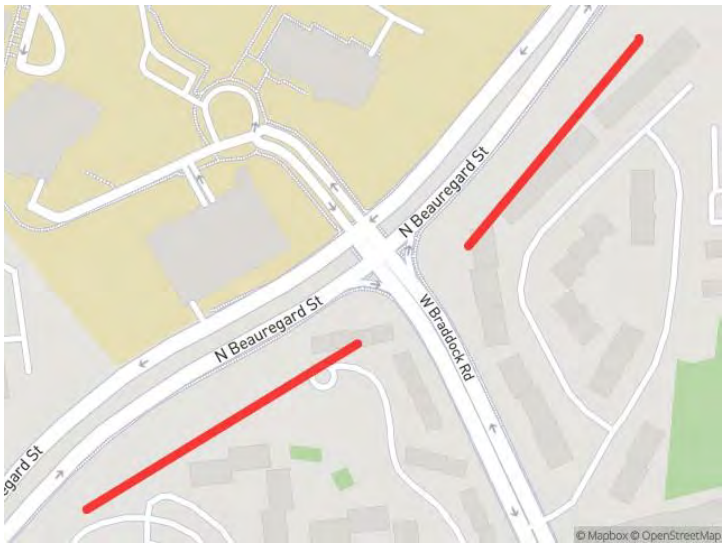
Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	72519-08, 72521-09
Facility:	-
From:	-
To:	-
County:	-
Municipality:	City of Alexandria
Completion Year:	2027
Total Cost:	$1,454,491

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:	VVan 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.

National Capital Region
Transportation Planning Board

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.

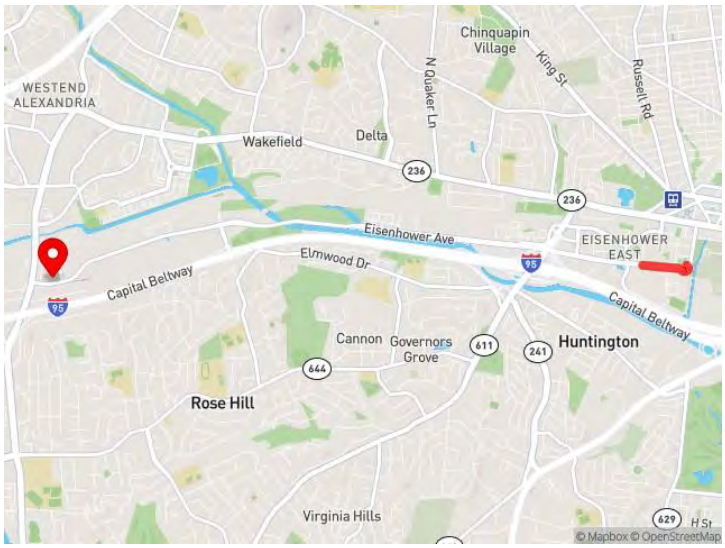
Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Bus/BRT - Capital/Expansion
Agency Project ID:	T22768
Facility:	Pentagon City Transityway
From:	Crystal Drive
To:	Army-Navy Drive
County:	Arlington
Municipality:	-
Completion Year:	2022
Total Cost:	$3,157,000

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

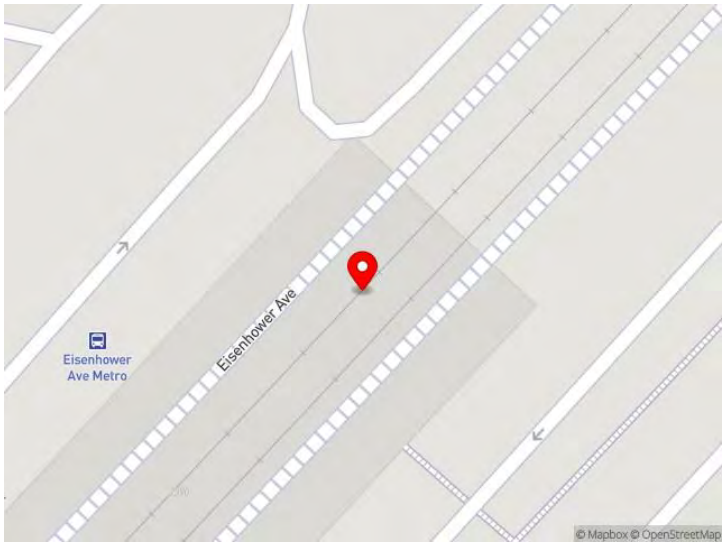


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		$0	$0	$0	$0	$10,770,767
Total Programmed		$0	$0	$0	$0	$10,770,767

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

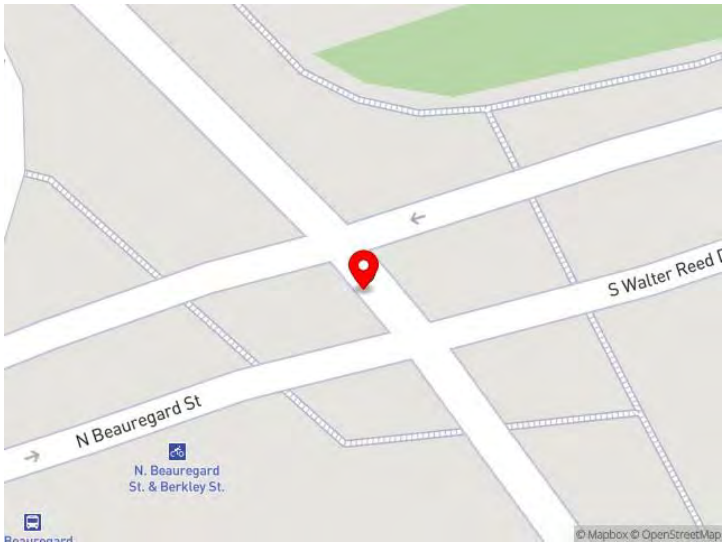
Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - ITS/Technology
Agency Project ID:	106562
Facility:	-
From:	-
To:	-
County:	-
Municipality:	City of Alexandria
Completion Year:	2027
Total Cost:	$9,424,274

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 Beauregard 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/Beauregard 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. Beauregard 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 Version 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 Citys 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 Beauregard 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

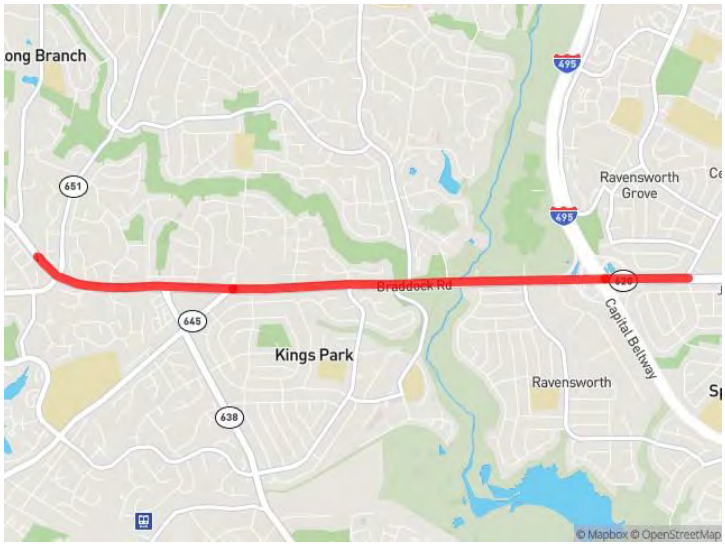
FY 2026-2029 TIP Tables

National Capital Region
Transportation Planning Board

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

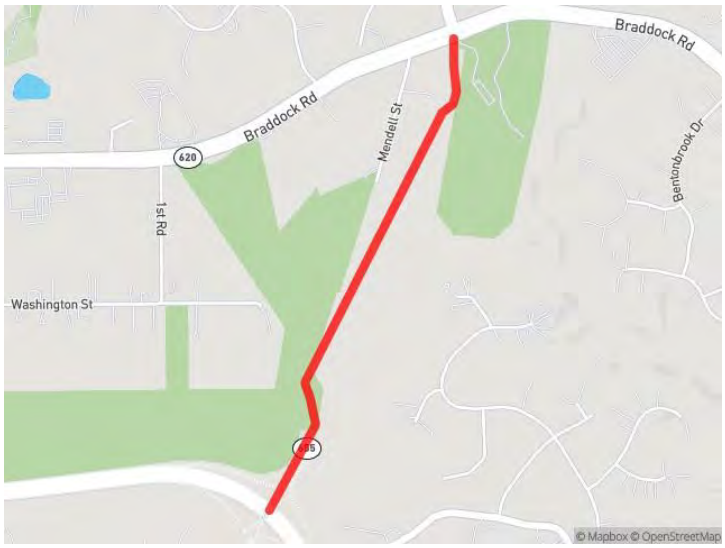


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	$17,716,505	$2,852,325	$5,744,150	$19,174,482	$45,487,462
Total Construction		$17,716,505	$2,852,325	$5,744,150	$19,174,482	$45,487,462
TIP Total		$17,716,505	$2,852,325	$5,744,150	$19,174,482	$45,487,462
Total Prior Costs		$0	$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

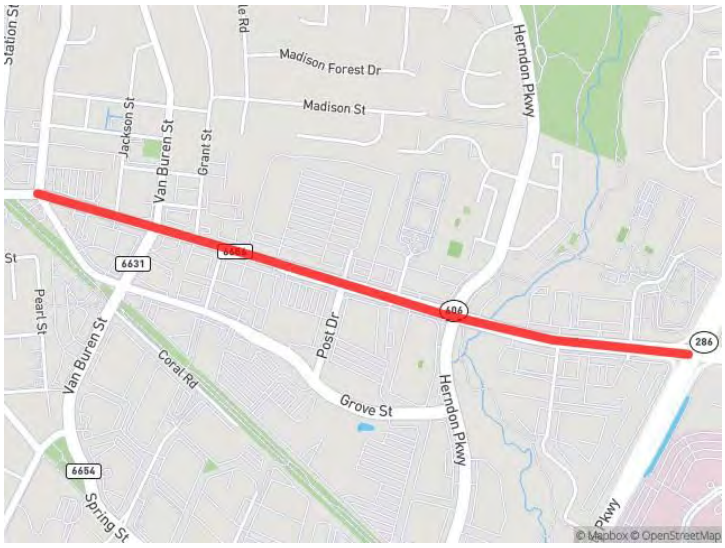


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Right of Way	DC/STATE	$0	$0	$4,368,000	$0	$4,368,000
Right of Way	REVSH	$0	$0	$4,368,000	$0	$4,368,000
Construction	DC/STATE	$0	$0	$9,476,528	$0	$9,476,528
Construction	REVSH	$0	$0	$9,476,527	$0	$9,476,527
Total Construction		$0	$0	$18,953,055	$0	$18,953,055
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

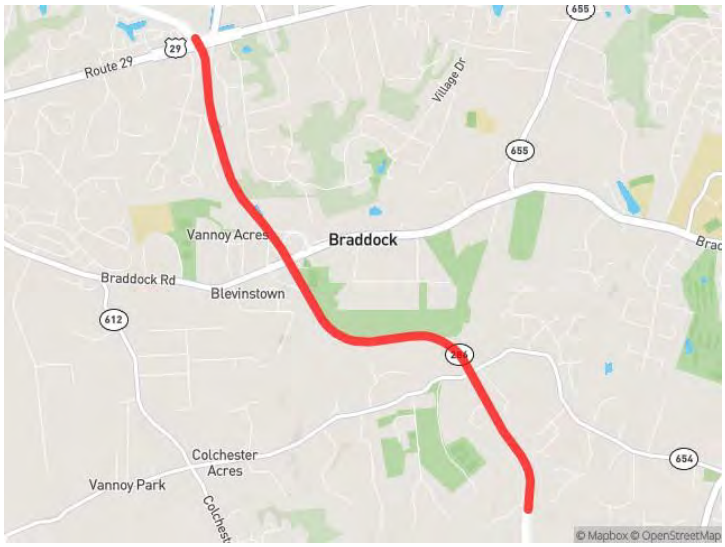


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	HPP	$3,807,856	$0	$0	$0	$3,807,856
Construction	REVSH	$2,641,638	$5,406,000	$5,406,000	$0	$13,453,638
Construction	RSTP	$3,940	$0	$0	$1,044,085	$1,048,025
Total Construction		$6,453,434	$5,406,000	$5,406,000	$1,044,085	$18,309,519
TIP Total		$6,453,434	$5,406,000	$5,406,000	$1,044,085	$18,309,519
Total Prior Costs		$0	$0	$0	$0	$18,516,629
Total Future Costs		$0	$0	$0	$0	$9,718,031
Total Programmed		$6,453,434	$5,406,000	$5,406,000	$1,044,085	$46,544,179

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

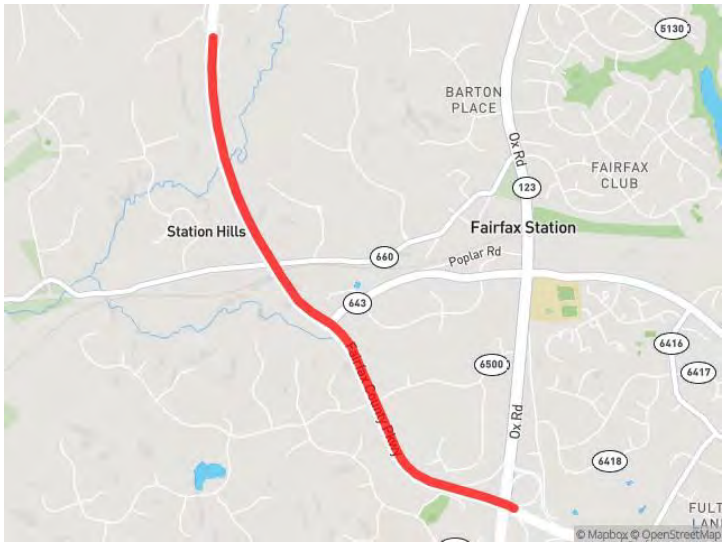


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	$2,428,965	$0	$0	$0	$2,428,965
Preliminary Engineering	LOCAL	$2,428,965	$0	$0	$0	$2,428,965
Total Preliminary Engineering		$4,857,930	$0	$0	$0	$4,857,930
TIP Total		$4,857,930	$0	$0	$0	$4,857,930
Total Prior Costs		$0	$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

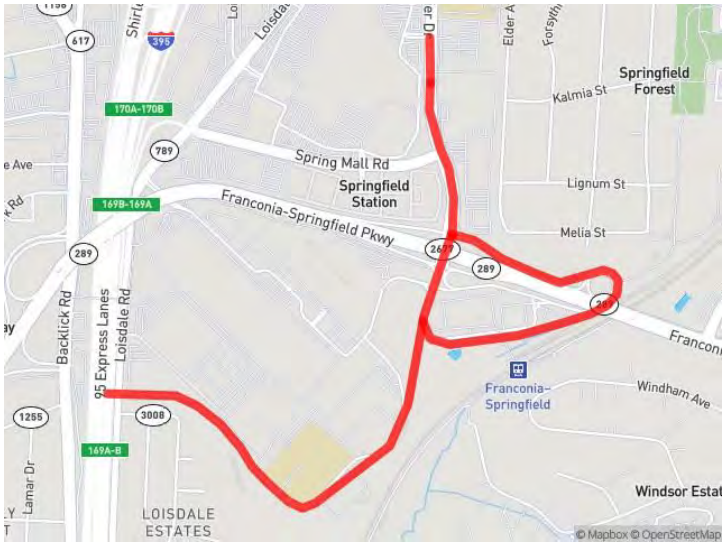


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	LOCAL	$1,161,818	$0	$0	$0	$1,161,818
Construction	NVTA	$0	$108,000,000	$0	$0	$108,000,000
Total Construction		$1,161,818	$108,000,000	$0	$0	$109,161,818
TIP Total		$1,161,818	$108,000,000	$0	$0	$109,161,818
Total Prior Costs		$0	$0	$0	$0	$19,608,182
Total Programmed		$1,161,818	$108,000,000	$0	$0	$128,770,000

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

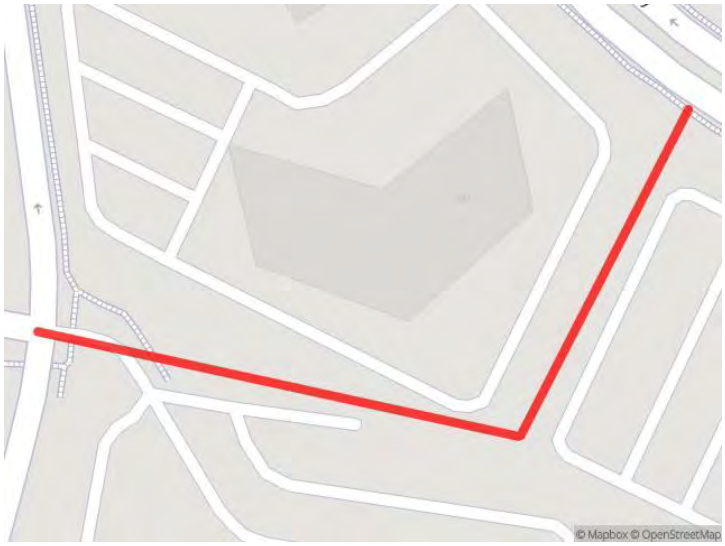


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	$1,062,400	$0	$0	$0	$1,062,400
Preliminary Engineering	RSTP	$4,249,600	$0	$0	$0	$4,249,600
Right of Way	DC/STATE	$5,177,795	$4,000,000	$2,158,233	$0	$11,336,028
Right of Way	RSTP	$20,711,179	$16,000,000	$8,632,937	$0	$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

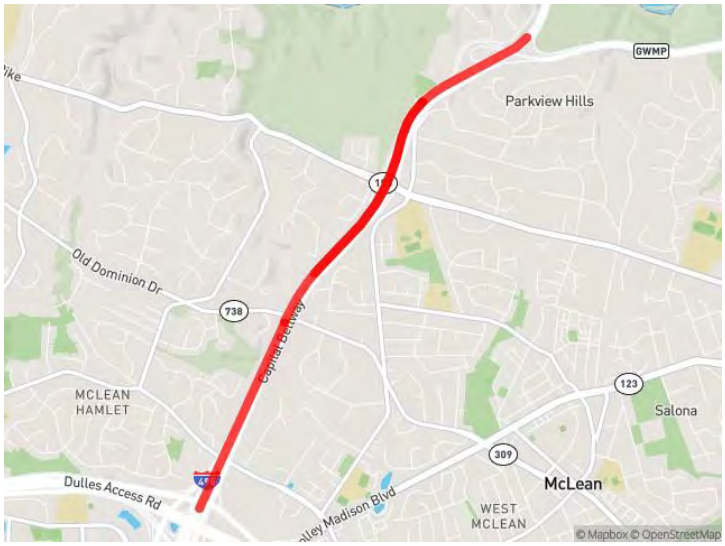


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Right of Way	CMAQ	$2,169	$0	$5,458	$0	$7,627
Right of Way	DC/STATE	$8,675	$0	$1,364	$0	$10,039
Total Right of Way		$10,844	$0	$6,822	$0	$17,666
TIP Total		$10,844	$0	$6,822	$0	$17,666
Total Prior Costs		$0	$0	$0	$0	$3,501,578
Total Future Costs		$0	$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

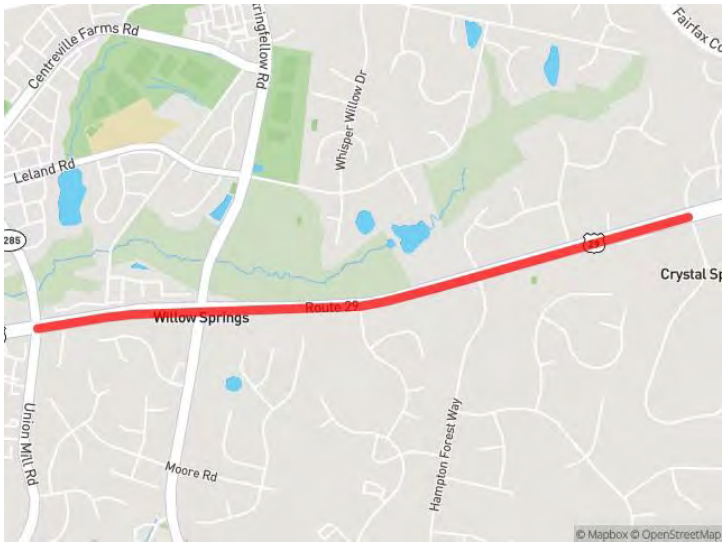


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	$1,289,511	$0	$0	$0	$1,289,511
Construction	NHPP	$5,158,046	$0	$0	$0	$5,158,046
Total Construction		$6,447,557	$0	$0	$0	$6,447,557
TIP Total		$6,447,557	$0	$0	$0	$6,447,557
Total Prior Costs		$0	$0	$0	$0	$53,952,443
Total Future 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

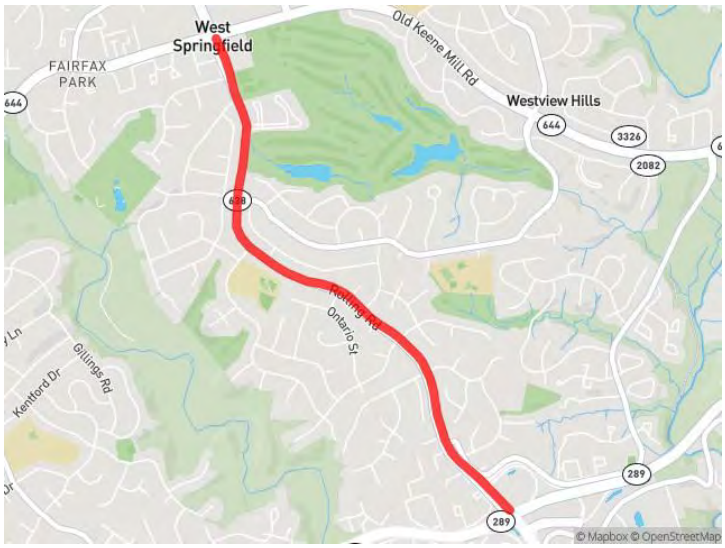
Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Debt Service
Agency Project ID:	111987
Facility:	POPES HEAD RD
From:	-
To:	-
County:	Fairfax
Municipality:	-
Completion Year:	2038
Total Cost:	$2,605,845

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)

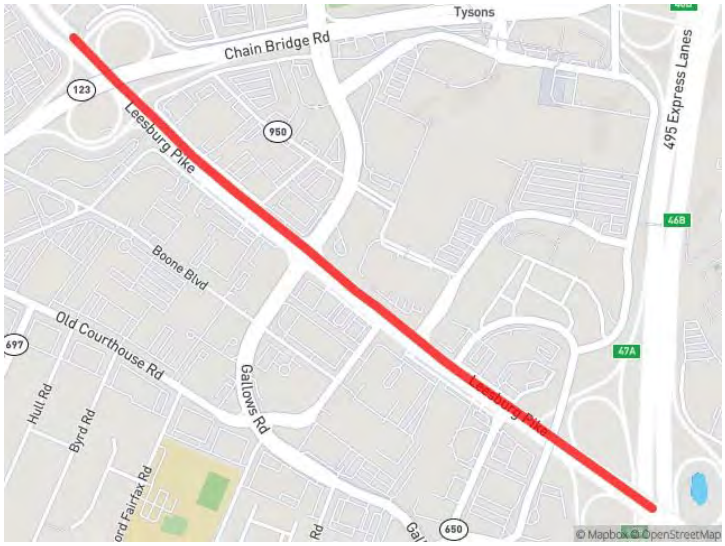
Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Debt Service
Agency Project ID:	110377
Facility:	VA 7
From:	Reston Avenue
To:	Jarrett Valley Drive
County:	Fairfax
Municipality:	-
Completion Year:	2039
Total Cost:	$23,404,083

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.

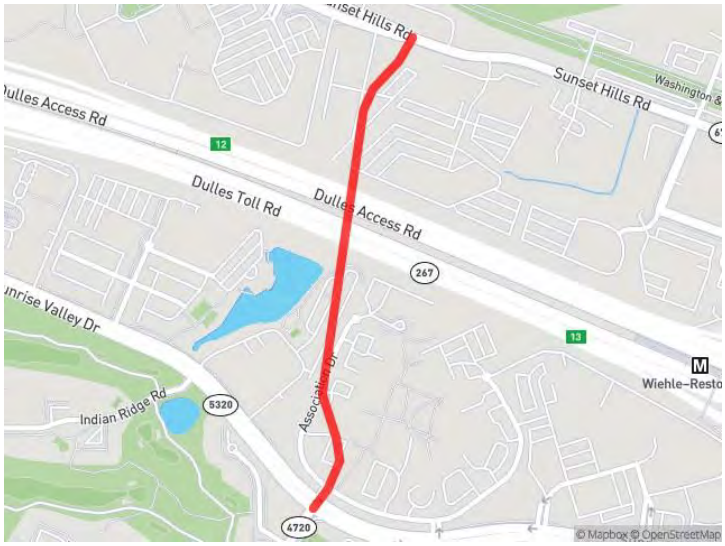
Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - New Construction
Agency Project ID:	T26956
Facility:	-
From:	-
To:	-
County:	Fairfax
Municipality:	-
Completion Year:	2035
Total Cost:	$135,437,000

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

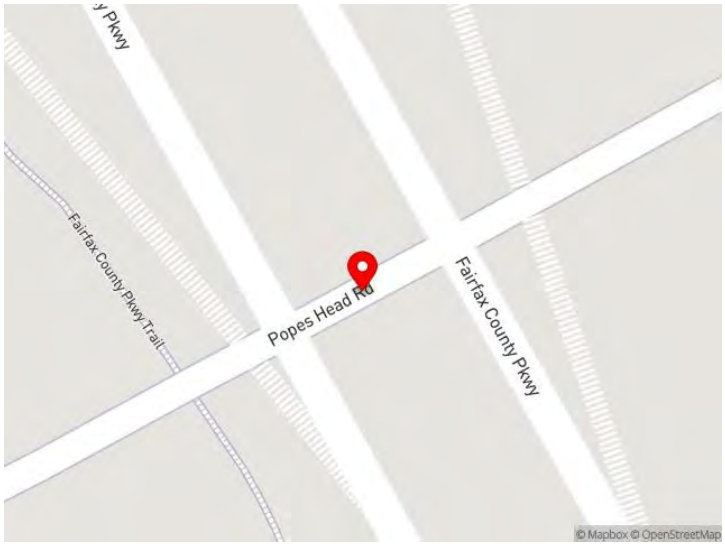


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Right of Way	NVTA	$0	$0	$51,896,500	$16,039,880	$67,936,380
Right of Way	REVSH	$0	$0	$6,537,000	$0	$6,537,000
Right of Way	RSTP	$0	$0	$0	$15,805,630	$15,805,630
Total Right of Way		$0	$0	$58,433,500	$31,845,510	$90,279,010
Construction	NVTA	$0	$0	$0	$20,856,620	$20,856,620
Total Construction		$0	$0	$0	$20,856,620	$20,856,620
TIP Total		$0	$0	$58,433,500	$52,702,130	$111,135,630
Total Prior Costs		$0	$0	$0	$0	$35,607,490
Total Future Costs		$0	$0	$0	$0	$122,696,880
Total Programmed		$0	$0	$58,433,500	$52,702,130	$269,440,000

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.

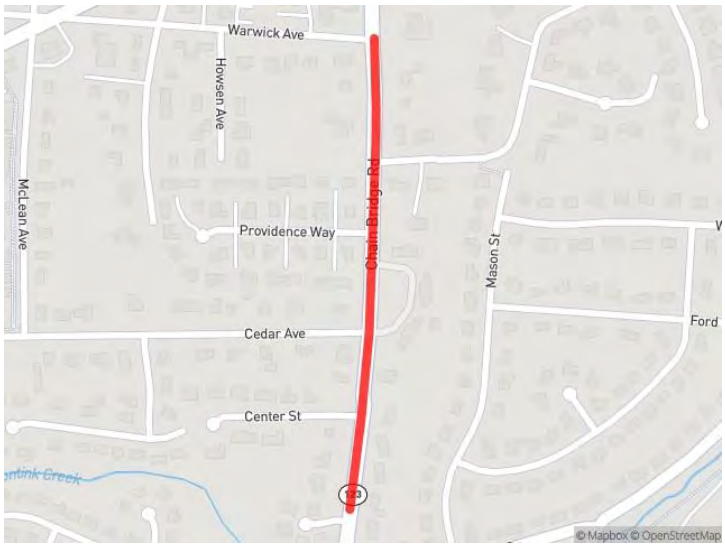
Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Training
Agency Project ID:	T21448, T24210
Facility:	-
From:	-
To:	-
County:	Fairfax
Municipality:	-
Completion Year:	2029
Total Cost:	$2,073,743

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

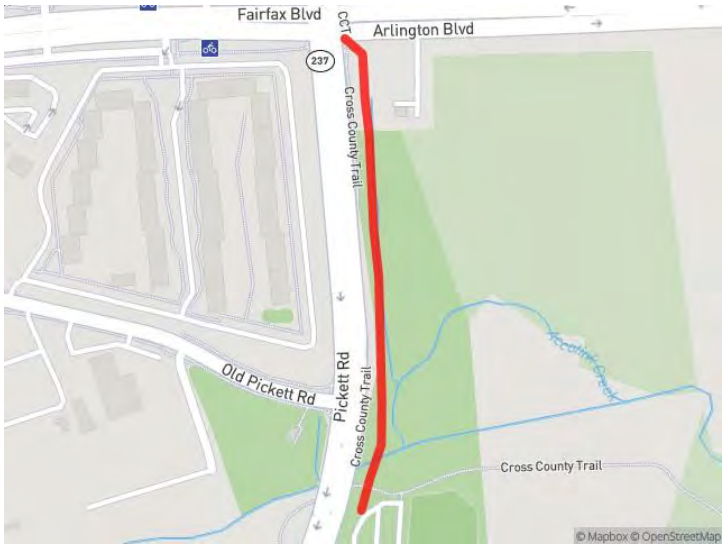


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	$0	$1,545,661	$1,009,402	$0	$2,555,063
Construction	NHPP	$0	$448,544	$0	$0	$448,544
Total Construction		$0	$1,994,205	$1,009,402	$0	$3,003,607
TIP Total		$0	$1,994,205	$1,009,402	$0	$3,003,607
Total Prior Costs		$0	$0	$0	$0	$6,250,058
Total Programmed		$0	$1,994,205	$1,009,402	$0	$9,253,665

T13628 - Pickett Trail Connector

Construction of a 1,260 food 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

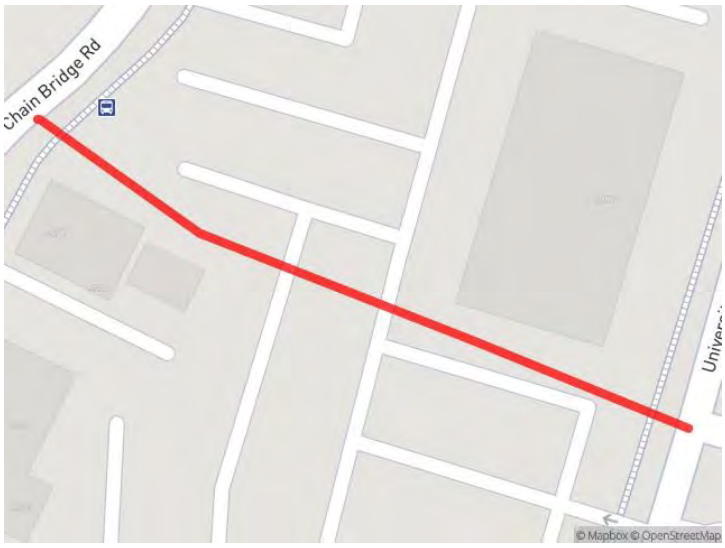


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	NVTA	$0	$0	$37,559	$0	$37,559
Total Construction		$0	$0	$37,559	$0	$37,559
TIP Total		$0	$0	$37,559	$0	$37,559
Total Prior Costs		$0	$0	$0	$0	$6,360,093
Total Programmed		$0	$0	$37,559	$0	$6,397,652

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

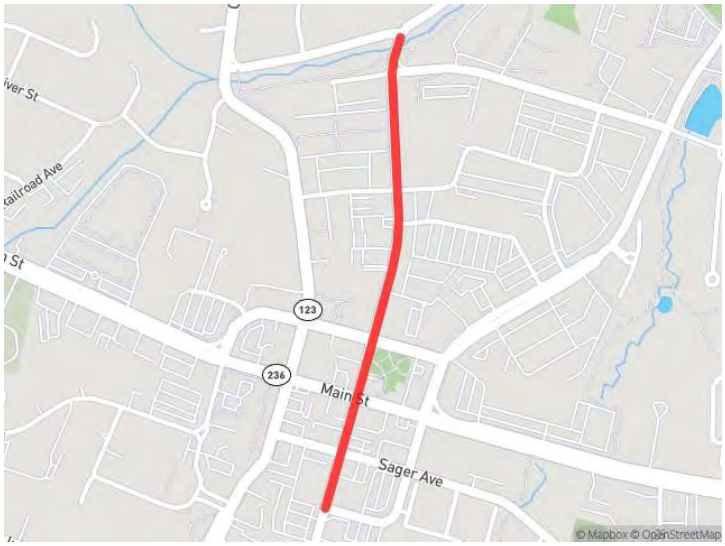


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	$0	$488,636	$0	$0	$488,636
Preliminary Engineering	NHPP	$1,000,400	$0	$0	$0	$1,000,400
Right of Way	DC/STATE	$0	$2,751,954	$1,076,931	$0	$3,828,885
Right of Way	NHPP	$0	$0	$8,508,756	$377,135	$8,885,891
Construction	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

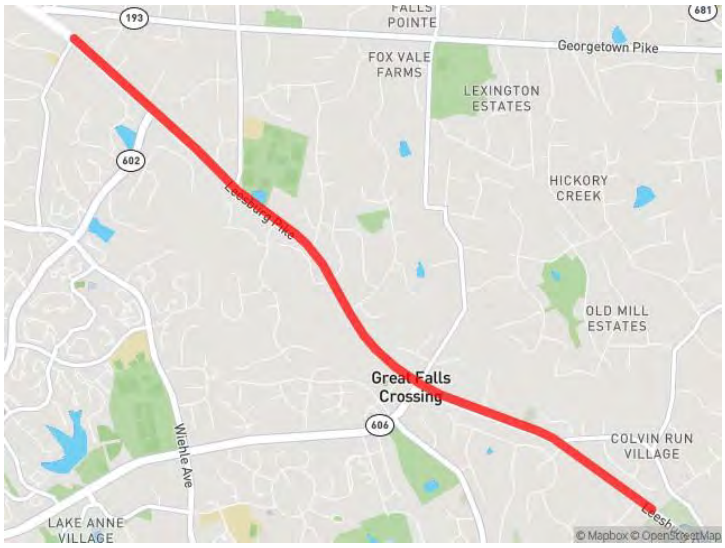
Project and program records in this section have either been completed or are near completion and all previously planned funds have been obligated. There may be a need to obligate further funding to these records as they go through a process known as financial close-out. They are included in the TIP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

National Capital Region
Transportation Planning Board

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.

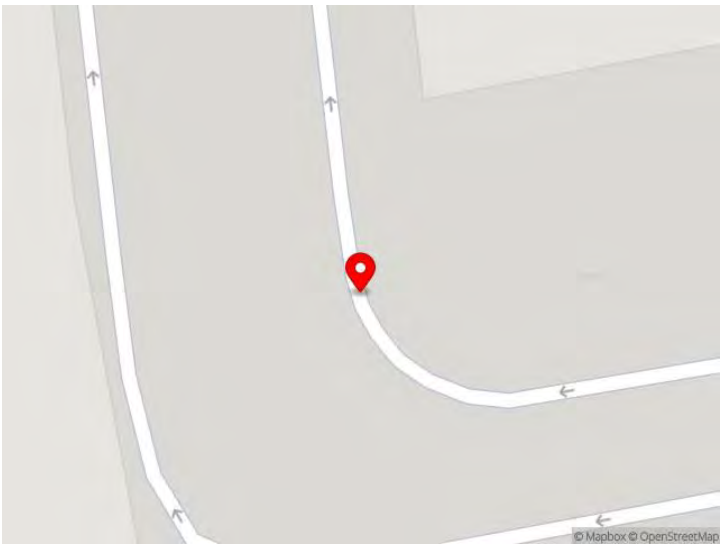
Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Study/Planning/Research
Agency Project ID:	127003
Facility:	-
From:	-
To:	-
County:	Fairfax
Municipality:	-
Completion Year:	2028
Total Cost:	$800,000

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

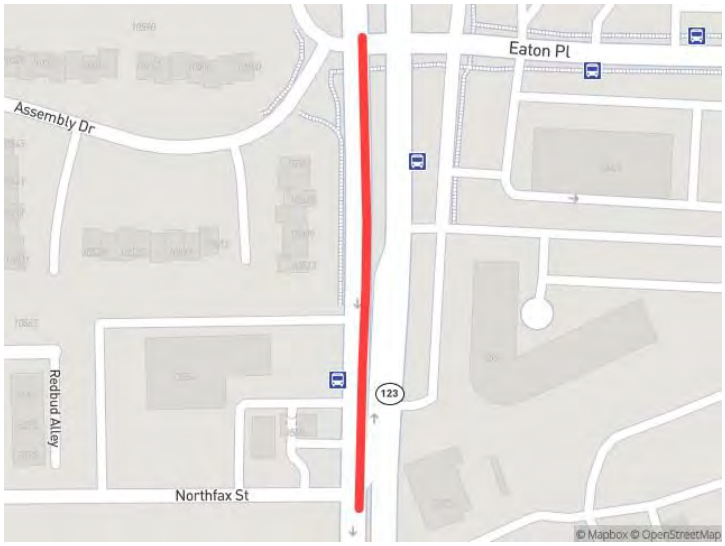
Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Other Improvement
Agency Project ID:	68757
Facility:	John Mosby
From:	VA Poland Road
To:	VA 28
County:	Fairfax, Loudoun
Municipality:	-
Completion Year:	2015
Total Cost:	$87,779,019

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

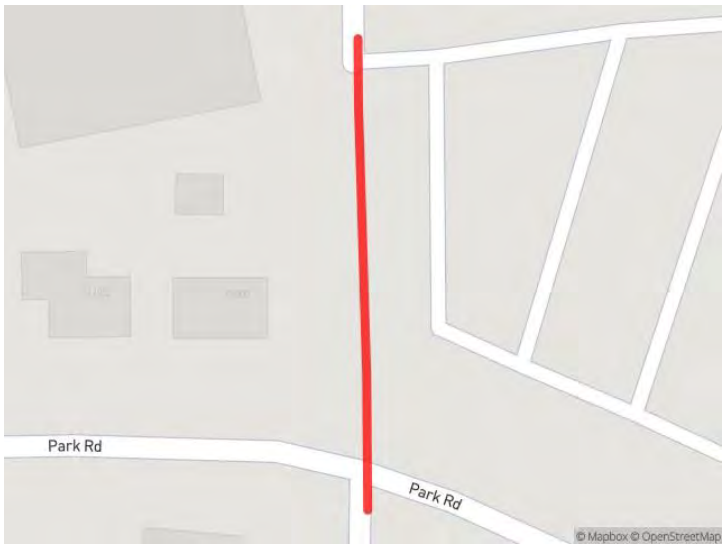


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		$0	$0	$0	$0	$2,622,893
Total Programmed		$0	$0	$0	$0	$2,622,893

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

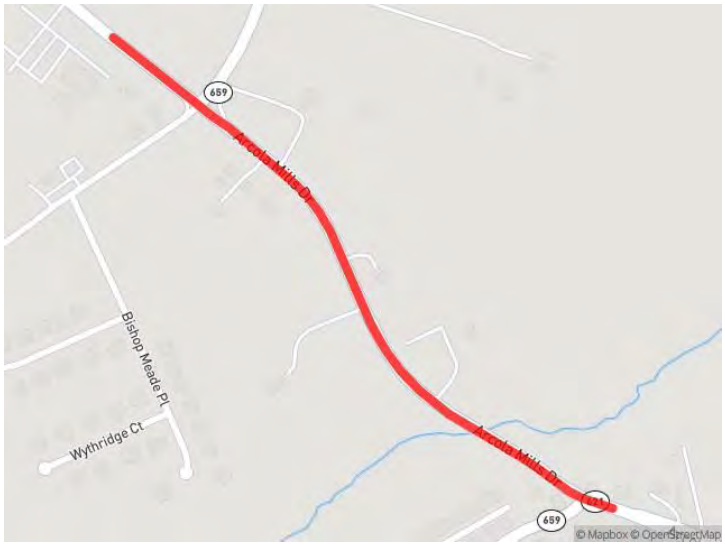
FY 2026-2029 TIP Tables

National Capital Region
Transportation Planning Board

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

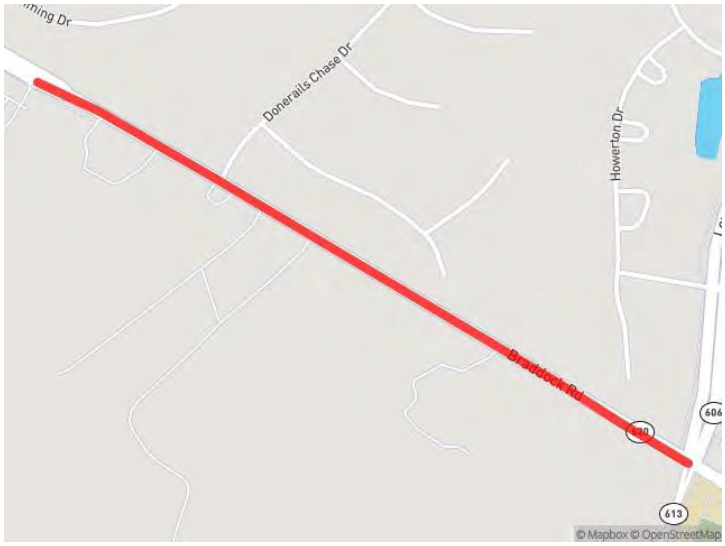


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Right of Way	LOCAL	$0	$0	$0	$8,000,000	$8,000,000
Construction	LOCAL	$0	$0	$0	$39,000,000	$39,000,000
Construction	NVTA	$18,000,000	$0	$0	$0	$18,000,000
Total Construction		$18,000,000	$0	$0	$39,000,000	$57,000,000
TIP Total		$18,000,000	$0	$0	$47,000,000	$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

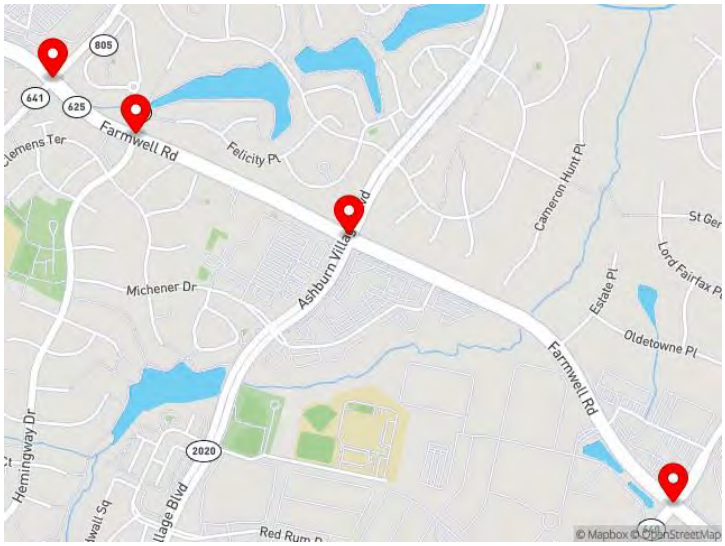


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	LOCAL	$0	$23,286,489	$0	$0	$23,286,489
Construction	REVSH	$0	$2,321,800	$2,321,938	$0	$4,643,738
Total Construction		$0	$25,608,289	$2,321,938	$0	$27,930,227
TIP Total		$0	$25,608,289	$2,321,938	$0	$27,930,227
Total Prior Costs		$0	$0	$0	$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

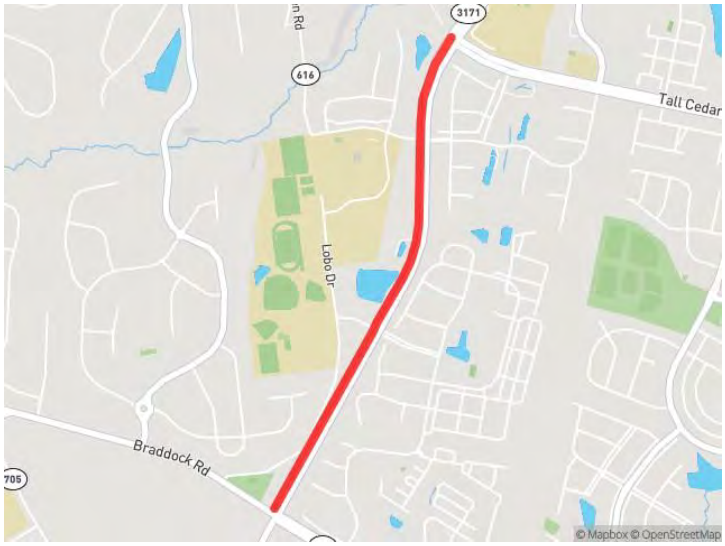


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	LOCAL	$560,000	$0	$0	$0	$560,000
Construction	LBD	$0	$20,778,000	$0	$0	$20,778,000
Total Construction		$0	$20,778,000	$0	$0	$20,778,000
TIP Total		$560,000	$20,778,000	$0	$0	$21,338,000
Total Prior Costs		$0	$0	$0	$0	$5,209,000
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

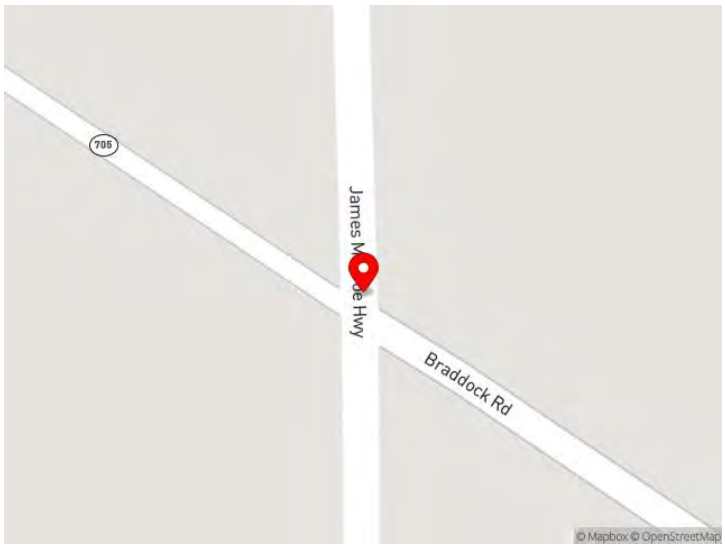


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	REVSH	$0	$0	$4,100,000	$0	$4,100,000
Construction	LOCAL	$0	$0	$33,179,000	$5,500,000	$38,679,000
Total Construction		$0	$0	$33,179,000	$5,500,000	$38,679,000
TIP Total		$0	$0	$37,279,000	$5,500,000	$42,779,000
Total Programmed		$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

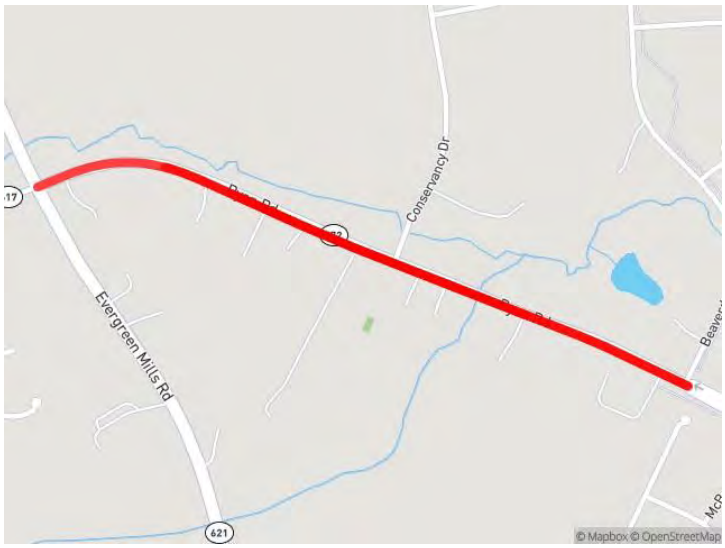


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	LOCAL	$0	$0	$0	$4,000,000	$4,000,000
Right of Way	CMAQ	$960,000	$0	$0	$0	$960,000
Right of Way	DC/STATE	$240,000	$0	$0	$0	$240,000
Right of Way	RSTP	$0	$3,000,000	$0	$0	$3,000,000
Construction	CMAQ	$0	$1,603,842	$0	$0	$1,603,842
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

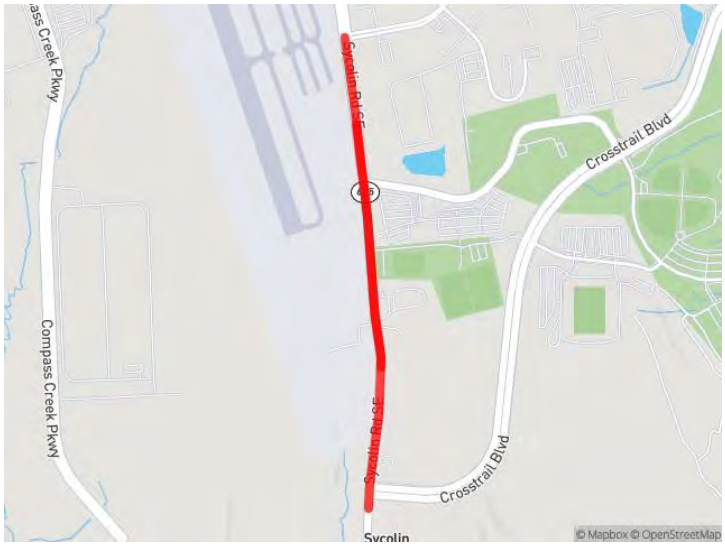


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Right of Way	REVSH	$790,000	$0	$0	$0	$790,000
Total Right of Way		$790,000	$0	$0	$0	$790,000
TIP Total		$790,000	$0	$0	$0	$790,000
Total Prior Costs		$0	$0	$0	$0	$3,822
Total Programmed		$790,000	$0	$0	$0	$793,822

T6346 - Syscolin Road Paving and Widening

Design, R/W acq, utilities relo, & CN to widen approximately 4,200 ft.. Sycolin 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

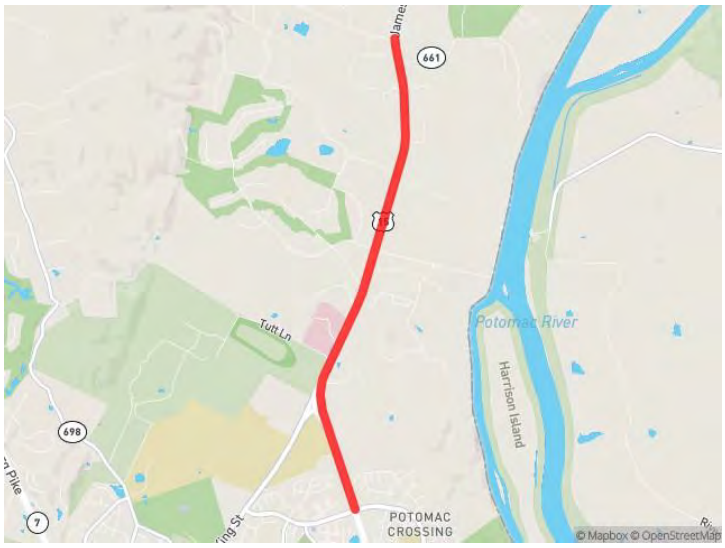


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Right of Way	DC/STATE	$17,187,853	$0	$0	$0	$17,187,853
Construction	DC/STATE	$0	$21,529,500	$0	$0	$21,529,500
Total Construction		$0	$21,529,500	$0	$0	$21,529,500
TIP Total		$17,187,853	$21,529,500	$0	$0	$38,717,353
Total Prior Costs		$0	$0	$0	$0	$3,878,437
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

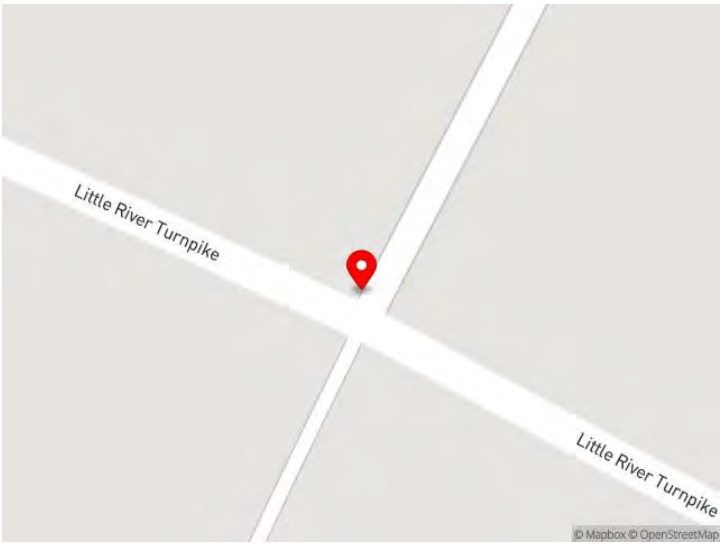


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	LOCAL	$5,231,000	$0	$0	$0	$5,231,000
Right of Way	LOCAL	$9,538,000	$0	$0	$0	$9,538,000
Construction	LOCAL	$6,840,000	$35,060,000	$0	$0	$41,900,000
Total Construction		$6,840,000	$35,060,000	$0	$0	$41,900,000
TIP Total		$21,609,000	$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

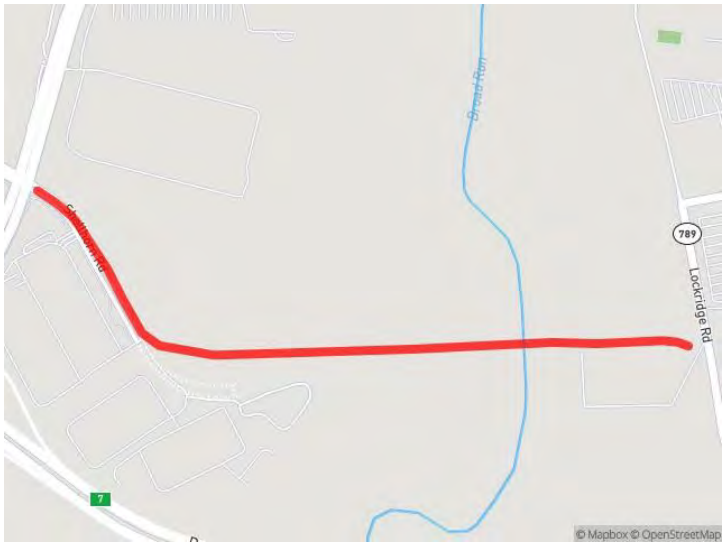


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	LBD	$0	$0	$5,913,000	$0	$5,913,000
Other	LOCAL	$0	$0	$801,000	$0	$801,000
Other	Private	$0	$0	$1,108,000	$0	$1,108,000
Total Other		$0	$0	$7,822,000	$0	$7,822,000
TIP Total		$0	$0	$7,822,000	$0	$7,822,000
Total Programmed		$0	$0	$7,822,000	$0	$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

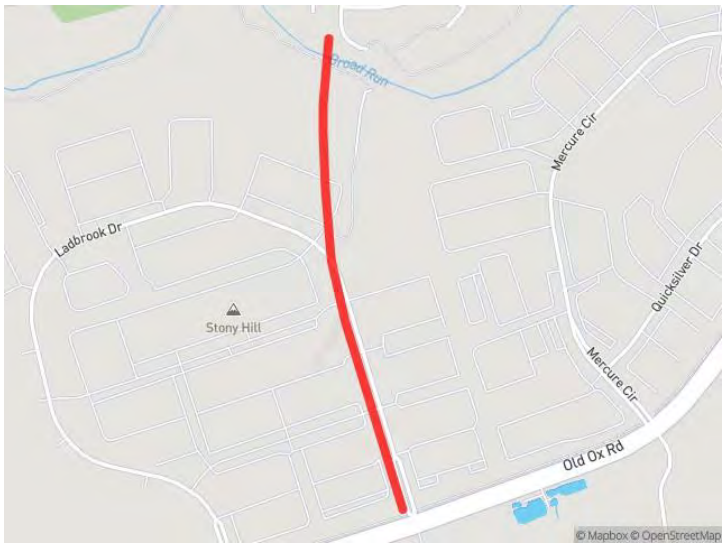


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	LOCAL	$0	$126,000,000	$0	$0	$126,000,000
Total Other		$0	$126,000,000	$0	$0	$126,000,000
TIP Total		$0	$126,000,000	$0	$0	$126,000,000
Total Programmed		$0	$126,000,000	$0	$0	$126,000,000

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

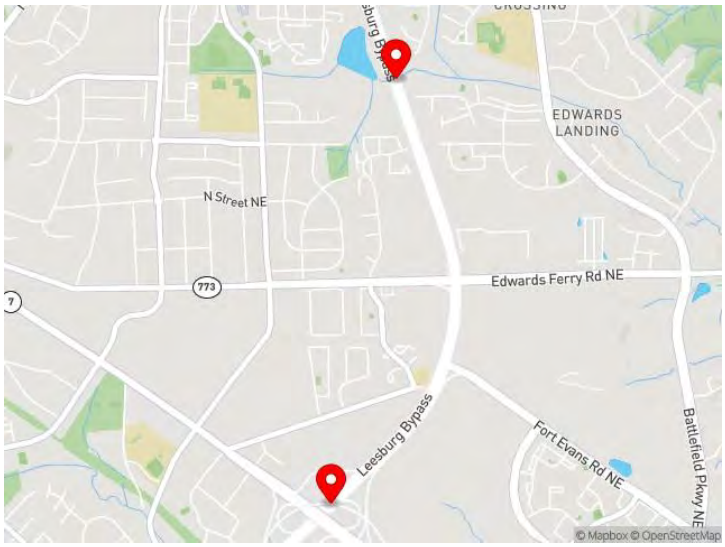


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Right of Way	LOCAL	$42,423,550	$0	$0	$0	$42,423,550
Right of Way	RSTP	$5,692,410	$0	$0	$0	$5,692,410
Total Right of Way		$48,115,960	$0	$0	$0	$48,115,960
TIP Total		$48,115,960	$0	$0	$0	$48,115,960
Total Prior Costs		$0	$0	$0	$0	$88,234,364
Total AC		$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.

National Capital Region
Transportation Planning Board

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

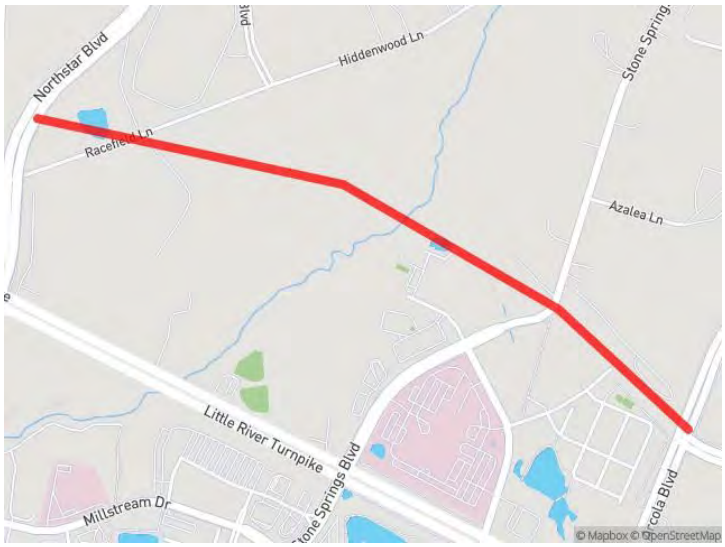
Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - New Construction
Agency Project ID:	-
Facility:	Crosstrail Boulevard
From:	Sycolin Road
To:	Dulles Greenway
County:	Loudoun
Municipality:	-
Completion Year:	2028
Total Cost:	$36,945,000

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

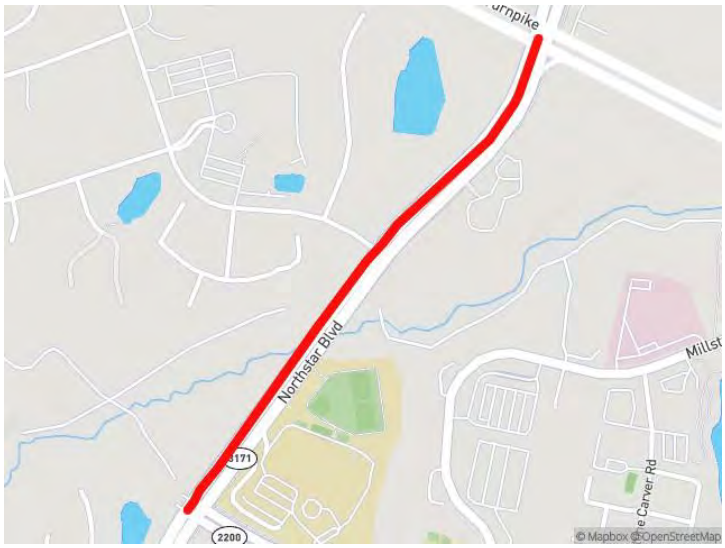


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		$0	$0	$0	$0	$22,700,000
Total Programmed		$0	$0	$0	$0	$22,700,000

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

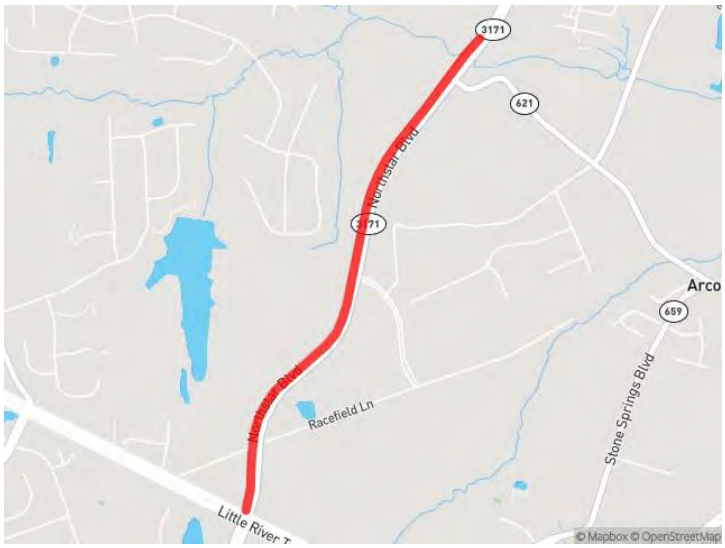


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		$0	$0	$0	$0	$14,700,000
Total Programmed		$0	$0	$0	$0	$14,700,000

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

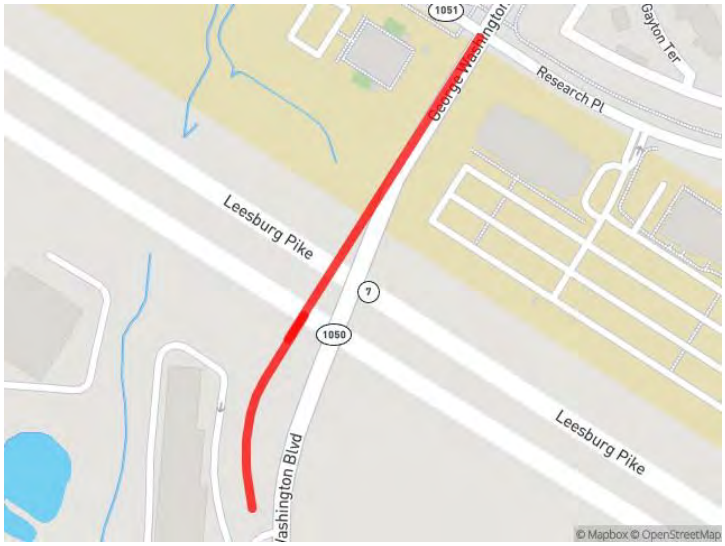


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		$0	$0	$0	$0	$193,446,682
Total Programmed		$0	$0	$0	$0	$193,446,682

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.

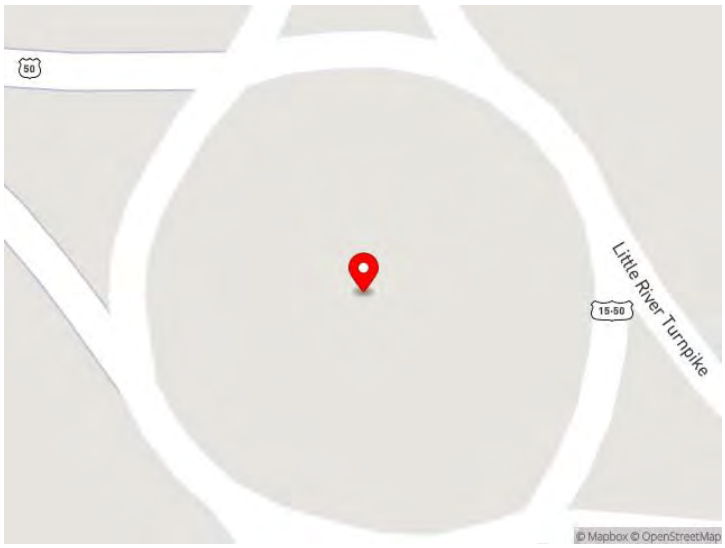
Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Interchange improvements
Agency Project ID:	111666
Facility:	Route 7 / Route 690 (Hillsboro Road) Interchange
From:	Route 7 / Route 690 (Hillsboro Road) Interchange
To:	-
County:	Loudoun
Municipality:	-
Completion 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

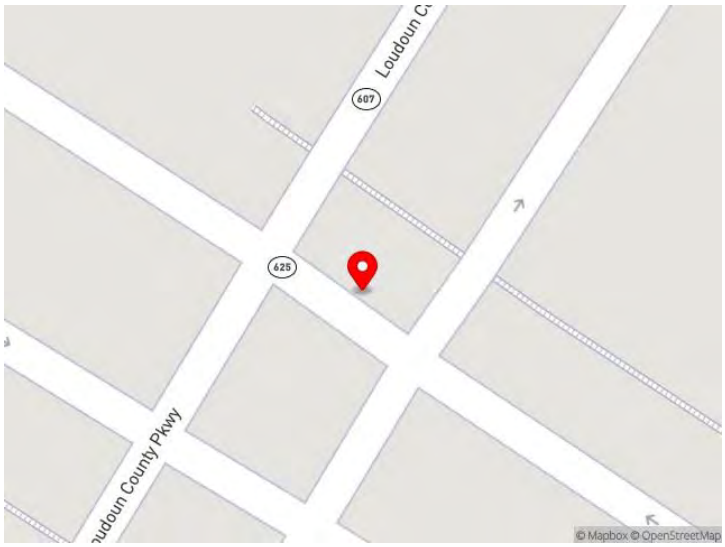
Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Other Improvement
Agency Project ID:	76244
Facility:	VA 659 Belmont Ridge Rd.
From:	Va Hay Rd
To:	VA Gloucester Pkwy
County:	Loudoun
Municipality:	-
Completion Year:	2015
Total Cost:	$51,385,791

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

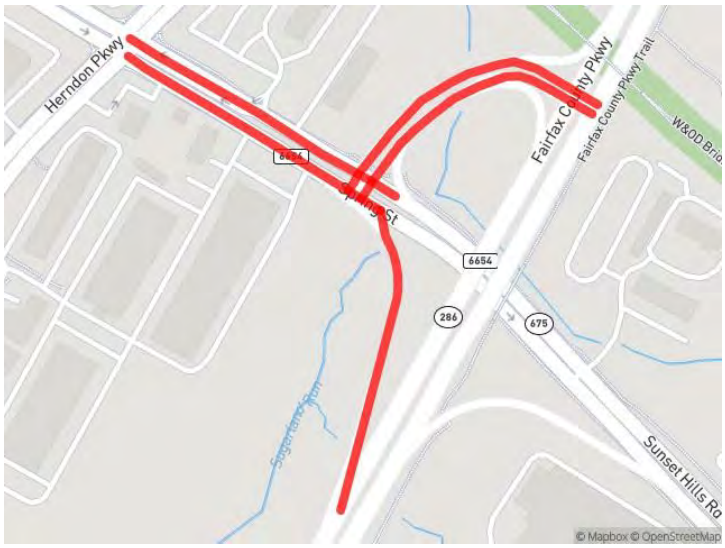


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		$0	$0	$0	$0	$19,740,000
Total Programmed		$0	$0	$0	$0	$19,740,000

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

National Capital Region
Transportation Planning Board

T6543 - I-66 / Route 15 Interchange Reconstruction - GARVEE Debt Services

Debt Service Required for CN UPC 100566

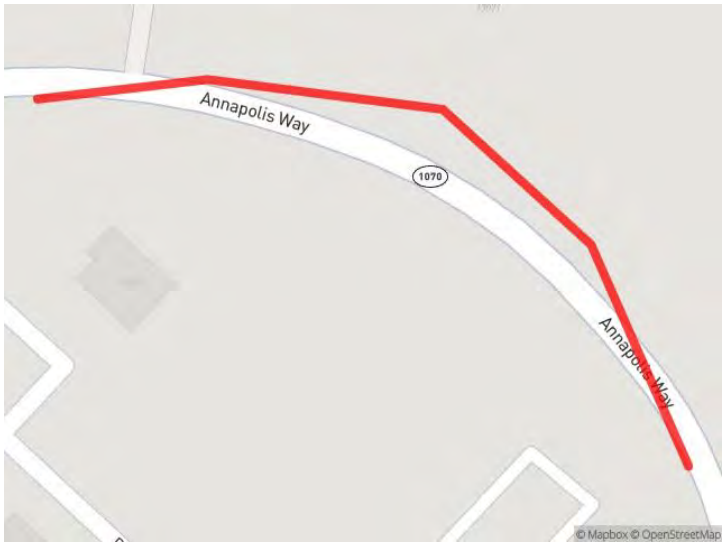
Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Debt Service
Agency Project ID:	110376
Facility:	I 66
From:	Rte. I-66/Rte 15 Interchange
To:	-
County:	Prince William
Municipality:	-
Completion Year:	2033
Total Cost:	$11,686,293

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

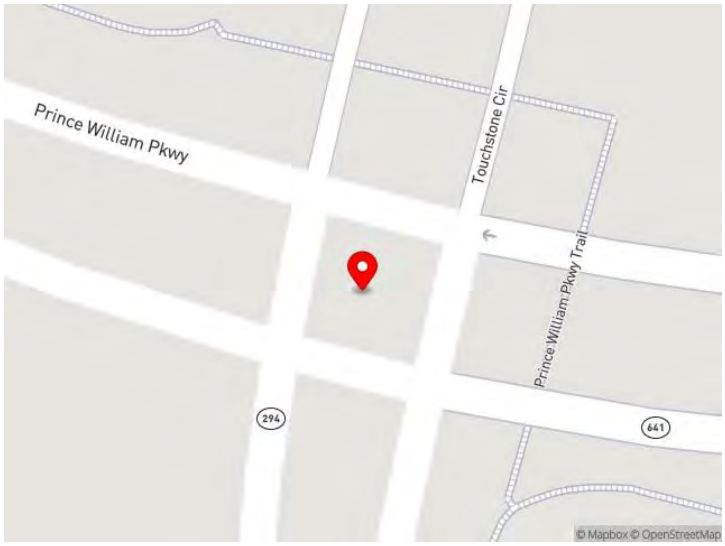
Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Debt Service
Agency Project ID:	111985
Facility:	-
From:	-
To:	-
County:	Prince William
Municipality:	-
Completion Year:	2038
Total Cost:	$8,586,322

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

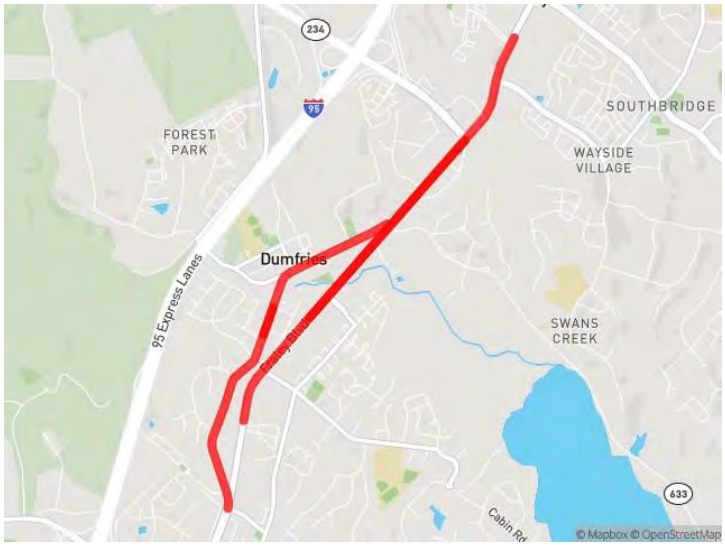


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Right of Way	NHPP	$1,000,000	$1,465,930	$1,228,911	$0	$3,694,841
Construction	HPP	$0	$4,361,528	$655,907	$0	$5,017,435
Construction	NHPP	$0	$0	$7,771,089	$7,000,000	$14,771,089
Total Construction		$0	$4,361,528	$8,426,996	$7,000,000	$19,788,524
TIP 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

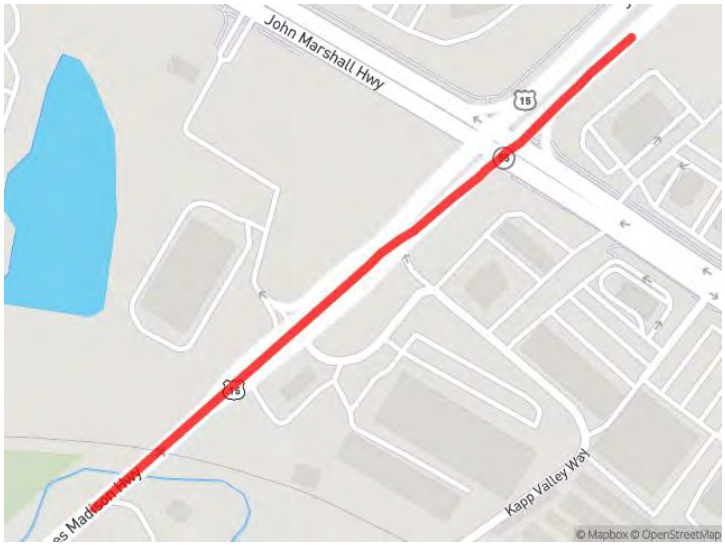


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Right of Way	NHPP	$10,536,435	$0	$0	$0	$10,536,435
Total Right of Way		$10,536,435	$0	$0	$0	$10,536,435
TIP Total		$10,536,435	$0	$0	$0	$10,536,435
Total Prior Costs		$0	$0	$0	$0	$237,397,493
Total Programmed		$10,536,435	$0	$0	$0	$247,933,928

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.

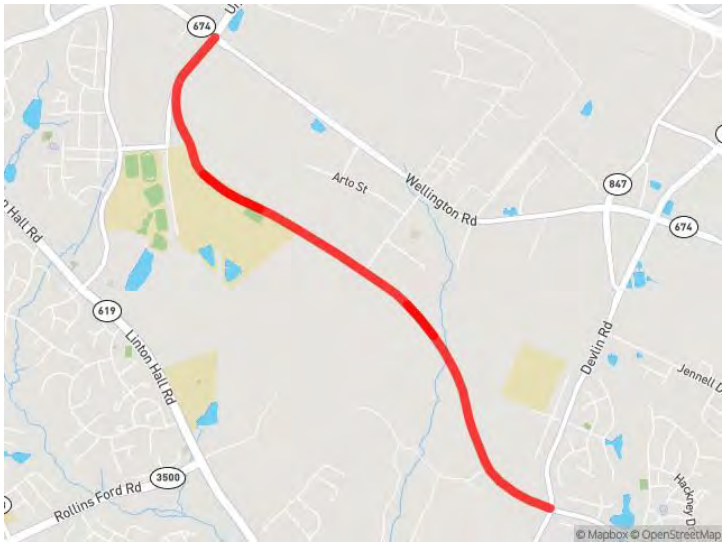
Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	121561
Facility:	Token Forest Drive
From:	Purcell Road
To:	Allstart Drive
County:	Prince William
Municipality:	-
Completion Year:	2026
Total Cost:	$899,417

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 signalizing 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

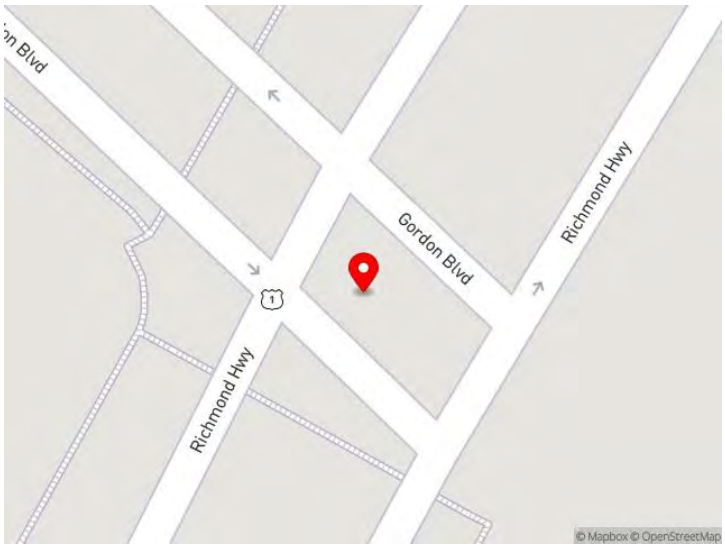


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	$2,703,800	$1,500,000	$0	$0	$4,203,800
Construction	LOCAL	$0	$1,500,000	$3,500,000	$0	$5,000,000
Construction	REVSH	$0	$0	$3,500,000	$0	$3,500,000
Construction	RSTP	$10,815,200	$0	$0	$0	$10,815,200
Total Construction		$13,519,000	$3,000,000	$7,000,000	$0	$23,519,000
TIP Total		$13,519,000	$3,000,000	$7,000,000	$0	$23,519,000
Total Prior Costs		$0	$0	$0	$0	$81,714,236
Total Programmed		$13,519,000	$3,000,000	$7,000,000	$0	$105,233,236

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

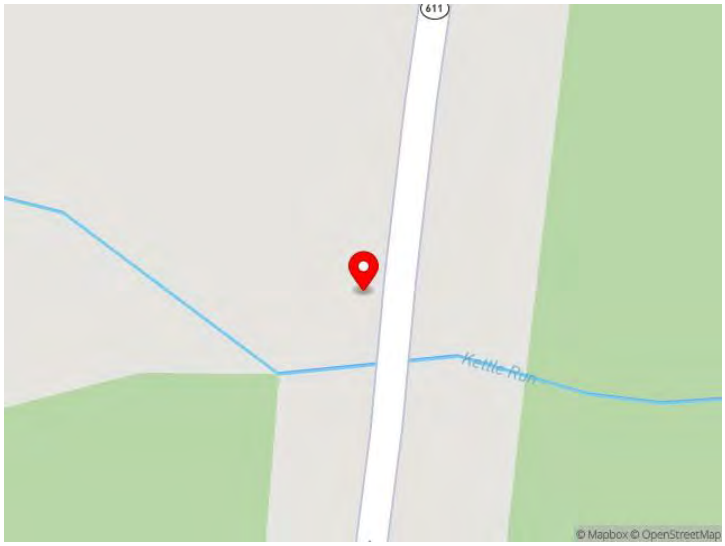


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Planning	NVTA	$0	$3,000,000	$0	$0	$3,000,000
Total Planning		$0	$3,000,000	$0	$0	$3,000,000
TIP Total		$0	$3,000,000	$0	$0	$3,000,000
Total Prior Costs		$0	$0	$0	$0	$23,865,013
Total Future Costs		$0	$0	$0	$0	$94,000,000
Total Programmed		$0	$3,000,000	$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 Resilience 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

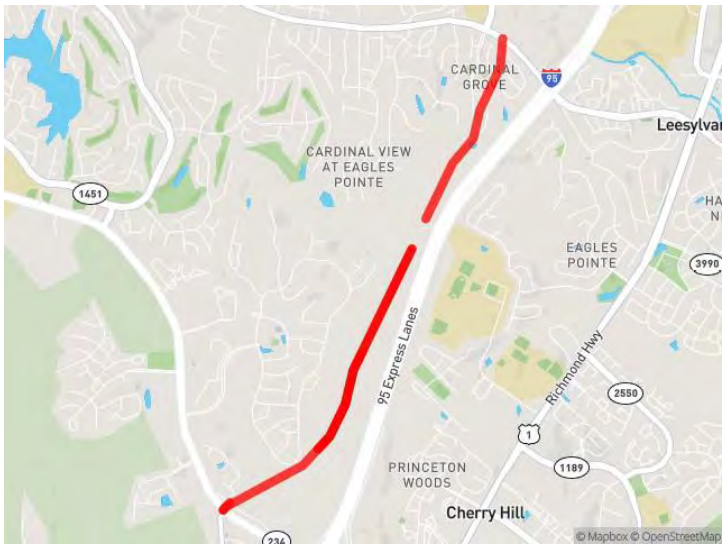


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	LOCAL	$0	$147,190	$0	$0	$147,190
Preliminary Engineering	PROTECT-G	$0	$588,755	$0	$0	$588,755
Construction	LOCAL	$0	$981,261	$0	$0	$981,261
Construction	PROTECT-G	$0	$3,925,044	$0	$0	$3,925,044
Total Construction		$0	$4,906,305	$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.

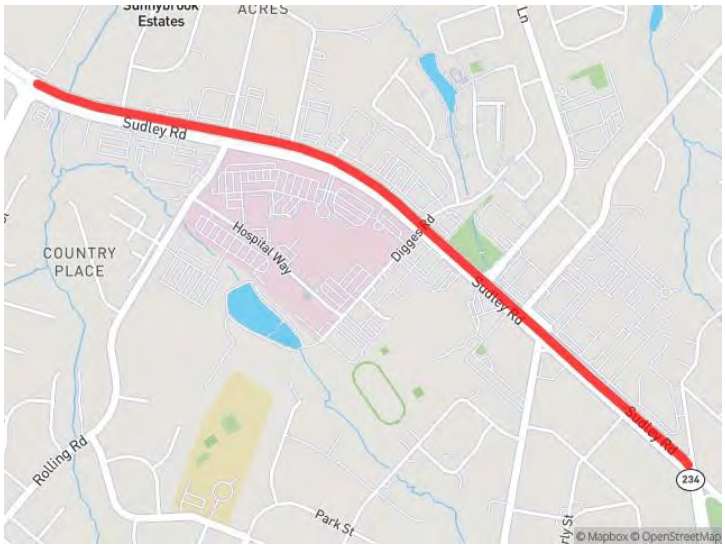
Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Add Capacity/Widening
Agency Project ID:	102903
Facility:	Liberia Avenue
From:	VA 28 Centreville Road
To:	Euclid Avenue
County:	-
Municipality:	City of Manassas
Completion Year:	2027
Total Cost:	$8,855,000

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.

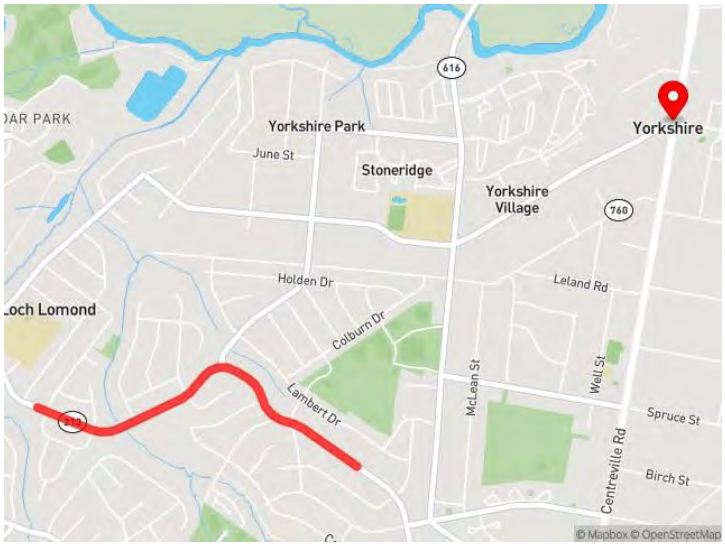
Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Study/Planning/Research
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	-
Municipality:	City of Manassas Park
Completion Year:	2029
Total Cost:	$552,775

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

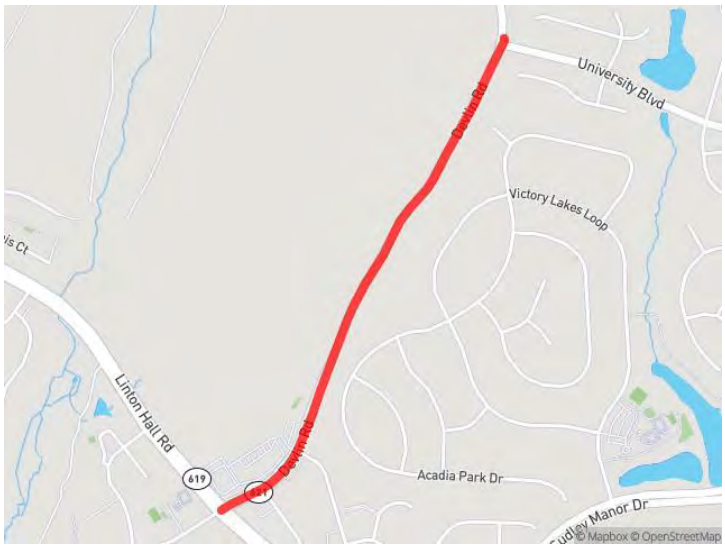
Project and program records in this section have either been completed or are near completion and all previously planned funds have been obligated. There may be a need to obligate further funding to these records as they go through a process known as financial close-out. They are included in the TIP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

National Capital Region
Transportation Planning Board

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

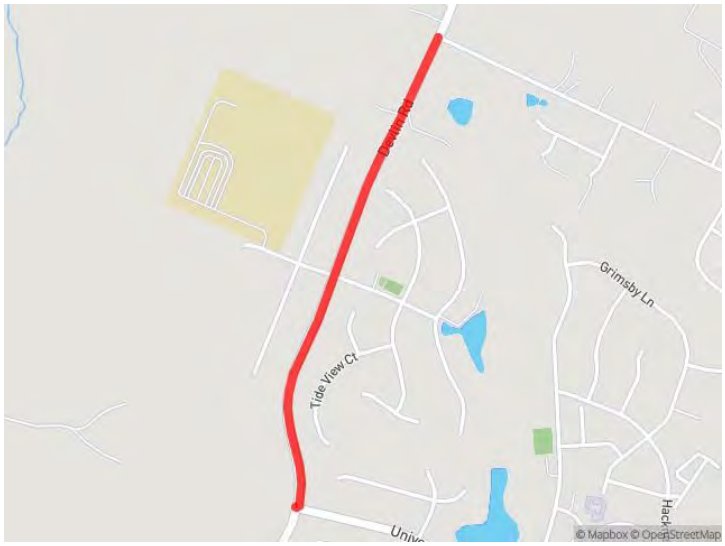


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		$0	$0	$0	$0	$4,999,103
Total Programmed		$0	$0	$0	$0	$4,999,103

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

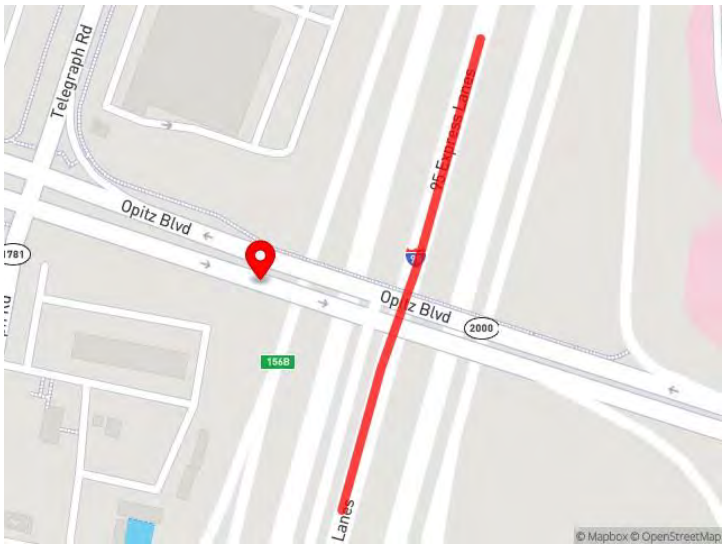


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		$0	$0	$0	$0	$38,786,328
Total Programmed		$0	$0	$0	$0	$38,786,328

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/Opitz Boulevard Ramp
From:	I-95
To:	Opitz Boulevard
County:	Prince William
Municipality:	-
Completion Year:	2022
Total Cost:	$60,000,000

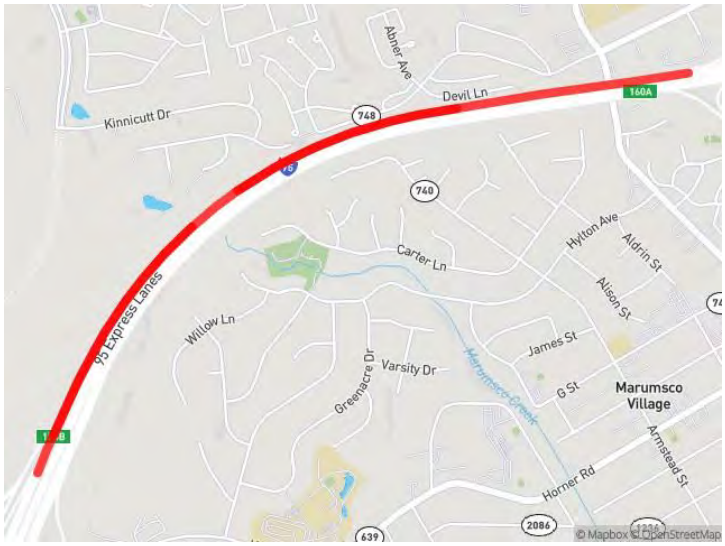


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		$0	$0	$0	$0	$60,000,000
Total Programmed		$0	$0	$0	$0	$60,000,000

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

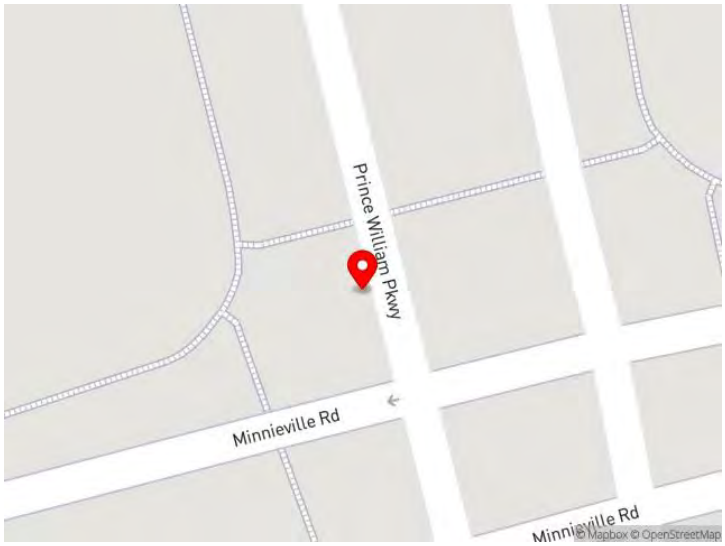


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		$0	$0	$0	$0	$23,721,497
Total Programmed		$0	$0	$0	$0	$23,721,497

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

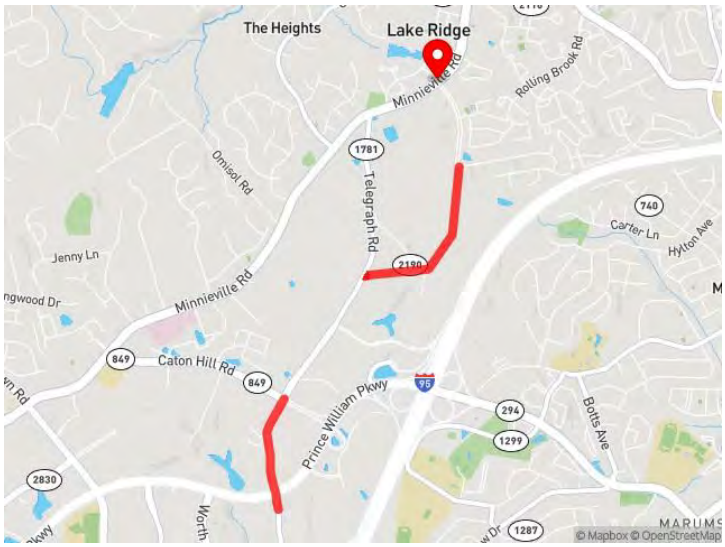


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		$0	$0	$0	$0	$70,000,000
Total Programmed		$0	$0	$0	$0	$70,000,000

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

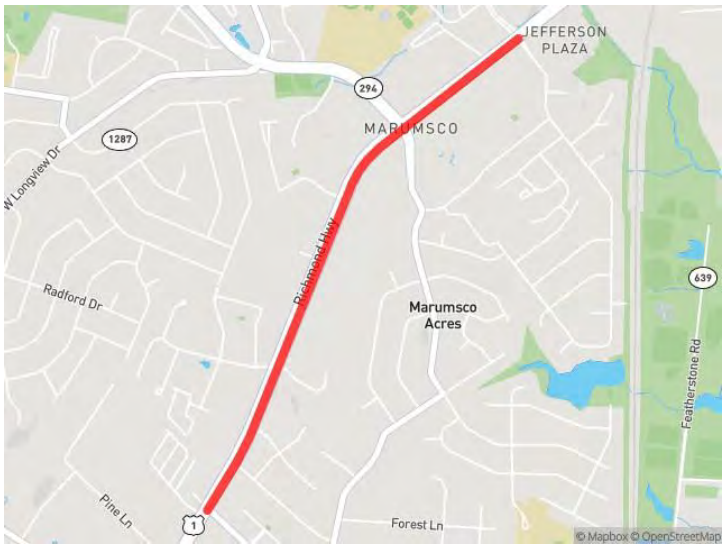
Cycle-Revision ID:	26-00
Lead Agency:	Virginia Department of Transportation
Project Type:	Project Oversight
Agency Project ID:	122014
Facility:	-
From:	-
To:	-
County:	Prince William
Municipality:	-
Completion Year:	2050
Total Cost:	$174,833

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

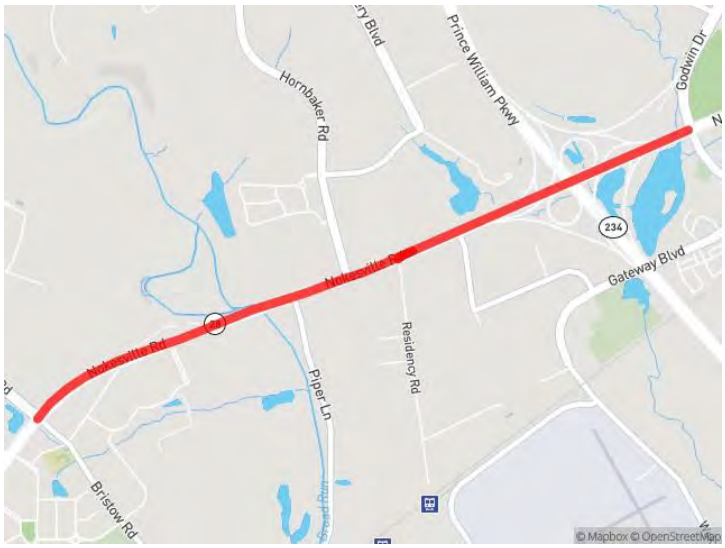


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		$0	$0	$0	$0	$8,604,250
Total Programmed		$0	$0	$0	$0	$8,604,250

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

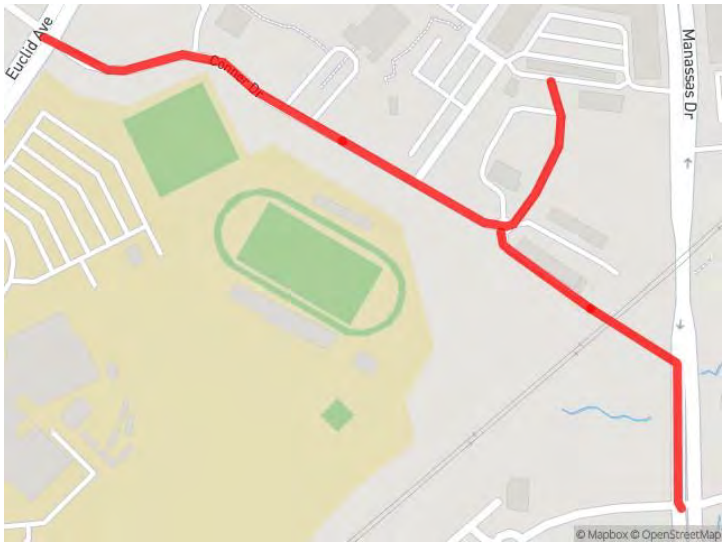


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		$0	$0	$0	$0	$12,325,000
Total Programmed		$0	$0	$0	$0	$12,325,000

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

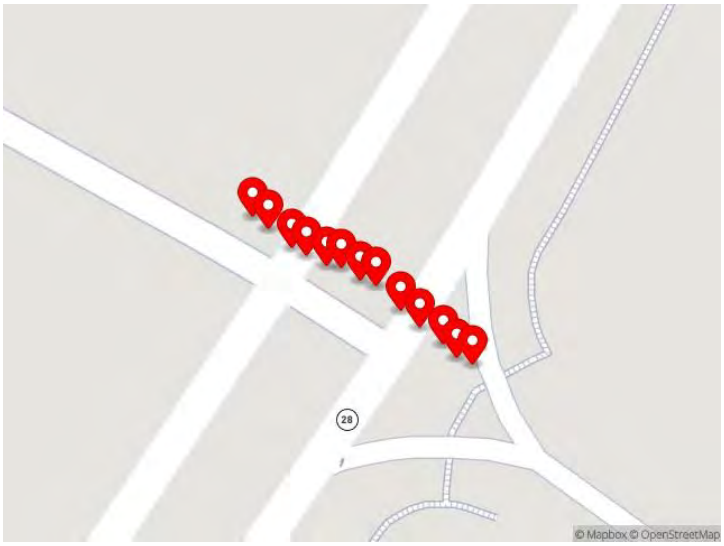


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		$0	$0	$0	$0	$14,952
Total Future Costs		$0	$0	$0	$0	$25,000,000
Total Programmed		$0	$0	$0	$0	$25,014,952

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

National Capital Region
Transportation Planning Board

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.

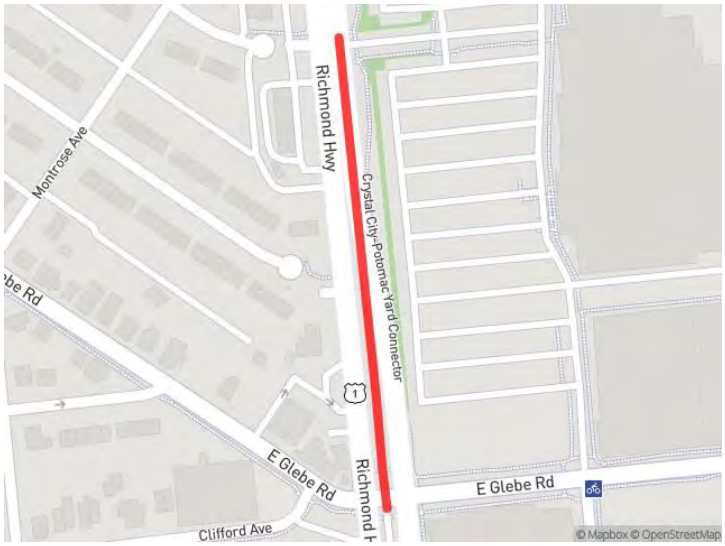
Cycle-Revision ID:	26-00
Lead Agency:	VDRPT
Project Type:	Bus/BRT - Passenger Facilities
Agency Project ID:	T22443
Facility:	Crystal City Metro station
From:	Crystal Drive
To:	-
County:	Arlington
Municipality:	-
Completion Year:	2027
Total Cost:	$162,172,812

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

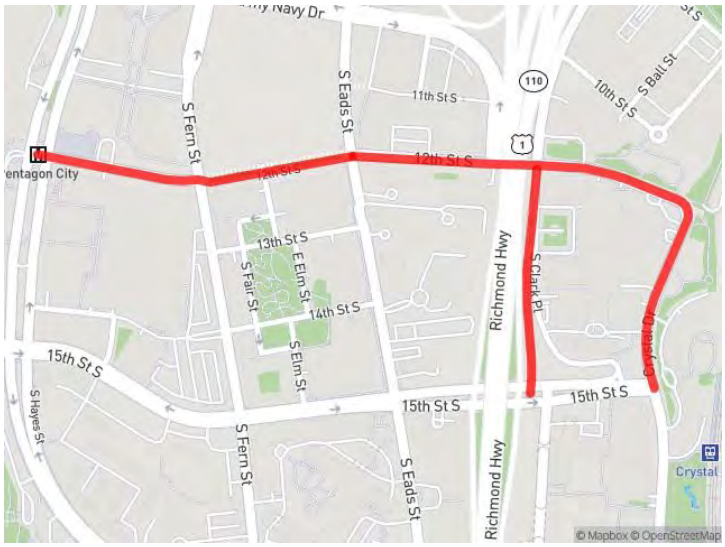


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Right of Way	NVTA	$0	$0	$2,000,000	$0	$2,000,000
Construction	NVTA	$0	$0	$0	$5,000,000	$5,000,000
Total Construction		$0	$0	$0	$5,000,000	$5,000,000
TIP Total		$0	$0	$2,000,000	$5,000,000	$7,000,000
Total Prior Costs		$0	$0	$0	$0	$2,782,378
Total Programmed		$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

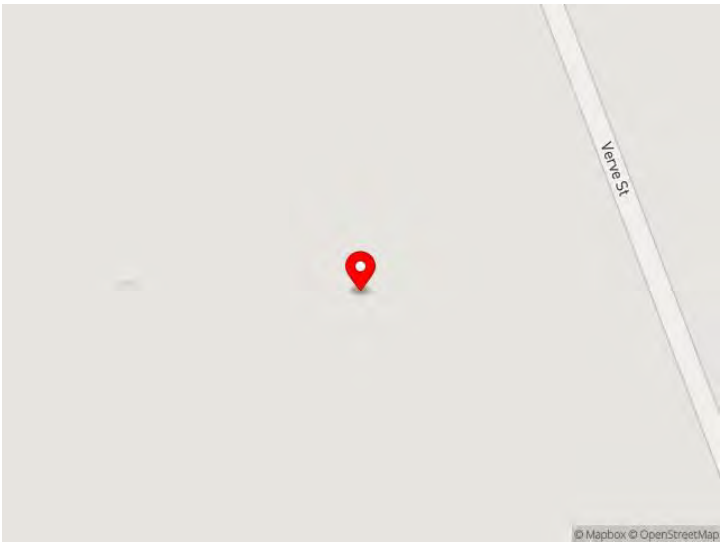


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	DC/STATE	$1,720,000	$331,000	$0	$0	$2,051,000
Other	LOCAL	$786,000	$330,000	$0	$0	$1,116,000
Other	NVTA	$9,600,000	$3,610,000	$0	$0	$13,210,000
Total Other		$12,106,000	$4,271,000	$0	$0	$16,377,000
TIP Total		$12,106,000	$4,271,000	$0	$0	$16,377,000
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

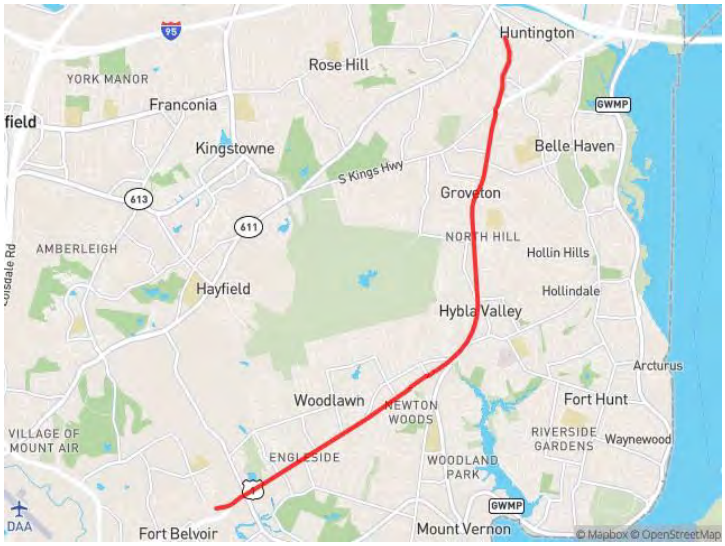


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	$0	$0	$0	$4,747,000	$4,747,000
Total Construction		$0	$0	$0	$4,747,000	$4,747,000
TIP Total		$0	$0	$0	$4,747,000	$4,747,000
Total Future Costs		$0	$0	$0	$0	$12,997,000
Total Programmed		$0	$0	$0	$4,747,000	$17,744,000

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 Belvior. 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 TRANSPORTATOIN

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.

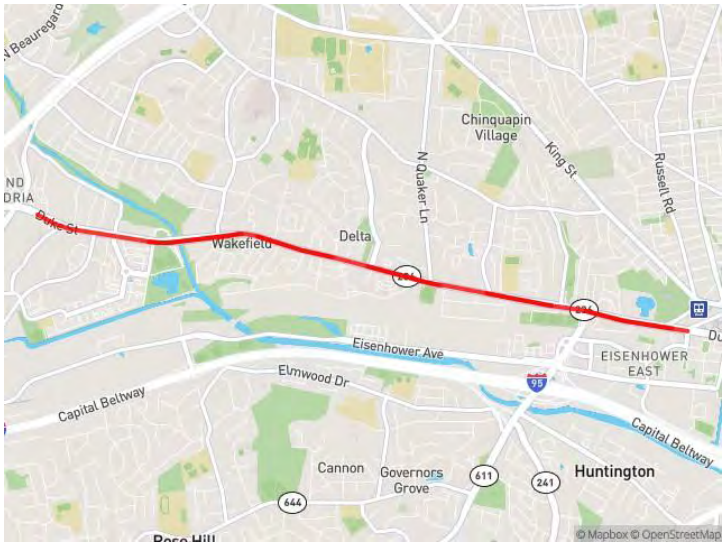
Cycle-Revision ID:	26-00
Lead Agency:	VDRPT
Project Type:	Other - Alt Fuel Infrastructure
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	-
Municipality:	City of Alexandria
Completion Year:	2028
Total Cost:	$1,250,000

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.

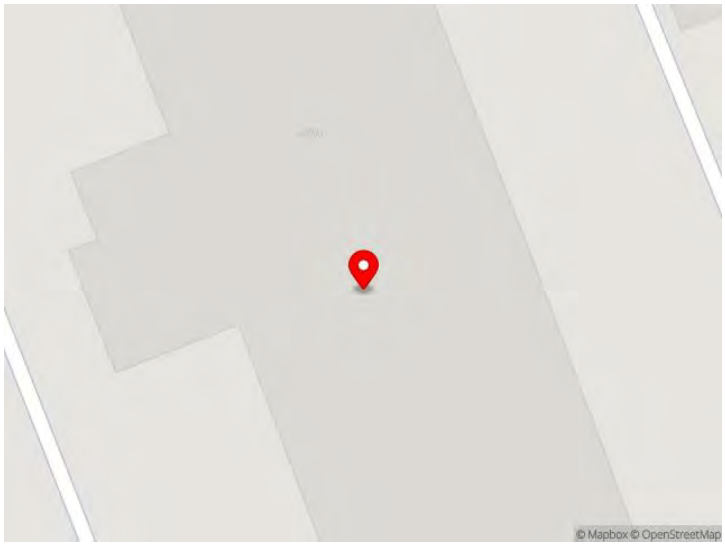
Cycle-Revision ID:	26-00
Lead Agency:	VDRPT
Project Type:	Bus/BRT - Capital/SGR
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Fairfax
Municipality:	-
Completion Year:	2027
Total Cost:	$59,519,060

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

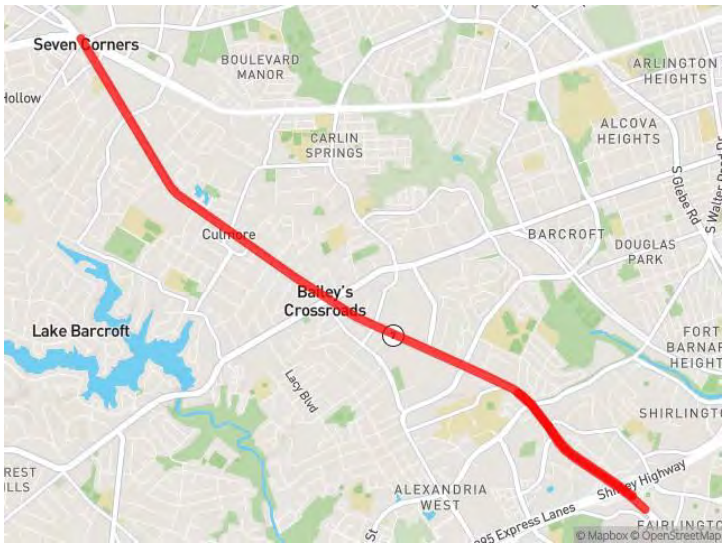


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		$0	$0	$0	$0	$15,904,954
Total Programmed		$0	$0	$0	$0	$15,904,954

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 offce and residential developments and new transit locations, such as the new City facility in the Mark Center neighborhood and new offce 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

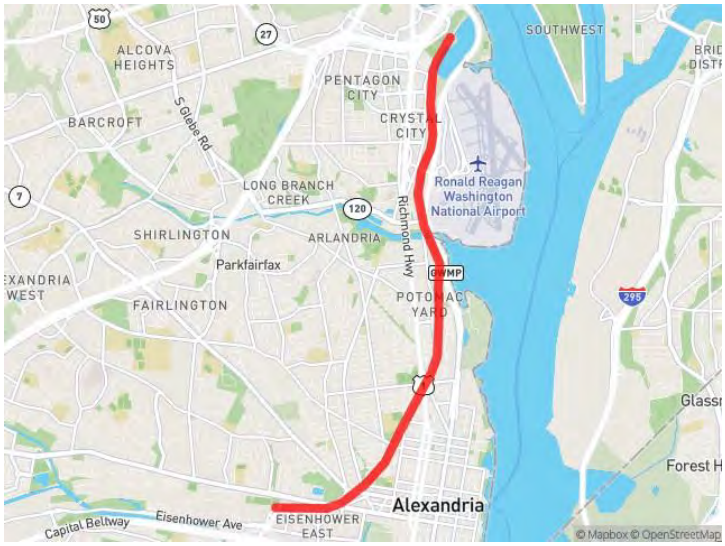
FY 2026-2029 TIP Tables

National Capital Region
Transportation Planning Board

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

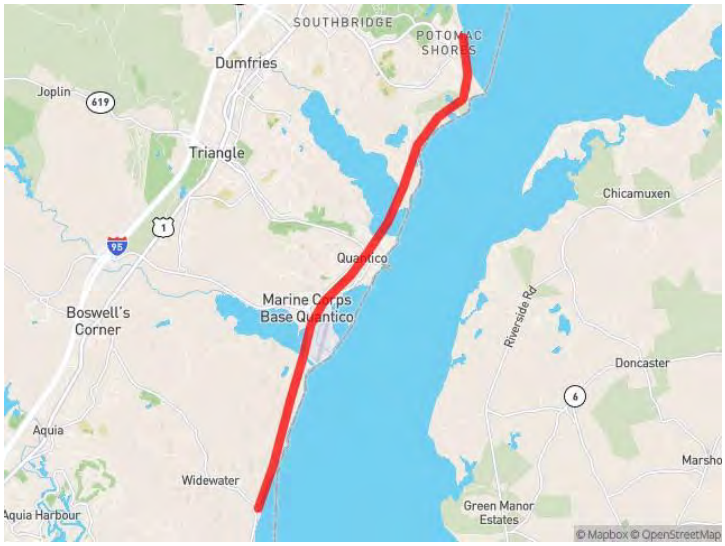


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	AMTRAK	$0	$10,000,000	$0	$0	$10,000,000
Construction	CMAQ	$43,267,557	$3,806,367	$0	$0	$47,073,924
Construction	DC/STATE	$21,572	$7,850,969	$0	$0	$7,872,541
Total Construction		$43,289,129	$21,657,336	$0	$0	$64,946,465
Other	DC/STATE	$13,978,428	$6,989,212	$0	$0	$20,967,640
Total Other		$13,978,428	$6,989,212	$0	$0	$20,967,640
TIP Total		$57,267,557	$28,646,548	$0	$0	$85,914,105
Total Prior Costs		$0	$0	$0	$0	$124,537,667
Total Programmed		$57,267,557	$28,646,548	$0	$0	$210,451,772

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

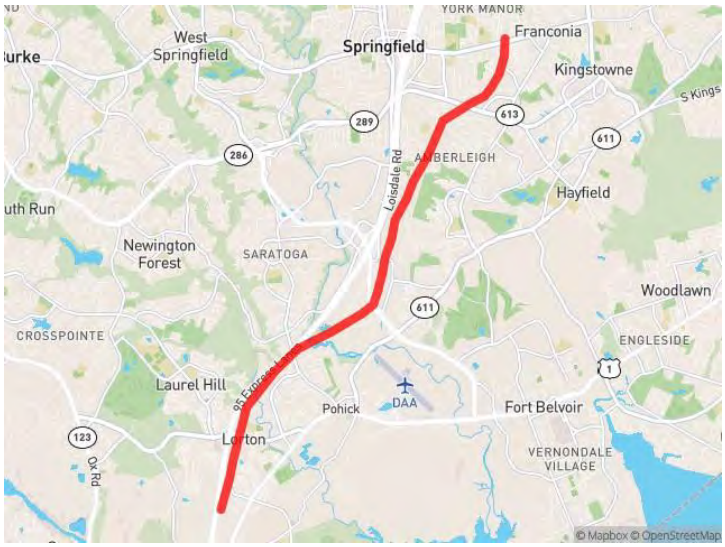


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	DC/STATE	$15,700,000	$0	$0	$0	$15,700,000
Total Other		$15,700,000	$0	$0	$0	$15,700,000
TIP Total		$15,700,000	$0	$0	$0	$15,700,000
Total Programmed		$15,700,000	$0	$0	$0	$15,700,000

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.

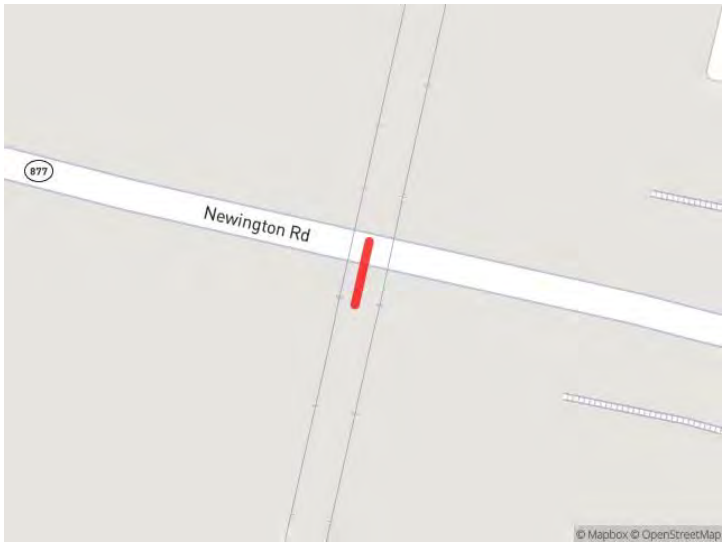
Cycle-Revision ID:	26-00
Lead Agency:	VPRA - Virginia Passenger Rail Authority
Project Type:	Rail/Fixed Guideways - Metrorail/Commuter Rail
Agency Project ID:	-
Facility:	Long Bridge
From:	Arlington, VA
To:	East Potomac Park, DC
County:	Arlington
Municipality:	District of Columbia
Completion Year:	2030
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

National Capital Region
Transportation Planning Board

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.

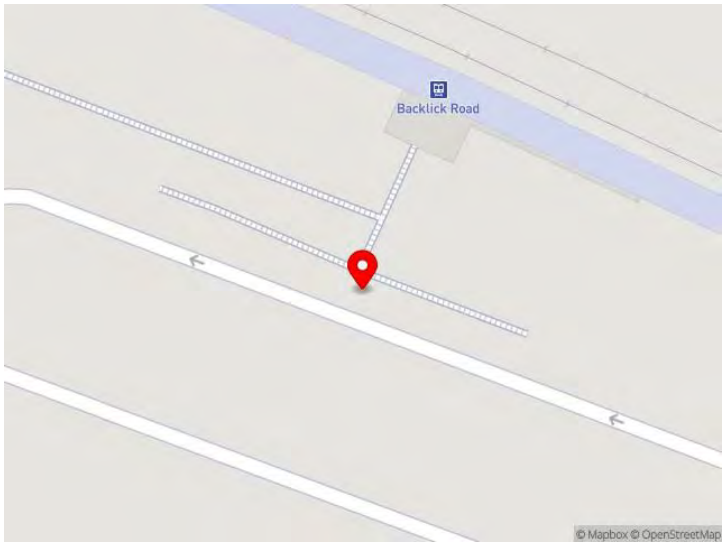
Cycle-Revision ID:	26-00
Lead Agency:	VRE
Project Type:	Rail/Fixed Guideways - Metrorail/Commuter Rail
Agency Project ID:	-
Facility:	VRE L'Enfant Station
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2028
Total Cost:	$131,800,302

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

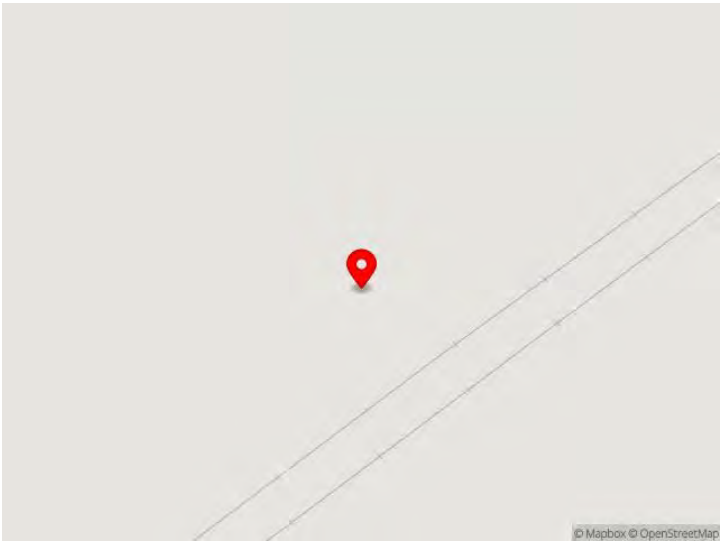


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	NVTA	$0	$0	$0	$6,145,103	$6,145,103
Total Construction		$0	$0	$0	$6,145,103	$6,145,103
TIP Total		$0	$0	$0	$6,145,103	$6,145,103
Total Prior Costs		$0	$0	$0	$0	$2,500,000
Total Programmed		$0	$0	$0	$6,145,103	$8,645,103

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.

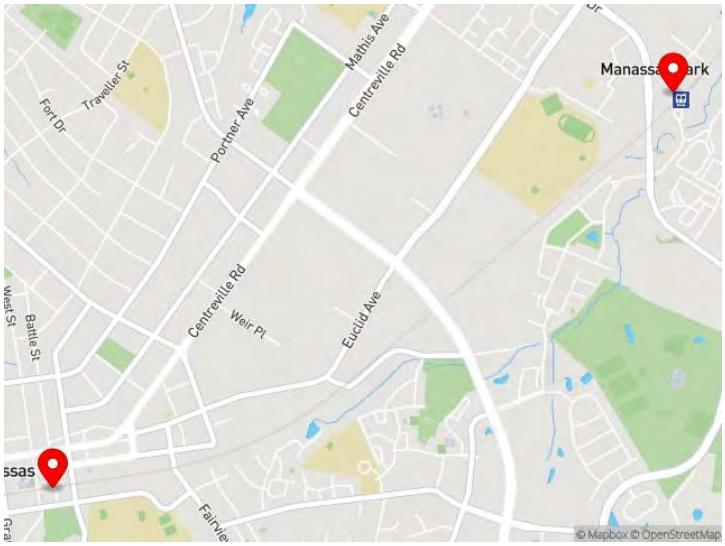
Cycle-Revision ID:	26-00
Lead Agency:	VRE
Project Type:	Debt Service
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	-
Municipality:	Suburban VA
Completion Year:	2050
Total Cost:	$62,940,418

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

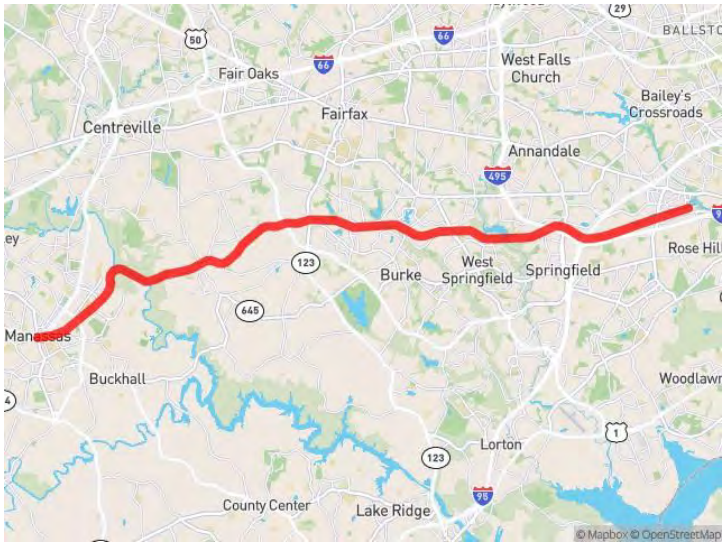


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	CONCESSION	$2,081,910	$0	$0	$0	$2,081,910
Construction	CONCESSION	$6,506,735	$0	$0	$0	$6,506,735
-	CONCESSION	$0	$0	$0	$0	$0
TIP Total		$8,588,645	$0	$0	$0	$8,588,645
Total Prior Costs		$0	$0	$0	$0	$536,355
Total Programmed		$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 (VPRA) 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

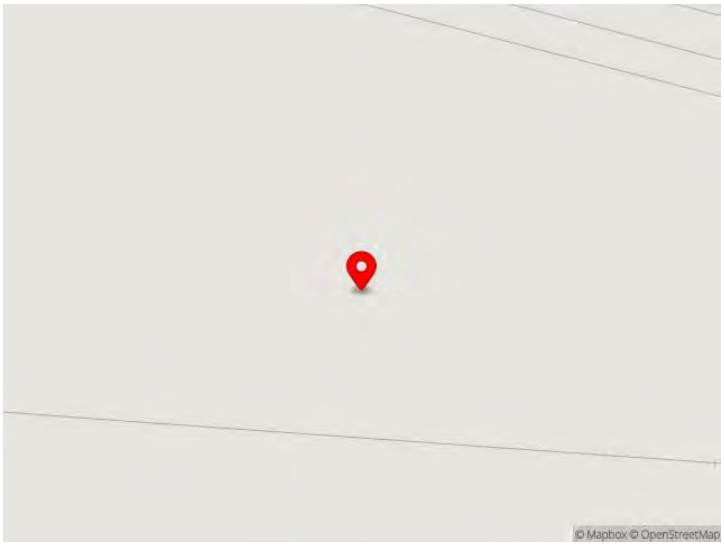


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Right of Way	LOCAL	$0	$5,000,000	$0	$0	$5,000,000
Right of Way	S. 5307	$0	$31,138,800	$0	$0	$31,138,800
Right of Way	S. 5337-SGR	$0	$31,138,800	$0	$0	$31,138,800
Total Right of Way		$0	$67,277,600	$0	$0	$67,277,600
TIP Total		$0	$67,277,600	$0	$0	$67,277,600
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

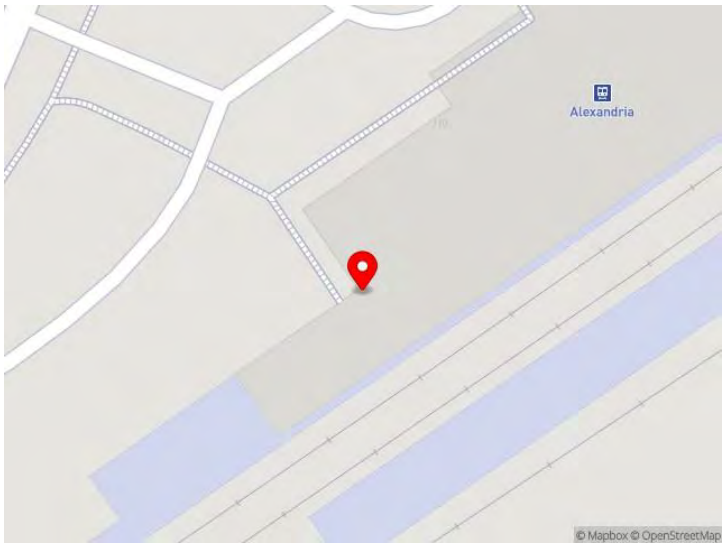
Project and program records in this section have either been completed or are near completion and all previously planned funds have been obligated. There may be a need to obligate further funding to these records as they go through a process known as financial close-out. They are included in the TIP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

National Capital Region
Transportation Planning Board

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

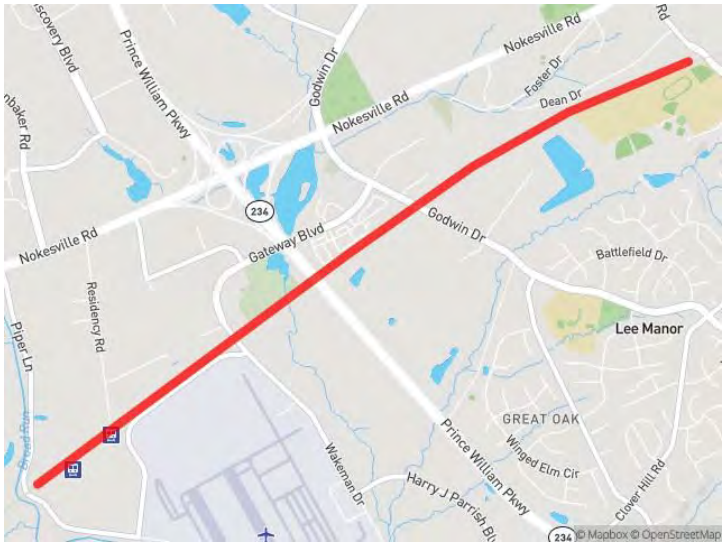


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		$0	$0	$0	$0	$48,541,205
Total Programmed		$0	$0	$0	$0	$48,541,205

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 (VPRA) 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

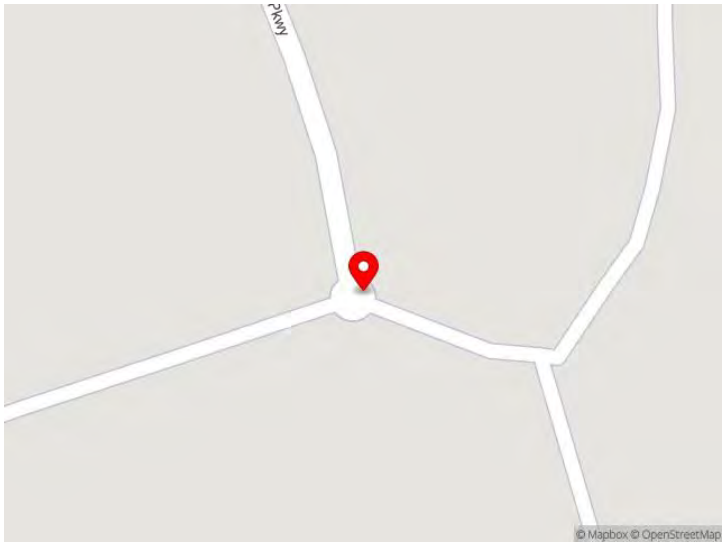


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		$0	$0	$0	$0	$11,500,000
Total Programmed		$0	$0	$0	$0	$11,500,000

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

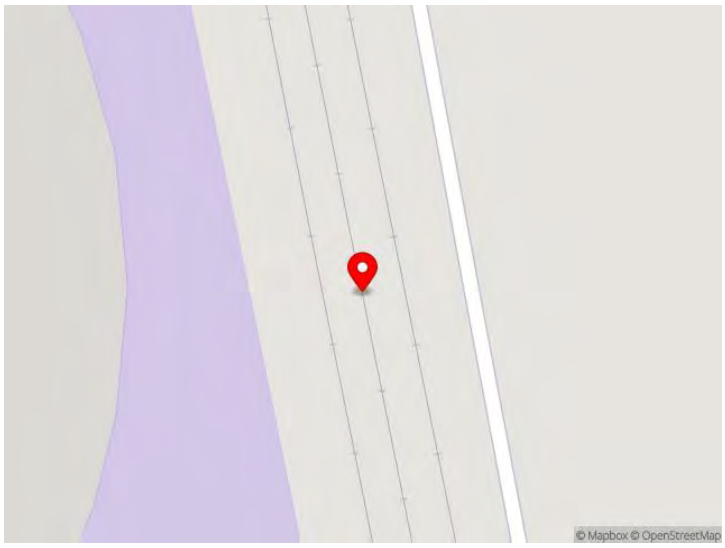


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		$0	$0	$0	$0	$19,191,500
Total Programmed		$0	$0	$0	$0	$19,191,500

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

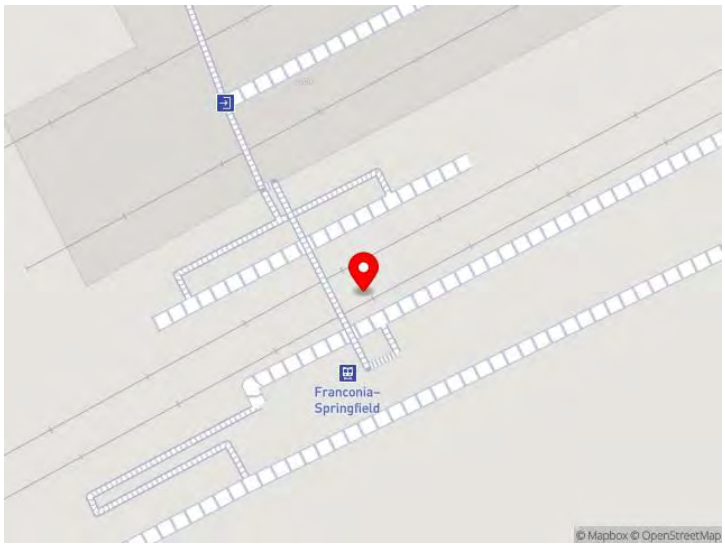


Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Total Prior Costs		$0	$0	$0	$0	$68,900,900
Total Programmed		$0	$0	$0	$0	$68,900,900

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.

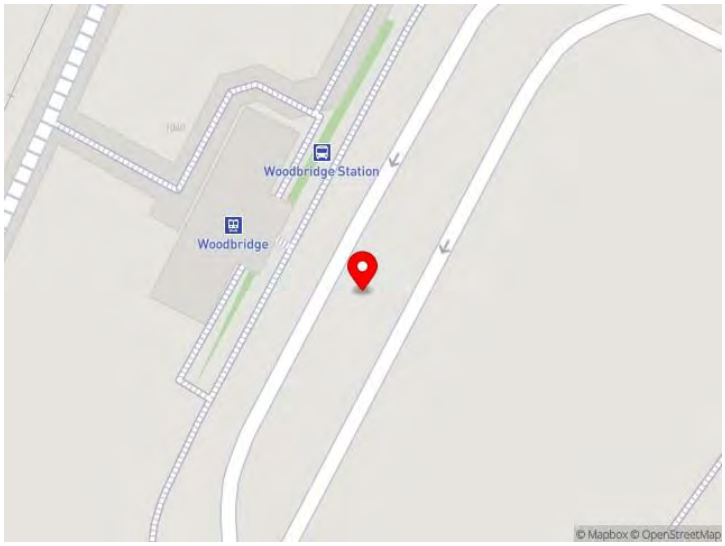
Cycle-Revision ID:	26-00
Lead Agency:	VRE
Project Type:	Rail/Fixed Guideways - Capital/SGR
Agency Project ID:	111654, 113526
Facility:	-
From:	-
To:	-
County:	-
Municipality:	-
Completion Year:	2027
Total Cost:	$84,624,563

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

National Capital Region
Transportation Planning Board

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

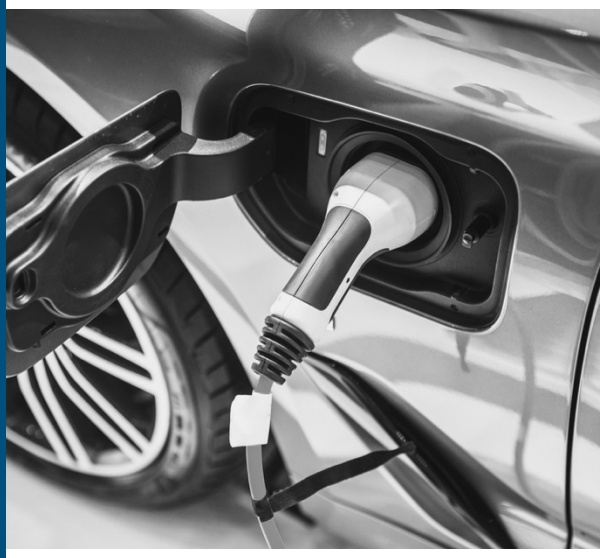
Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	CMAQ	$240,000	$240,000	$240,000	$240,000	$960,000
Other	DC/STATE	$60,000	$60,000	$60,000	$60,000	$240,000
Total Other		$300,000	$300,000	$300,000	$300,000	$1,200,000
TIP Total		$300,000	$300,000	$300,000	$300,000	$1,200,000
Total Programmed		$300,000	$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 Planning Board



National Capital Region Transportation Plan and Transportation Improvement Program

Amendment and Administrative Procedures

National Capital Region
Transportation Planning Board

Draft October 22, 2025

AMENDMENT AND ADMINISTRATIVE MODIFICATION PROCEDURES
Draft October 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).

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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 21st 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 1.

TABLE 1: KEY STAFF

TPB Staff	Title	Role
Kanti Srikanth	Executive Director	Staff Director for the Transportation Planning Board (TPB)
Andrew Austin	Transportation Planner	Lead
Lyn Erickson	Chief Program Director	Contributor
Cristina Finch	Principal Transportation Planner	Contributor
Sara Brown	Transportation Planner	Contributor
Marc Moser	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[1] 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.

[1]National Capital Region Transportation Planning Board. (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.
        - 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[2] 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 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 2: RECORD TYPE DEFINITIONS

Discrete Projects	Project Groupings	Ongoing Programs
Any capital activity that has: • A set scope of work, • At a specific location with determined limits • A finite project cost • Final year of completion • Typically program funds for o planning & engineering, o right-of-way acquisition, o and construction phases.	**Multiple discrete projects (2 – 300+) that are:** • Non-regionally significant (NRS) for air quality analysis • Sub-projects are similar in type, scope, or primary funding source.	**Operational or capital activities that are:** • Non-regionally significant (NRS) for air quality analysis • Anticipated to continue indefinitely • Funded annually at or near the same level, typically adjusted to account for inflation. • Sub-projects may be listed individually on the Component Projects tab.

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.

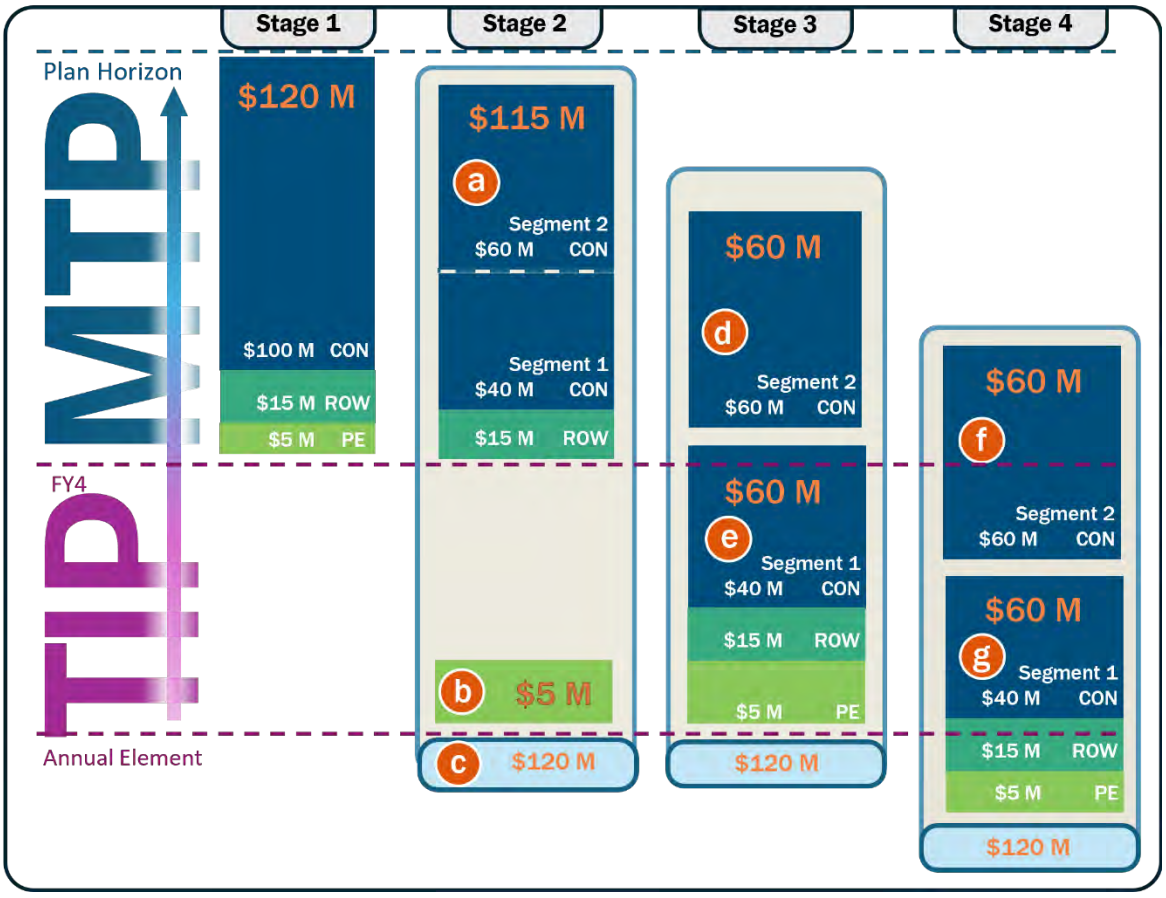
OAP records are useful for Project Grouping and Ongoing Program records as well. MTP records have been established as “companion” records for all Project Grouping and Ongoing Program records to account for the projected expenditures of those records throughout the plan year horizon.

Case Study: How a Discrete Project Advances from the MTP into the TIP

Figure 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 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).

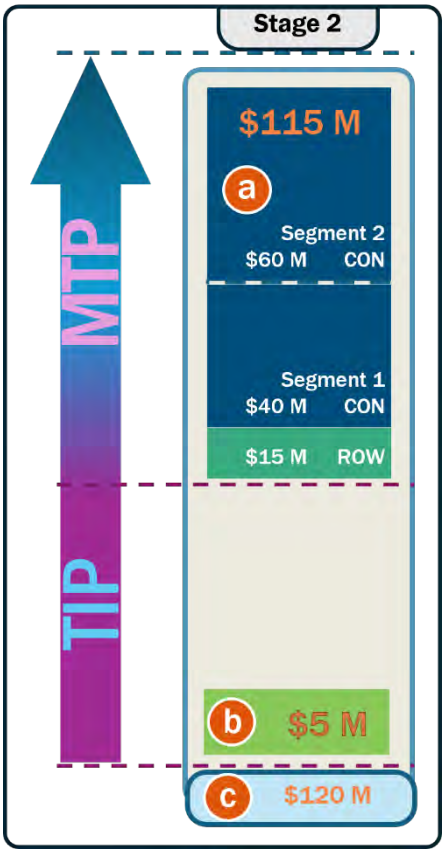
STAGE 2

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

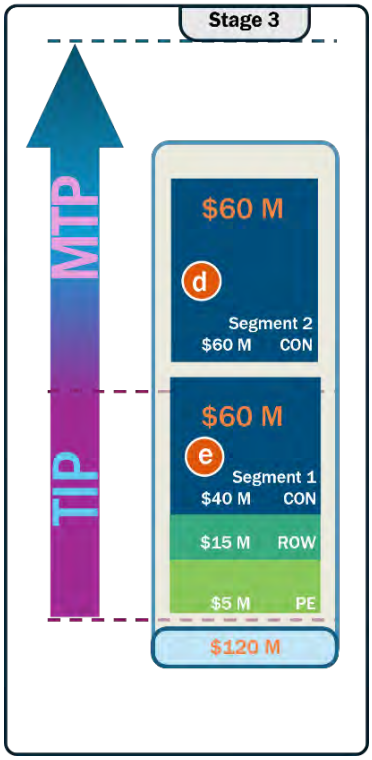
Several months later, the agency requests an amendment to the TIP to include funding for ROW and CON for Segment 1. Providing there are no changes to the conformity analysis in terms of scope or schedule, the amendment is permissible. When this happens, there is often a reckoning of previously made estimates 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.

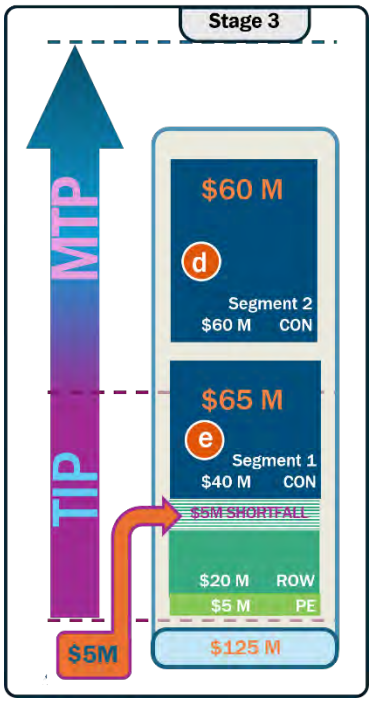
Scenario A



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.

Scenario B

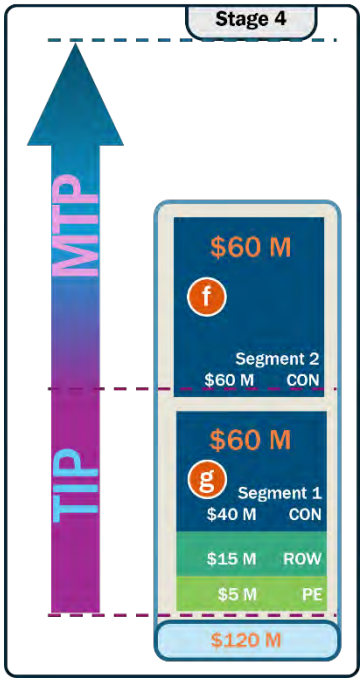


STAGE 4

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 appraised 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

National Capital Region
Transportation Planning Board

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

National Capital Region
Transportation Planning Board

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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Accommodations Policy

Alternative formats of this document are available upon request.
Visit www.mwcog.org/accommodations or call (202) 962-3300 or (202) 962-3213 (TDD).

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The Metropolitan Washington Council of Governments (COG) fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations prohibiting discrimination in all programs and activities. For more information, to file a Title VI related complaint, or to obtain information in another language, visit **www.mwcog.org/nondiscrimination** or call (202) 962-3300.

El Consejo de Gobiernos del Área Metropolitana de Washington (COG) cumple con el Título VI de la Ley sobre los Derechos Civiles de 1964 y otras leyes y reglamentos en todos sus programas y actividades. Para obtener más información, someter un pleito relacionado al Título VI, u obtener información en otro idioma, visite **www.mwcog.org/nondiscrimination** o llame al (202) 962-3300.

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

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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.

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.

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**	• TPB receives draft of 2024 LRTP Update Technical Inputs Solicitation document for review
	February	• The TPB releases the Technical Inputs Solicitation document to initiate the Call for Projects • Training for member agency staffs in using TPB's Project InfoTrak tools for input
	March - December 2023	• Financial analysis continues, including updates to project cost estimates in InfoTrak • TPB member agency technical staff continue and complete re-examination of current projects and propose new projects for inclusion in Visualize 2050 • TPB staff will continue to assist TPB members and member agency staff, including facilitated meetings, as necessary, to discuss potential inputs to Visualize 2050 • **TPB staff continue accepting and sharing public comments on Visualize 2050 project inputs with TPB members and their transportation agencies** • TPB member agency technical staff will input technical information into Project InfoTrak • TPB staff continues financial analysis (to be completed by December 29, 2023)
CY 2024	**January – February 2024**	• Preliminary LRTP update inputs due December 29 for Air Quality Conformity (AQC) analysis • **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** • **Final project inputs for the LRTP and Air Quality Conformity (AQC) analysis due to TPB staff for presentation in comment period documentation (February 15)** • TPB staff will reconcile draft financial analysis results and produce preliminary financial plan to reflect project submissions
	March 2024	• Technical Committee will review the draft financial plan; projects proposed for inclusion in the conformity, and the draft AQC scope of work • **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** • Public comment period (March 1-30) on inputs to the plan/AQC analysis, and AQC scope of work
	April 2024	• 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 • The TPB will review responses to comments and updates to inputs to the plan and scope of work for the AQC
	Early 2024	• EPA anticipated to find new MVEBs in the updated 2008 ozone maintenance plan adequate for us in AQC analyses
	May 2024	• TPB asked to accept comments and approve inputs and scope, authorizing staff to begin analysis • Continue financial analysis: (May 2024-March 2025) final revisions, report production
	May 2024	• TPB staff commence Air Quality Conformity technical analysis
CY 2025	**Winter 2024**	• **Transportation Improvement Program (TIP) inputs due for the FY 2026–2029 TIP Jan. 26, 2025** • TPB staff complete Air Quality Conformity technical analysis and draft report • TPB staff complete financial plan: final revisions, report production • TPB staff draft performance analysis for the plan and TIP
	April 2025	• 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 • **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** • TPB receives briefing on draft results of the AQC analysis for the plan and TIP
	May 2025	• 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
	June 2025	• The TPB will be asked to approve the results of the AQC analysis and adopt the updated plan and the FY 2026 – 2029 TIP

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 LRPT 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.

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 break-out 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, therefor 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**. 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.

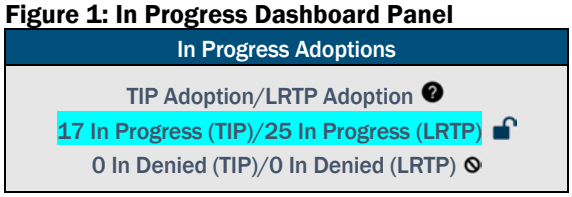
If an Overarching Project includes component projects from more than one sponsor agency, please select all agencies that apply in the Lead Agency drop-down menu.

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@mwcog.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 LRTP 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 LRTP or TIP

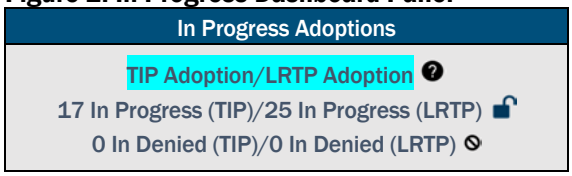
If a project record is being withdrawn from the LRTP or TIP, agencies do not need to re-enter data for every field. So that we may list the project as withdrawn, please do edit to include project title, limits, and description, then follow these steps to submit the record as withdrawn and ready for archiving:

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

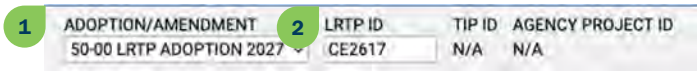


When filling out the record page, please refer to the detailed form instructions later in this section. As a reminder, please do not forget to fill out the “Overarching Project” field to link individual project records to overarching projects, where it is necessary. When completed, click on the “Submit 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

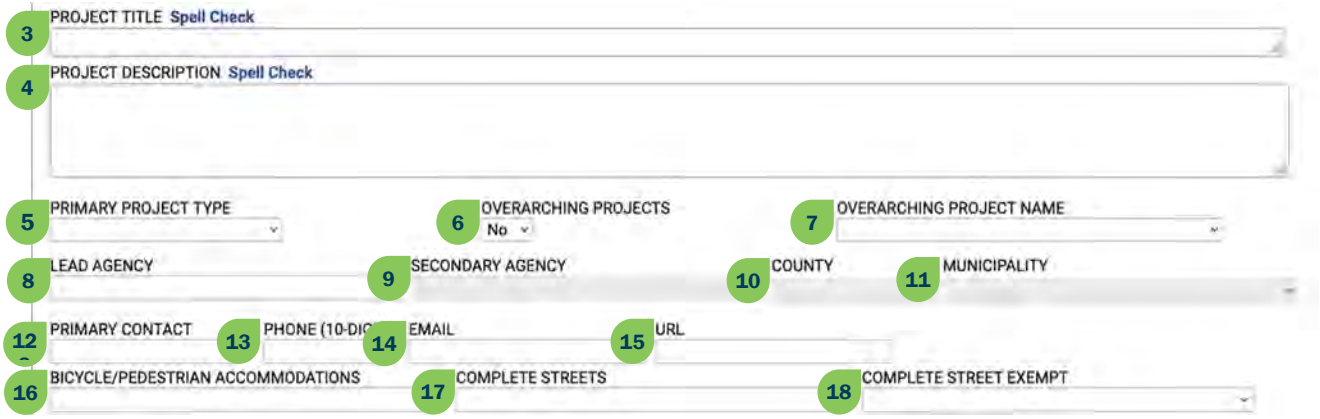


Fields in this section cannot be edited by implementing agency staff.

1. **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.
2. **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



3. **PROJECT TITLE** — Provide a brief, public-friendly name for the project
4. **PROJECT DESCRIPTION** — Describe the project as clearly as possible. Use public-friendly phrasing and avoid technical jargon where possible
5. **PRIMARY PROJECT TYPE** — Classify the major purpose or nature of the project using one of the
6. **OVERARCHING PROJECTS** — Select "Yes" to indicate that this record is a component of an Overarching Project
7. **OVERARCHING PROJECT NAME** — If the project is a component of a larger Overarching Project, please select the name from the pull-down menu.
8. **LEAD AGENCY** — The agency that is submitting the project information. This is automatically filled in defined by the user's agency.
9. **SECONDARY AGENCY** — Other agency working in conjunction with primary agency.
10. **COUNTY**
11. **MUNICIPALITY** — The municipality(ies) in which the project is located. Multiple values may be selected from the dropdown menu.
12. **PRIMARY CONTACT** — Name of project manager or point-of-contact for more information.
13. **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.

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

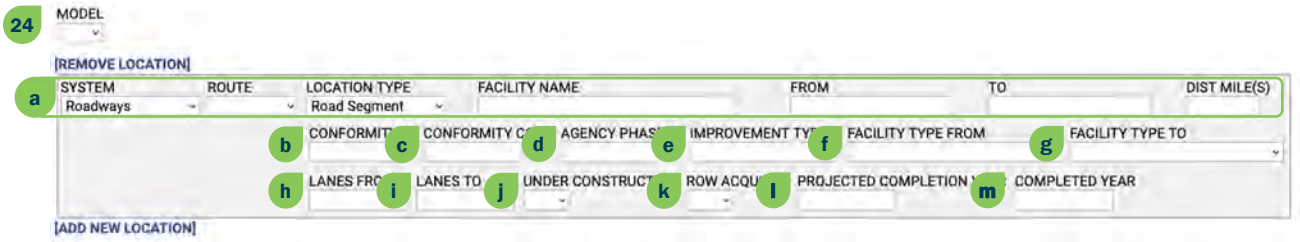
DISTANCE — Distance in miles of the complete project.

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 INFORMATON

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** — 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

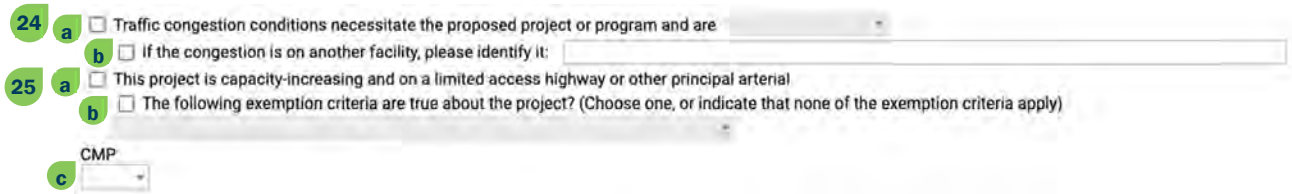
COMPLETED YEAR — Year that the project was completed or implemented

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. 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.

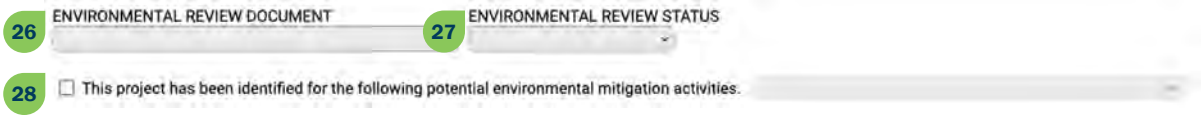
25 a. CAPACITY INCREASING — Check the box if this statement is true. Please note that this is not the same question as whether the project is required to be in the air quality conformity analysis. This statement only applies to those projects on facility types of 1, 2, or 5.

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 — 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 are provided 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 TIPbegins, 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.

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

National Capital Region
Transportation Planning Board

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

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 <u>all</u> 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

<u>Schedule</u>

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 **<u>2.3%</u>** Consumer Price Index -Urban Consumers (CPI-U) inflation rate for 2031 through 2052.[1]
  - 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

[1] Supplement to CBO's July 2022 report *The 2022 Long-Term Budget Outlook* 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 <u>all</u> 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.

[*] 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 appraised 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 LRPT 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.

† 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).

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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.

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

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.

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.

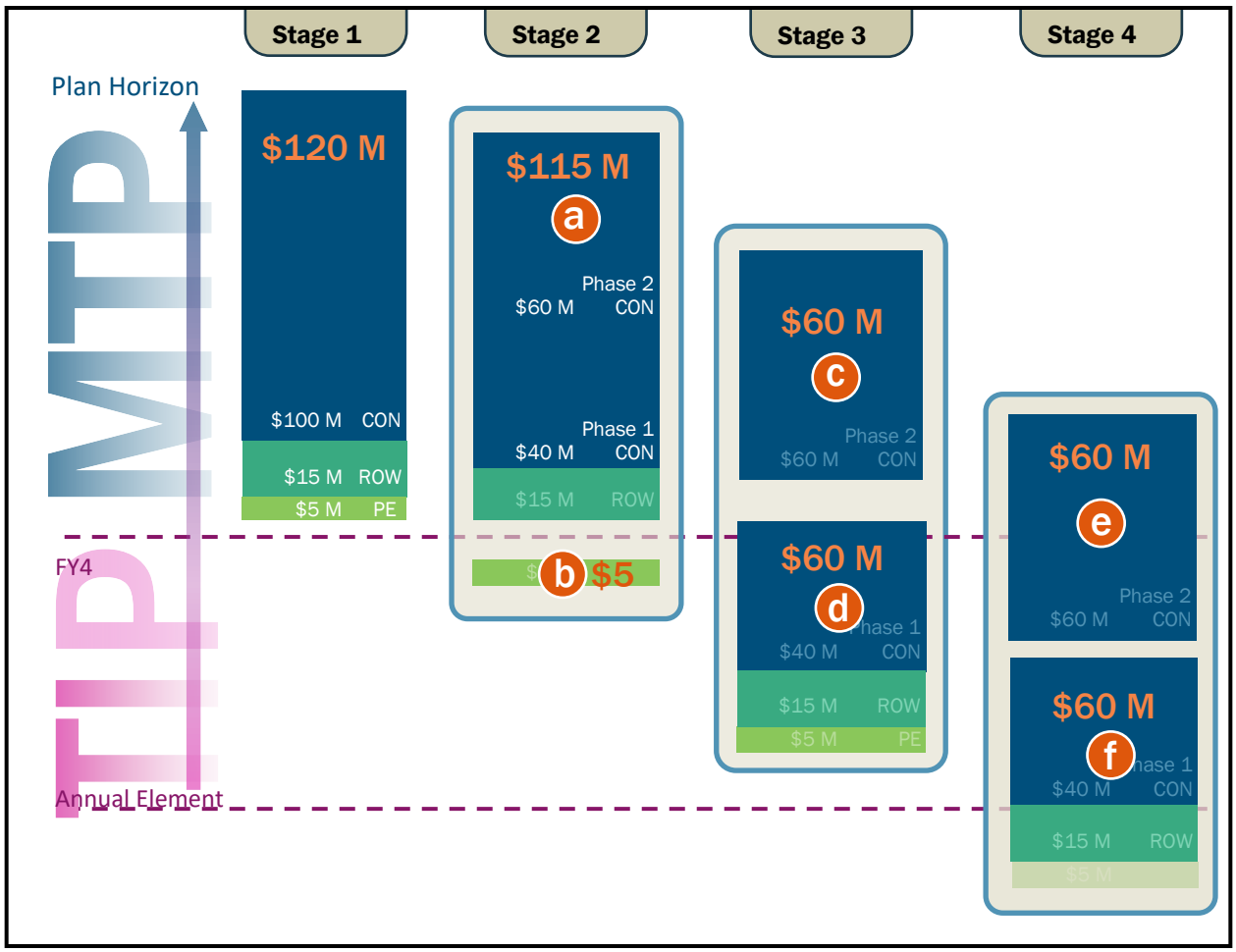
When an agency wants to advance the first segment of a larger discrete MTP project for construction or to begin planning and engineering for a project expected to be complete in ten years they will need to break out that segment or phase from the MTP record and create a new discrete project record in 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.

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".

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.

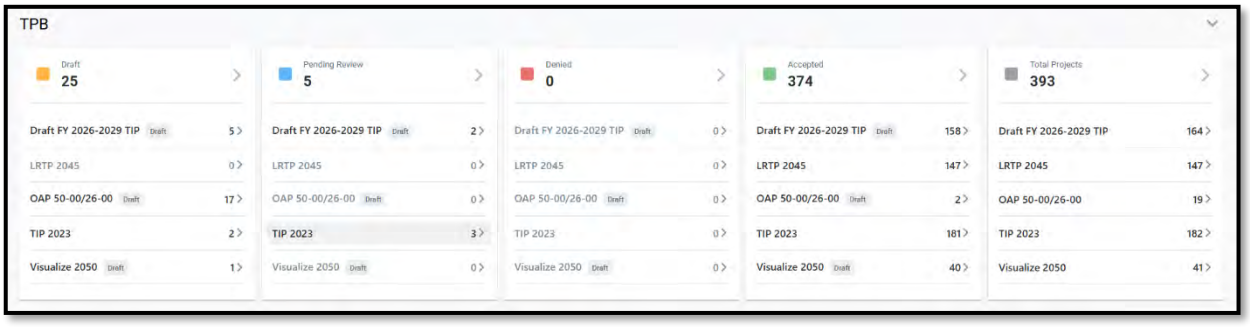
DASHBOARD

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.

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.

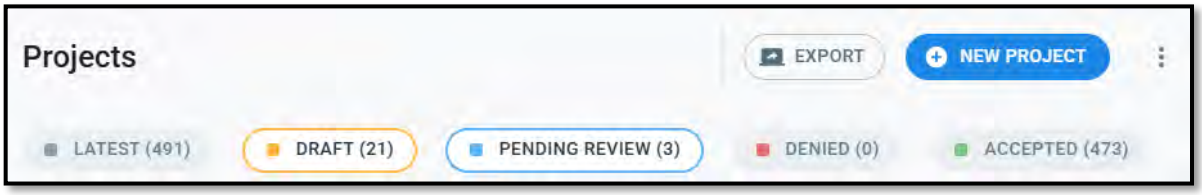
There is also a New Project button that will be covered later in this guide. The following sections will describe actions available under the Projects and Reports menu items. The Plans menu item is primarily for system admins and is not covered in this guide.

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

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
• Bridge • Intersection • Not Location Specific • Road Segment • Various Locations • Interchange	• Bridge • Intersection • Not Location Specific • Street Segment • Various Locations • Trail/Path Segment	• Not Location Specific • On Road • Own ROW • Point Location	• Other • N/A

Figure 7: Location Information (Roadways)

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.

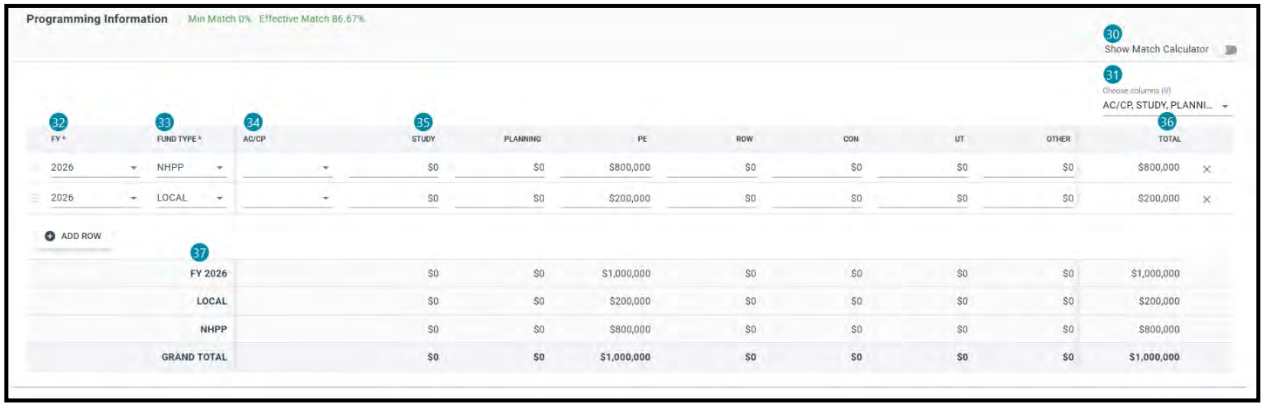
28. From/Primary..... The beginning project limit or location of a spot improvement
29. To/Secondary..... Terminal project limit

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



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 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

National Capital Region
Transportation Planning Board

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/

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_raa/

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/

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

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 costal 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/

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/

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/

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/

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/

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

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