



2025

ANNUAL REPORT

TRANSPORTATION PLANNING BOARD



National Capital Region
Transportation Planning Board

MESSAGE FROM OUR CHAIR

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Dear TPB members and residents from across the region,

This year has been filled with plans, initiatives, data, and transportation projects that will continue to shape our region's transportation system. What I have seen accomplished at the TPB is no small feat. It took a village—in this case the U.S. Department of Transportation, the DC, Maryland, and Virginia Departments of Transportation, transportation agencies, and elected leaders—to coordinate and collaborate for three and a half years to bring the Visualize 2050 plan to life.

This annual report isn't like any report. Of course, it delves into the year in review, but it also highlights the data and inputs that go into writing the metropolitan transportation plan, Visualize 2050, a federally mandated document that outlines the region's planned transportation investments through 2050 to secure better travel experiences for everyone. In this report, you will read how data collection, analysis, stakeholder input, and studies have informed the Visualize 2050 plan.

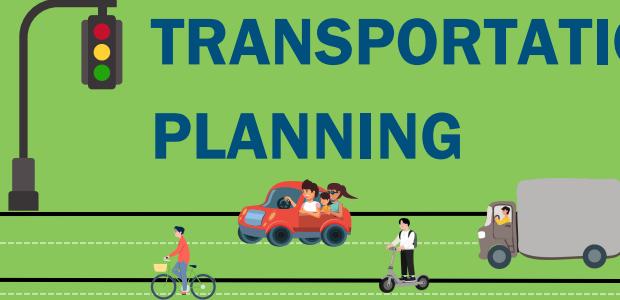
This annual report also looks ahead to 2026 as we seek to tackle regional challenges to our transportation system, including aging infrastructure, congestion, land use, extreme weather events, and funding shortfalls. Recognizing these realities, the TPB is working with its partners to hone tools and mechanisms to think regionally and act locally, ensuring that regional strategies translate into meaningful local action.

Let's keep planning together for a better transportation future!



Warm regards,
Walter Alcorn
2025 TPB Chair





TRANSPORTATION PLANNING

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The National Capital Region Transportation Planning Board is the federally designated metropolitan planning organization that develops regional transportation plans through a continuing, cooperative, and comprehensive transportation planning process.

2025 Milestones



The Board passed the Metropolitan Transportation Plan, approving a total of \$297 billion in future investments in projects and programs.



In 2025, the TPB pledged to US DOT Allies in Action to increase roadway safety, investing \$480,000 in technical assistance to six local projects to improve roadway safety across the DC region.



Moving our region forward, together.

TPB staff supported the joint COG and WMATA initiative to create a unified regional transit vision. The final plan calls for \$460 million in new annual capital funding by FY2029 to modernize Metro and actions to create a more seamless network among the region's 14 transit operators.



Launched in March 2025, CommuterCash is a cash rewards app that incentivizes eco-friendly commuting. Over 1,750 participants have logged 86,000 trips in the app.



The Transportation Improvement Program (TIP) is the region's roadmap for funding transportation, including 330 projects and a total of \$17.91 billion in planned financial obligations over the next four years.



GRANT FUNDING

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Transportation Alternatives Set-Aside Program (TAP)

TPB awarded approximately \$2.9 million in federal TAP funding for two construction and two design projects in the District of Columbia. In addition, Maryland received \$333,005 in TAP funding.



Transportation Land-Use Connections Program and Regional Roadway Safety Program

TPB awarded a total of \$760,000 to nine DC area planning or engineering projects, which promote walking, biking, and roadway safety.



Transit Within Reach Program

TPB awarded \$250,000 in federal funding to support design and preliminary engineering of projects that help improve bike and walk connections to existing high-capacity transit stations.



Campaign Spotlight



Street Smart Safety Campaign

The Street Smart Safety campaign educates drivers and commuters through memorable interactive exhibits, grassroots outreach, transit ads, and digital engagement. In the spring of 2025, the campaign partnered with law enforcement to increase awareness and compliance with traffic safety laws.



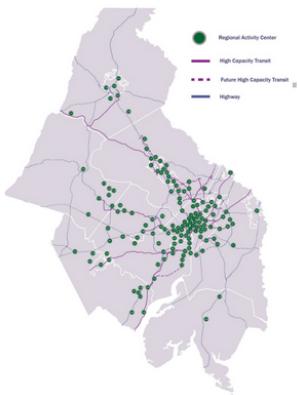
Bike to Work Day

TPB in partnership with the Washington Area Bicyclist Association, celebrates Bike to Work Day with 100 pit stops and more than 10,000 registrants signing up every year.



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Cooperative Forecasting Program

The TPB has worked with COG to ensure that the Round 10.0 Cooperative Forecast and Round 10.0 Regional Activity Centers Map reflect accurate and coordinated regional growth trends. The centers, shown in the photo, serve as an important planning tool for transportation agencies and local governments to plan for future growth.

Fast Fact

There are 145 activity centers in the region. The projected population growth rate for these activity centers from 2020 to 2050 is 53% and an employment growth rate of 35% over the same period.



Regional Travel Survey

At the forefront of the data and research work the TPB does, is the Regional Travel Survey, conducted since 1968. It captures detailed information on daily travel patterns—trip purposes, modes, and demographics. In 2025, the launch of initial work on this significant project began, setting a strong foundation for the survey, which is scheduled for fielding in CY 2026.

Fast Fact

The survey will be conducted every 4–5 years instead of every 10 years, ensuring fresher insights. It is the primary source of observed data for the regional travel model, informing both travel forecasting and air quality conformity across the region.

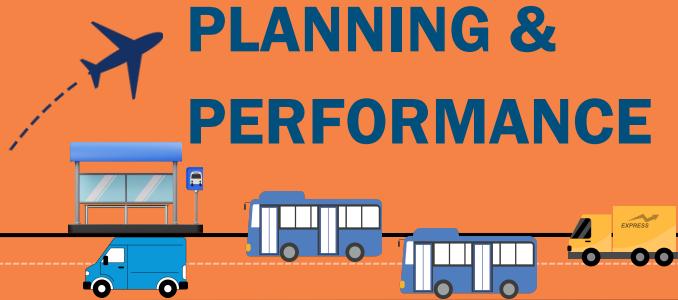


Travel Forecasting

The TPB Travel Demand Forecasting Model is used to predict where, when, and how people will travel in our region. The principal inputs to the travel model are land use forecasts (e.g., Round 10.0 Cooperative Forecasts), transportation networks, and policy assumptions.

Fast Fact

Between now and 2050, it is predicted that there will be a 21% increase in population, but only a 15% increase in total miles driven. This means the total miles driven per capita are expected to drop by 5%. For work trips, transit mode share is forecast to rise slightly, from 24% today to 25% in 2050.



PLANNING & PERFORMANCE

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Air Quality Monitoring



Since the region is in non-attainment for ozone pollution, the TPB is required to forecast the region's air pollution from motor vehicles and must show that those emissions are within budgets. This process is known as air quality conformity.

Fast Fact

Good news: The TPB's analysis demonstrates that the transportation projects in Visualize 2050 and the FY 2026–2029 TIP result in mobile emissions below the budget for ground-level ozone. Air quality monitors located throughout the region indicate ozone levels dropping from over 100 parts per billion (ppb) to below 70 ppb, even as travel has increased—evidence that federal, state, and local policies are working.

Resilience Planning



The TPB continues to work to strengthen the region's transportation system against flooding and impacts of severe weather. The TPB's flood analysis uses Fathom US Flood Map data to better understand transportation assets vulnerable to inland flooding compared to using FEMA maps alone.

Fast Fact

The Fathom model identified 25% more road and highway miles, 7% more bus stops, 13% more rail stops, and 25% more rail line miles at risk of flooding than previously identified.

Product Spotlight



Visualize 2050: Future Transportation System

The TPB created an interactive map to show how the region's transportation system is expected to look by 2050. With new additions such as the Purple Line and the Long Bridge, many projects will help close existing network gaps and expand system capacity.

[Link to view the Future Transportation System Map](#)



Highway Asset Performance Dashboard

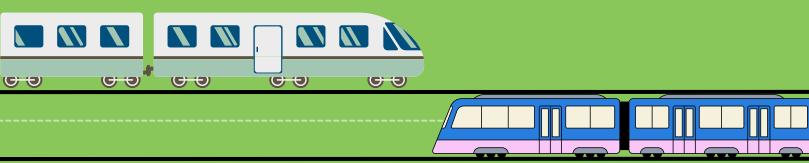
A huge part of TPB's work is assessing the conditions of highway assets like pavement and bridges, to ensure that they are in a state of good repair. According to TPB's dashboard, there are 6,312.7 pavement lane miles in our region and a total of 1,460 bridges with 598 good bridges, 849 fair bridges and 13 poor bridges.

[Link to view the dashboard](#)

LOOKING FORWARD TO 2026

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Looking forward, the region is growing and changing as well as the transportation tools, plans, and systems that are being continually upgraded to ensure that regional stakeholders make evidence-based decisions. From coordinating regional transportation initiatives to upgrading TPB's travel demand model, this is a brief look at what's to come in 2026.



The TPB is standing up a new subcommittee called the Mobility Analytics Subcommittee, which will highlight regional travel trends and develop products to share metrics to help inform policy-makers.



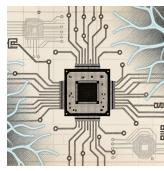
The TPB is preparing for the Community Leadership Institute in 2026. The Institute helps community leaders learn about the transportation planning issues facing the metropolitan Washington region.



The TPB's safety work continues with the release of a regional inventory of safety strategies being deployed around the region, including an examination of the effectiveness of automated traffic enforcement.



The TPB is lead coordinator for implementation of the Regional Transit Integration Action Plan. The plan is focused on helping the region's transit operators create a more seamless network.



Pending final tests, a new activity-based travel model called the Gen3 Model, is planned to be put into production use by spring 2026. TPB staff plan to use the new model to forecast travel demand, which will provide information to decision-makers when planning new transportation projects.

[Link to learn more
about Visualize 2050.](#)

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2025 Transportation Planning Board Members

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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 District of Columbia, Maryland, and Virginia, 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).

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.

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