

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



VISUALIZE
2050



National Capital Region
Transportation Planning Board

Draft October 22, 2025

WELCOME TO THE TPB PUBLIC FORUM ON THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM



National Capital Region
Transportation Planning Board

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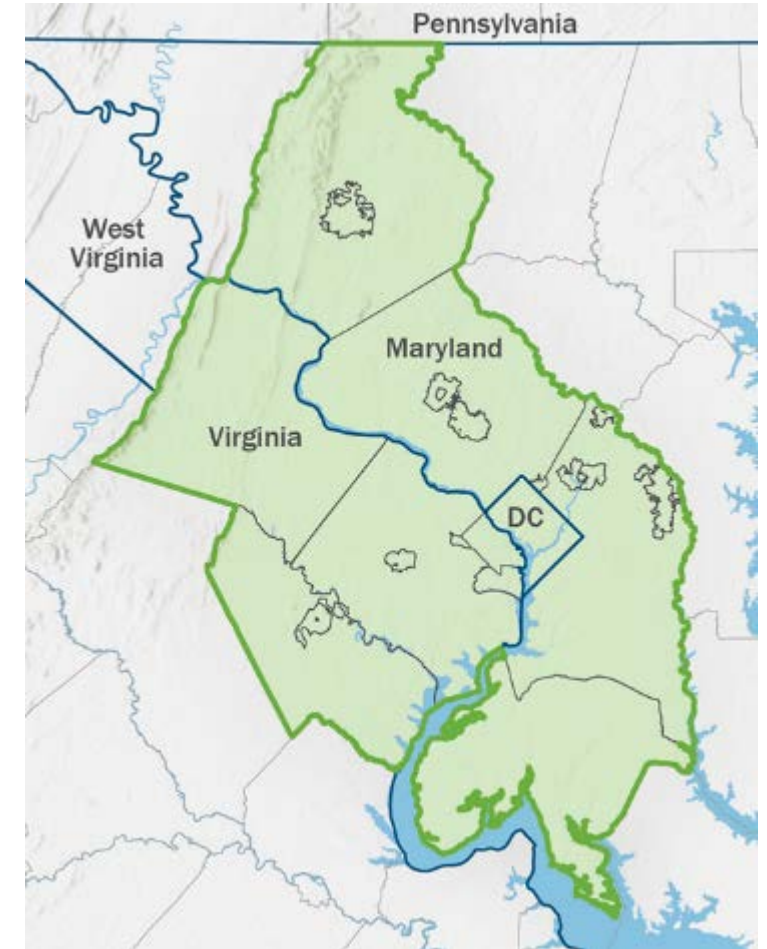
2. The TPB and Visualize 2050

Transportation Planning Board

- The designated metropolitan planning organization (MPO) for the Washington region
- 22 local governments
- 44 members

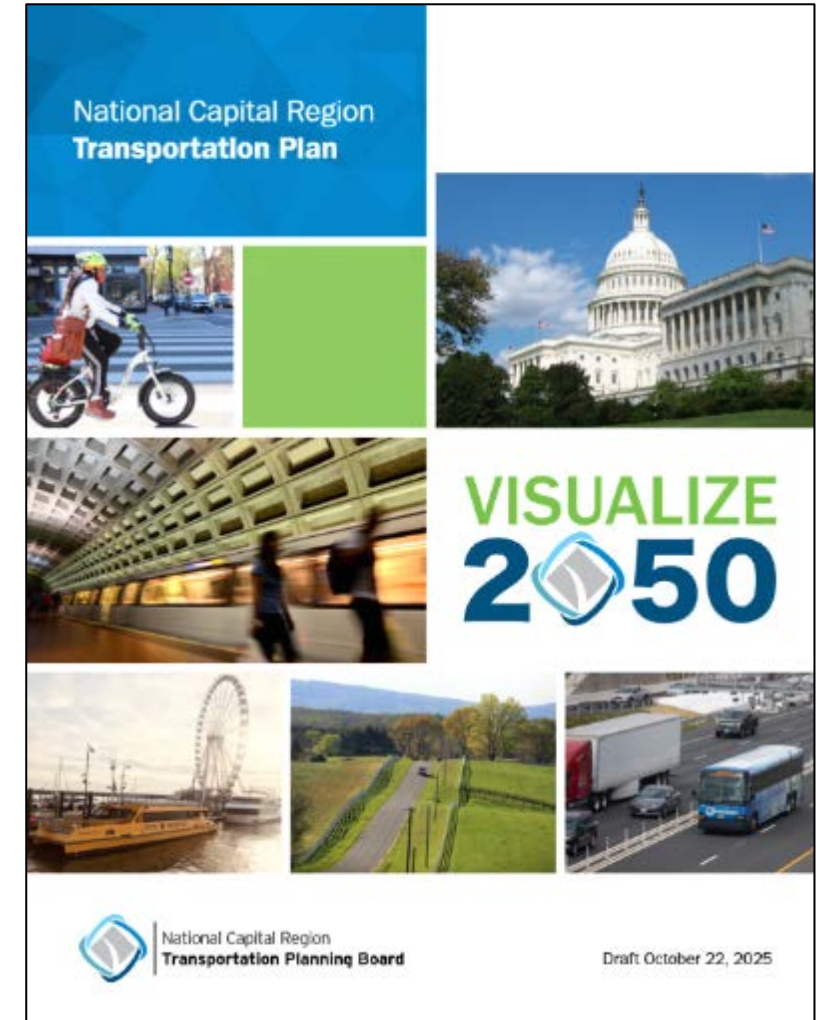
The National Capital Region today:

- 5.9 million people
- 3.3 million employees
- 3,500 sq mi.



Visualize 2050

- Metropolitan transportation plan for the National Capital Region
 - Developed cooperatively by the region's transportation and transit agencies
 - All regionally significant and many other projects and programs
 - Hundreds of road, transit, bicycle & pedestrian projects
 - Financially constrained: funds must be “reasonably expected to be available”
 - Must meet air quality standards
 - Must cover 20-year period
- Horizon Year: 2050
- Major update every four years



3. Development of the FY 2026-2029 TIP

What is a Transportation Improvement Program?



- It's a closer inspection of the first 4 years of the plan
- Must cover at least a 4-year period and be updated every 4 years.
- Planned schedule for expenditures for projects and programs* over the next 4 years
 - Shows planned funding for project implementation (planning & engineering, right-of-way acquisition, construction)
 - It is not a Capital Improvement Program – doesn't guarantee that's when those activities will occur
- Required for a project to receive federal funding from the Federal Highway Administration or Federal Transit Administration
- Laser focus on federal funding and federal requirements
 - Many smaller-scale projects funded entirely with state, local, or private funds are not included
- Continuously amended and modified as projects evolve and financial realities change

* "Projects" will serve as shorthand for many types of records

Federal Requirements for the TIP

Federal Planning Factors

- Projects and programs must consider and address 10 federal planning factors during project development

Air Quality

- Emissions generated by use of the transportation system in the future cannot exceed pollution budgets set by the EPA

Funding

- The TIP must be financially-constrained
- For nonattainment and maintenance areas, funding in the first two fiscal years must be “available and committed”

Federal Planning Factors

- Support the economic vitality of the metropolitan area
- Increase safety of the system
- Increase the security of the system
- Increase accessibility & mobility for people
- Increase accessibility & mobility of freight
- Protect & enhance the environment
- Integration & connectivity across and between modes
- Efficient system management & operation
- Preservation of the existing system.
- Improve resiliency & reliability of the system
- Enhance travel and tourism

Federal Requirements for the TIP

Public Involvement and Transparency

- TPB follows all federal regulations and the TPB's Participation Plan
- 30-day comment period when:
 - Adopt a new TIP
 - Any agency updates all records
- Other comment periods:
 - All amendments considered monthly by the TPB Steering Committee are published for public review one week prior to request for approval
 - Following the Steering Committee's approval, all amendments are published as a part of the meeting materials for the next TPB meeting.
 - At that meeting the full board is briefed on each amendment and has the opportunity to request a review of the Steering Committee's actions.
- Formal public meeting during the development of the TIP



Federal Requirements for the TIP

Performance-Based Planning and Programming

- Funding in the TIP should be based on an investment plan to attain a set of TPB-approved performance targets. Performance targets include:
 - Congestion Mitigation and Air Quality
 - Highway Pavement and Bridge Condition
 - Transit Asset Management
 - Highway System Reliability
 - Highway Safety
 - Transit Safety



Pierre Gaunard/COG



Rachel Beyerle/COG

Federal Requirements for the TIP

Congestion Management Process (CMP)

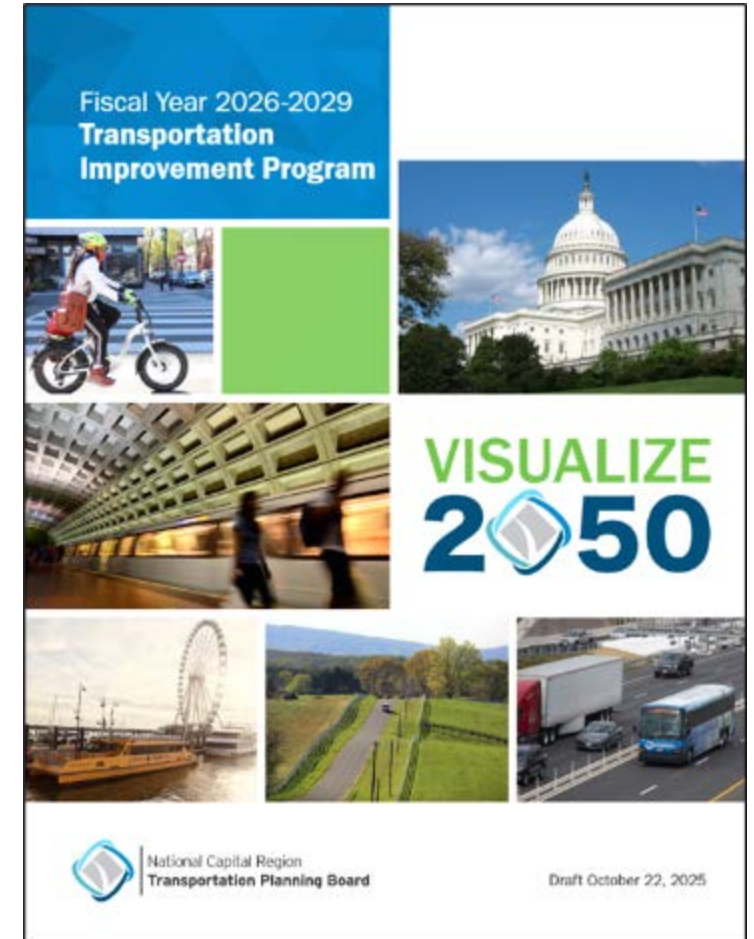
- Federal law requires the TPB to provide for the “safe and effective integrated management and operation of the multimodal transportation system.”
- Systematic approach to:
 - Monitoring the performance of the region’s transportation system
 - Identifying and evaluating the benefits of various congestion management strategies
- TPB continuously monitors the congestion-related performance of the transportation system via:
 - Regional Transportation Data Clearinghouse
 - Mobility Analytics Subcommittee and Program
 - Quarterly National Capital Region Congestion Reports
 - Biennial CMP Technical Report
 - Commuter Connections’ demand management strategies.



International Monetary Fund/[Flickr](#)

Development of the FY 2026-2029 TIP

- TPB issued the Technical Inputs Solicitation Policy Guide for Visualize 2050 and the FY 2026-2029 TIP in February 2023
- Regionally significant for air quality (RSAQ) project were submitted in December 2023 and non regionally significant projects in August 2024
- In April 2025, TPB staff began working with the region's transportation implementation agencies on the draft TIP
- All inputs for the TIP were due May 2025
 - Projects in the previous TIP (FY 2023-2026) rolled over as the baseline for the new TIP
 - Each agency is on its own STIP cycle
- Released for 30-day public comment and inter-agency review period on October 23, 2025
- Must be consistent with the region's Statewide Transportation Improvement Programs (STIPs)



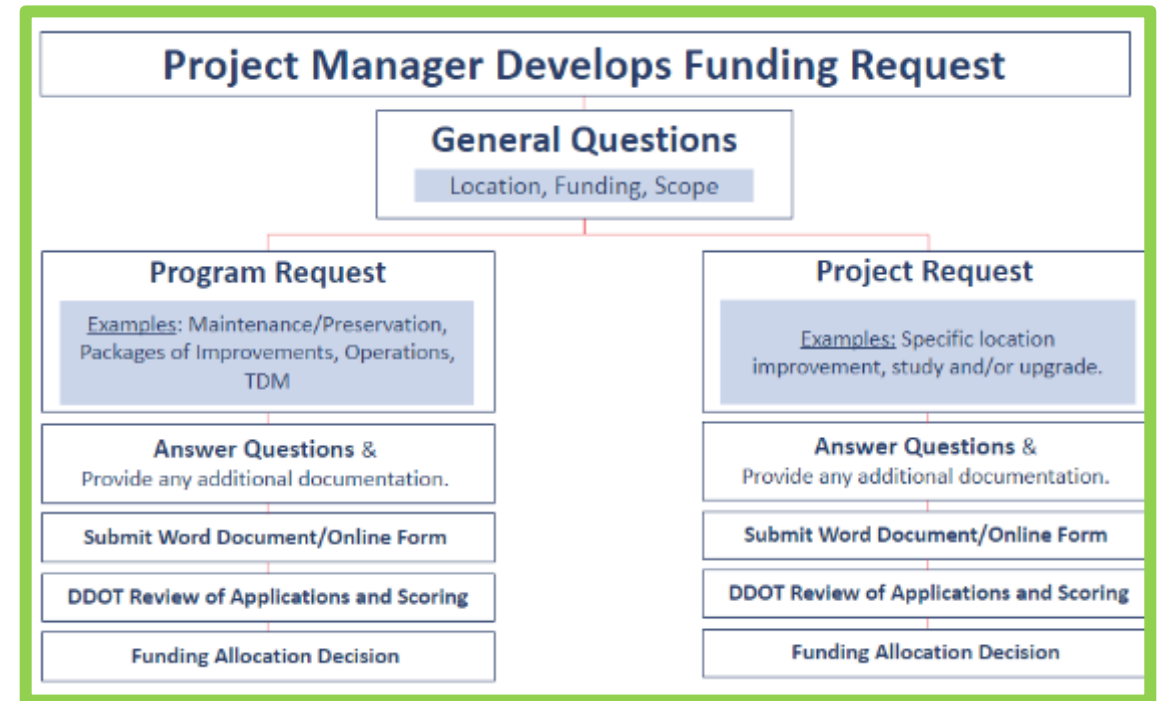
4. Project Selection and Funding by the Region's Transportation Agencies

District of Columbia

Ben Hampton – District Department of Transportation

Budget Formulation

- Each Fall DDOT conducts budget formulation
- Every project or program must be submitted as a funding request
- Fund type agnostic
 - Federal/Local
- Resource Allocation Division analyzes and recommends
 - Compile requests and generate scores with prioritization tool



moveDC and Project Prioritization

moveDC is the District of Columbia's long range transportation plan.

Each budget formulation submission includes an equity score, and project/program managers are asked questions about how each project/program relates to moveDC goals.

moveDC Ranking

- Each project has a moveDC ranking generated from questions about the six remaining moveDC goals.
- The responses are calculated into a score and are used to help prioritize projects and programs based on their alignment with moveDC's goals

MoveDC

[Link to moveDC 2021 Strategies](#)
[Reference these maps for questions about project location and surrounding features](#)

1. Safety	
1-a. Is the project on / along a DDOT Vision Zero High-Crash corridor?*	Yes
1-b. Does the project fill sidewalk gaps, or improve conditions on the Bicycle Priority Network?*	Yes
1-c. Does the project provide dedicated space between different modes for vulnerable roadway users in the roadway or along the curbside?*	Yes
2. Mobility	
2-a. Does the project create a new service or infrastructure?*	Yes
2-b. Does the project enhance an existing service or infrastructure?*	Yes
2-c. Is the project on a Transit Priority Network or Bicycle Priority Network corridor?*	Yes
2-d. Does the project connect to or within an area of greatest transportation need?*	No

Budget Development Process

- Project Managers submit requests to RAD
- RAD compiles and analyzes requests
- Funding recommendations presented to Director and Chief Officers
- moveDC, TAMP, Performance Measures
- DDOT's budget request submitted to Mayor's budget office
- Mayor proposes budget
- Council holds hearings and revises budget as needed
- Council approves budget, Mayor signs
- Budget submitted to Congress for passive approval

New Capital Requests				
Project Name	moveDC Score	moveDC Rank	Equity Score	Notes
Alabama Avenue SE, Safety Improvements From Martin Luther King Jr. Avenue To Bowen Road	65.0	1	6	
East Capitol Street Corridor Mobility and Safety Plan	65.0	1	35	
Safety Implementation and Maintenance Branch - FY 2023 Capital Budget	60.0	3	21	
Martin Luther King, Jr. Avenue SE/Good Hope Road SE	60.0	4	25	
Wheeler Road Multimodal Safety and Georgia Avenue NW Avenue NB Intersection (RCE) Upgrade				
New Operating Requests				
Project Name	moveDC Score	moveDC Rank	Equity Score	Notes
Vision Zero Communications Specialist	70.0	1.0	33.0	
Vision Zero Policy Analyst	70.0	1.0	33.0	
Vision Zero Staff for Project Reporting	70.0	1.0	33.0	
Capital Bikeshare Operations, Maintenance, and Marketing	60.0	4.0	24.0	
Capital Bikeshare Sponsorship Contract	60.0	4.0	24.0	
Citywide Trails Maintenance	60.0	4.0	28.0	
Permit Team FTEs Construction Permits	60.0	4.0	0.0	
Permit Team FTEs Occupancy Permits	60.0	4.0	0.0	
Permit Team FTEs Public Space Committee	60.0	4.0	0.0	
Protected Bike Lane Maintenance Project	60.0	4.0	29.0	
Public Space Inspections FTEs	60.0	4.0	0.0	
Safety Implementation and Maintenance Branch - FY 2023 Operating Budget	60.0	4.0	21.0	
TOPS System Enhancements	60.0	4.0	0.0	
TOPS System Maintenance	60.0	4.0	0.0	

Revising the STIP

- Sometimes projects need to revise funding during the fiscal year
 - Bids come in high
 - Unforeseen conditions
- Internal Process
 - Three categories
- External Process
 - Two categories

Internal Revision Types

	Definition	Approval Requirement
Technical Change	<ul style="list-style-type: none">• Negative or no-cost change	STIP team
Minor Change	<ul style="list-style-type: none">• Increases in funding of less than \$500k and 40% of the phase cost• Construction change orders under \$1M	Email from corresponding associate director or deputy (division level).
Major Change	<ul style="list-style-type: none">• Increases in funding of greater than \$500k or 40% of the phase cost• New projects• Construction change orders over \$1M	Email from any chief (administration level).

External Revision Types

Amendments: monthly	Modifications: rolling monthly
Approved Monthly (at TPB Board Meeting)	Approved in a monthly window (with TPB staff)
Submitted to TPB for approval the following month	Submitted to TPB during a two-week window monthly for approval

Revising the STIP

The FY 2026-2029 District of Columbia STIP will be shared for public comment in late Spring 2026.

move.dc.gov/pages/dcstip



Suburban Maryland

Kari Snyder– Maryland Department of Transportation

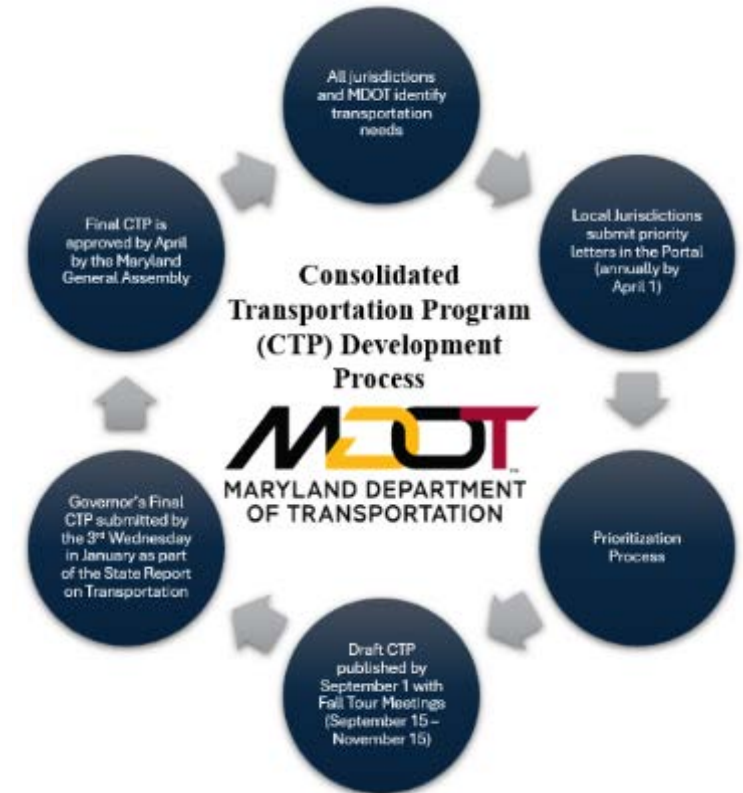
2026-2029 TIP Building Blocks

- 2050 Maryland Transportation Plan (MTP): 20-year mission document for a balanced, multimodal approach to transportation planning
 - This shapes our transportation priorities and is updated every 5 years.



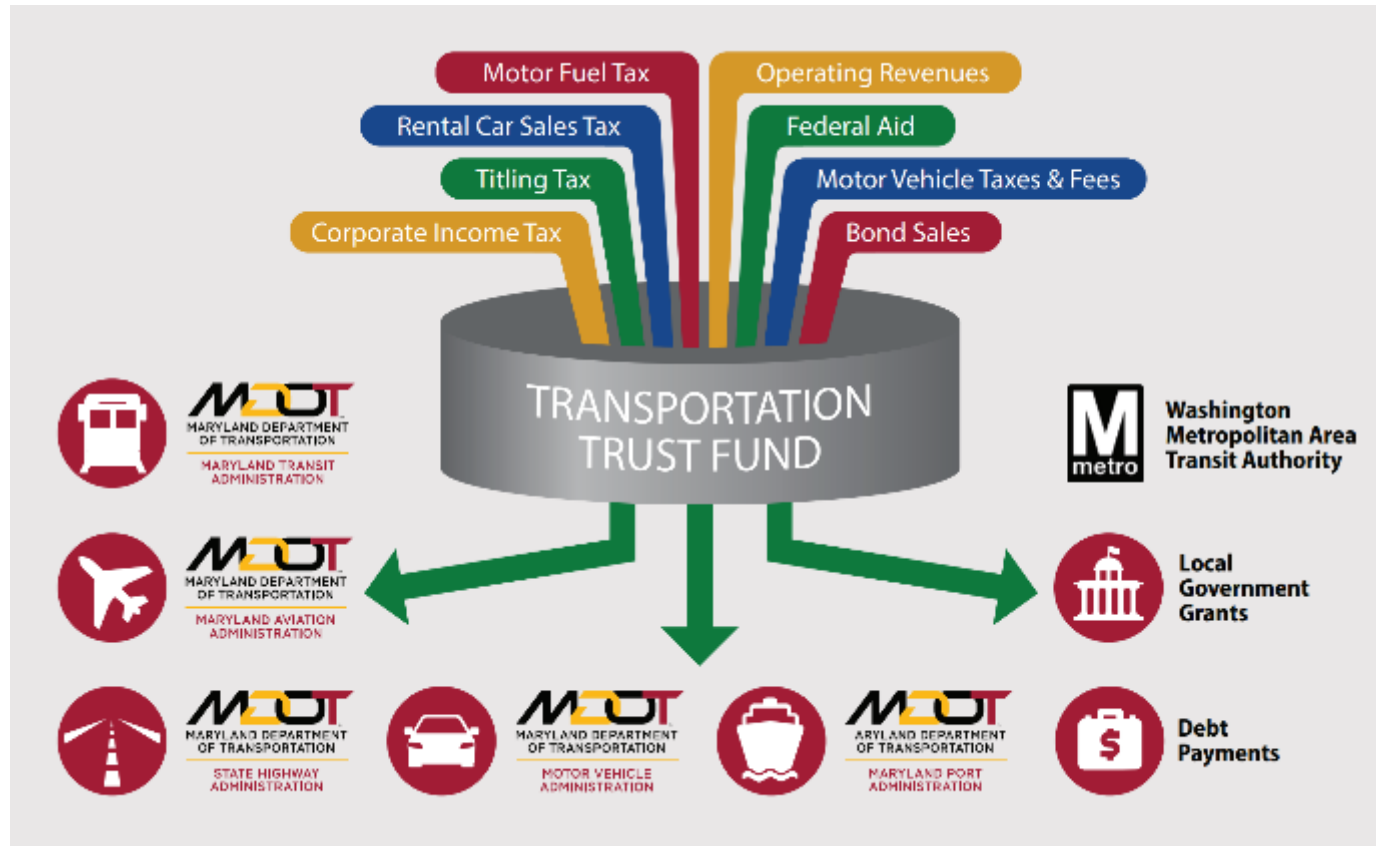
2026-2029 TIP Building Blocks

- The Consolidated Transportation Program (CTP) is MDOT's fiscally constrained **6-year capital budget**
 - Contains all State major and minor transportation projects.
- MDOT's Modal Administrations Needs Assessments
 - SHA, MTA, MPA, MVA, MAA, & MDTA
- Public involvement and feedback through the County Priority Letters and the Secretary's Annual Tour

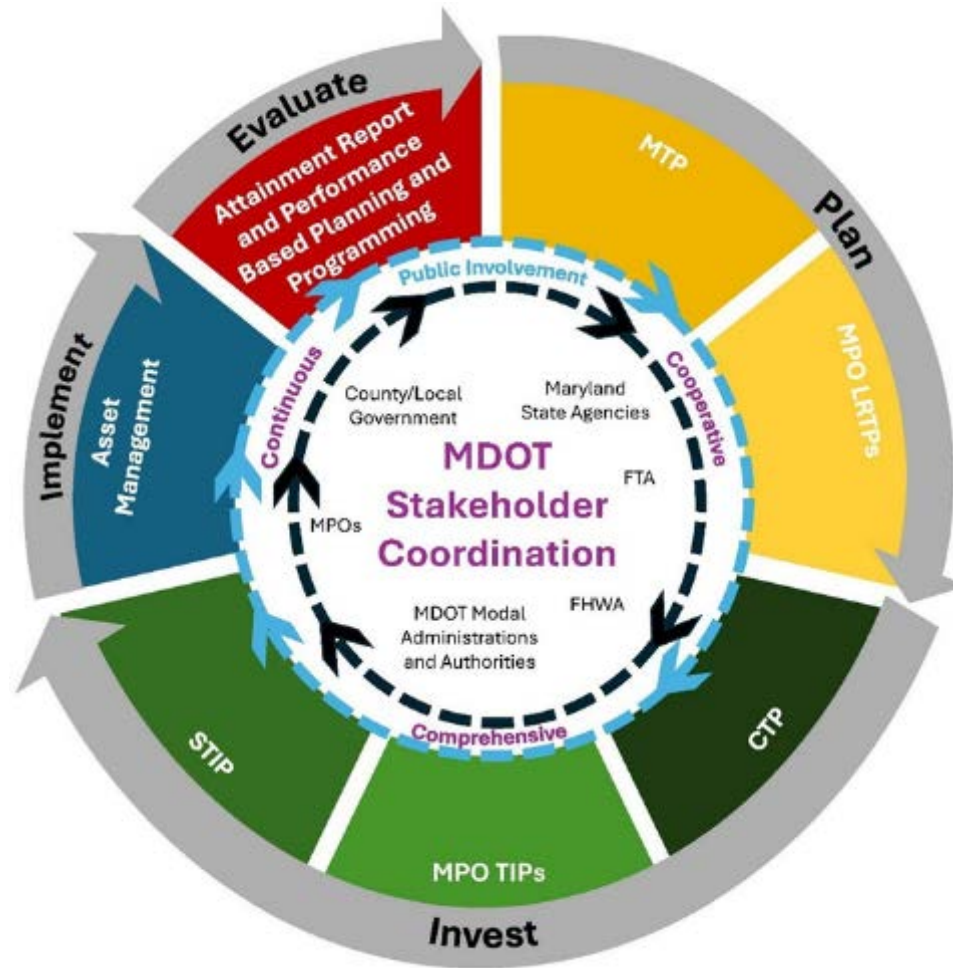


State Funding & the CIP: How the Trust Fund Works

TTF allows transportation projects to be programmed based on when the funding is needed and available

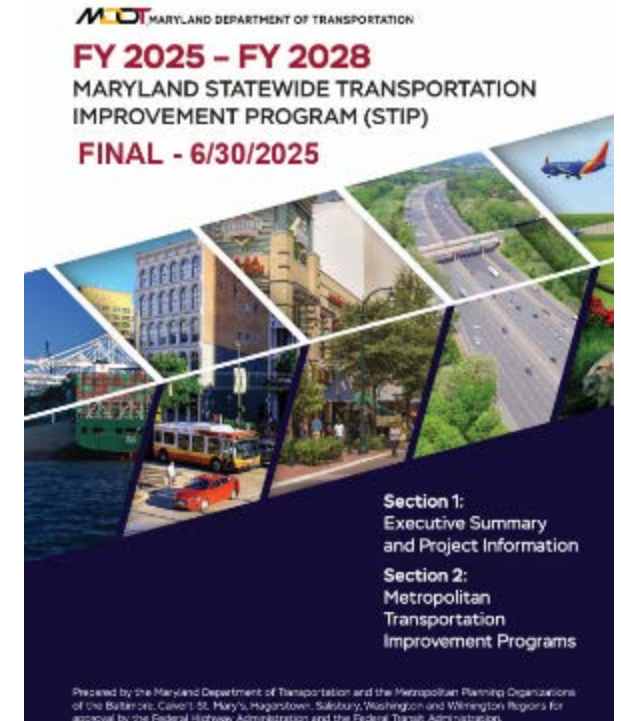


Planning and Project Development Process



Statewide Transportation Improvement Program (STIP)

- THE TIP IS NOT APPROVED BY USDOT. It must first be included and submitted by the State into the STIP.
- The STIP is the program of State and Federally-funded projects, which includes each MPO's approved TIP (without change) and rural projects.
- All projects in the STIP are identical to the projects in the CTP.



Northern Virginia

Regina Moore– Virginia Department of Transportation

Project Selection & Funding in Virginia

- Virginia Uses Performance Based Planning to Select Projects for Funding Planning Documents
 - VTRANS (Virginia State Long Range Plan) – www.vtrans.org
 - Identifies statewide multimodal needs using a data driven approach
 - TransAction (NVTA Regional Plan) – www.nvtatransaction.org
 - Identifies multimodal projects within Northern Virginia based on data driven approach
 - Approved multimodal projects are included in NVTA's Six Year Program (updated every two years)



Project Selection & Funding in Virginia

- Major Funding Sources:
 - Federal – CMAQ, RSTP, HSIP, TAP
 - State – Revenue Sharing, Safety, Interstate, ITTF
 - Regional Funds – NVT
 - Local Government Capital Improvement Programs (CIPs)
 - Proffers – Infrastructure funding by developers
 - Toll Revenues (ex. I-95)
 - Public Private Partnerships (P3) funds from HOT lanes concessionaires (ex. I-66)
 - WMATA agreement

Project Selection & Funding in Virginia

- Commonwealth Six Year Improvement Program (SYIP)
 - Summarizes planned expenditures for VDOT and DRPT
 - Commonwealth Transportation Board (CTB) updates SYIP each fiscal year
 - Public meeting held in Spring to get preliminary input on projects and comments on final draft plan before SYIP adoption in July
 - Next update SYIP is FY2027-2032
- Strategically Targeted Affordable Roadway Solution (STARS) and Project Pipeline Studies
 - Focus on multimodal priorities established through VTRANS Mid-Term Needs
 - Study programs used to make recommendations to meet the identified VTRANS needs (ex. Multimodal improvements)



Project Selection & Funding in Virginia

- SMART SCALE

- Established in 2014 by General Assembly; process used to prioritize projects for Virginia's SYIP

Fiscal Year / Round #	# Applications Scored Statewide	Total SMART SCALE Funding	# NOVA Applications Funded	NOVA Funding Amount
FY 2017 / Round 1	287	\$1.42 billion	18	\$223 million
FY 2018 / Round 2	404	\$1.03 billion	21	\$367 million
FY 2020 / Round 3	433	\$0.80 billion	11	\$205 million
FY 2022 / Round 4	397	\$1.38 billion	13	\$286 million
FY 2024 / Round 5	165	\$1.64 billion	13	\$154 million
FY 2026 / Round 6	270	\$1.02 billion	3	\$87 million

- FY 2028 / Round 7 final applications due date August 1, 2026
 - New funding will be added to the FY 2028 in the FY 2028 – 2033



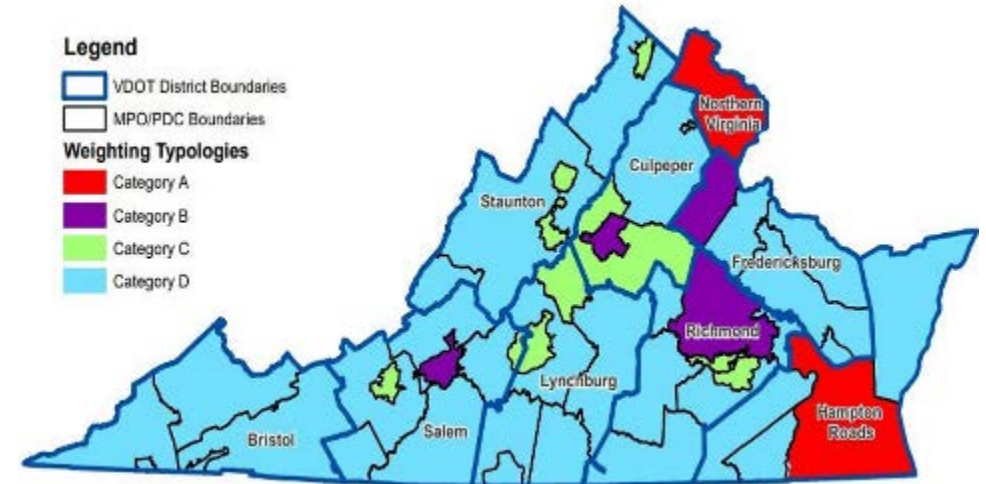
Project Selection & Funding in Virginia

- SMART SCALE uses objective quantitative performance scoring to allocate transportation funding

(Category A – Large Urban Districts)

Factor	Weight
Congestion Mitigation	45%
Accessibility	25%
Safety	15%
Environmental Quality	10%
Economic Development	5%
Land Use	---

- Virginia TIP for FY 2026 – 2029
- Virginia STIP for FY 2027 – 2030

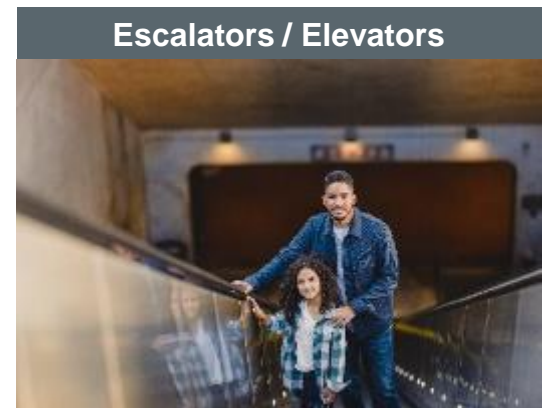
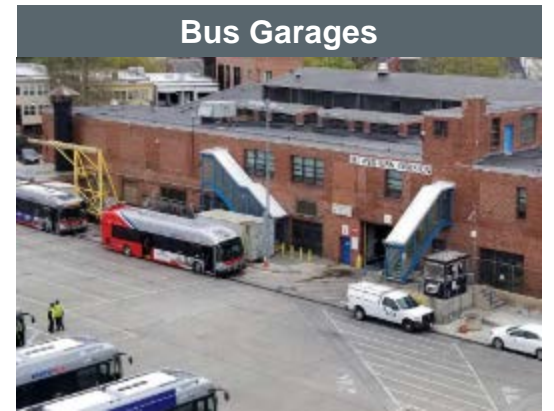


Regional Transit: Metrorail and Metrobus

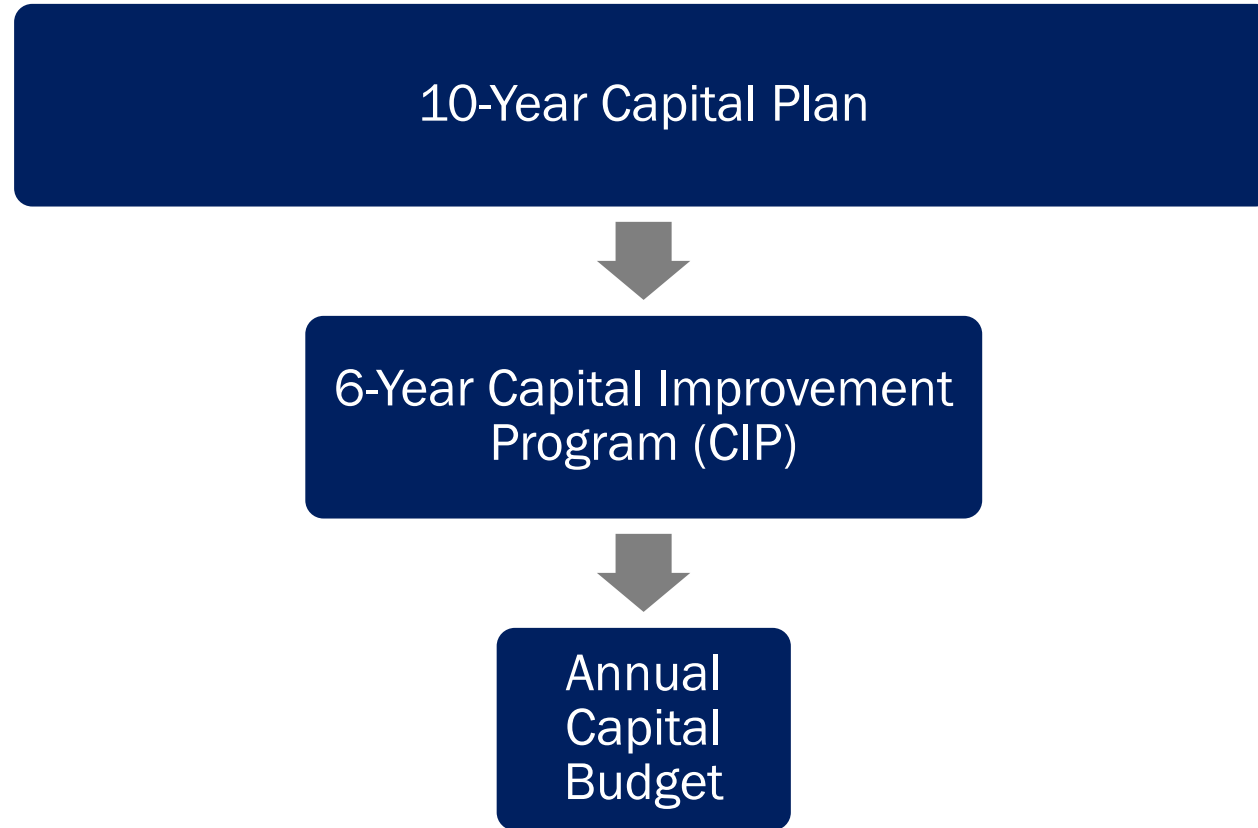
Mark Phillips– Washington Metropolitan Area Transit Authority

What is Metro's Capital Program?

The capital program funds the purchase, repair, rehabilitation, and/or replacement of physical assets and goods like infrastructure, equipment, systems, and vehicles. Examples include:



Metro's Capital Program Exists at Three Levels



Metro's Capital Strategy

- Invest in efforts to improve the cost efficiency of operations
- Prioritize repair and maintenance
- Reinvest in the system to ensure safe, efficient, and reliable service for customers, employees, and the region
- Sustain safety and reliability through recurring asset maintenance, rehabilitation, and replacement programs

Metro's Capital Planning Process

Data Inputs

Constraints

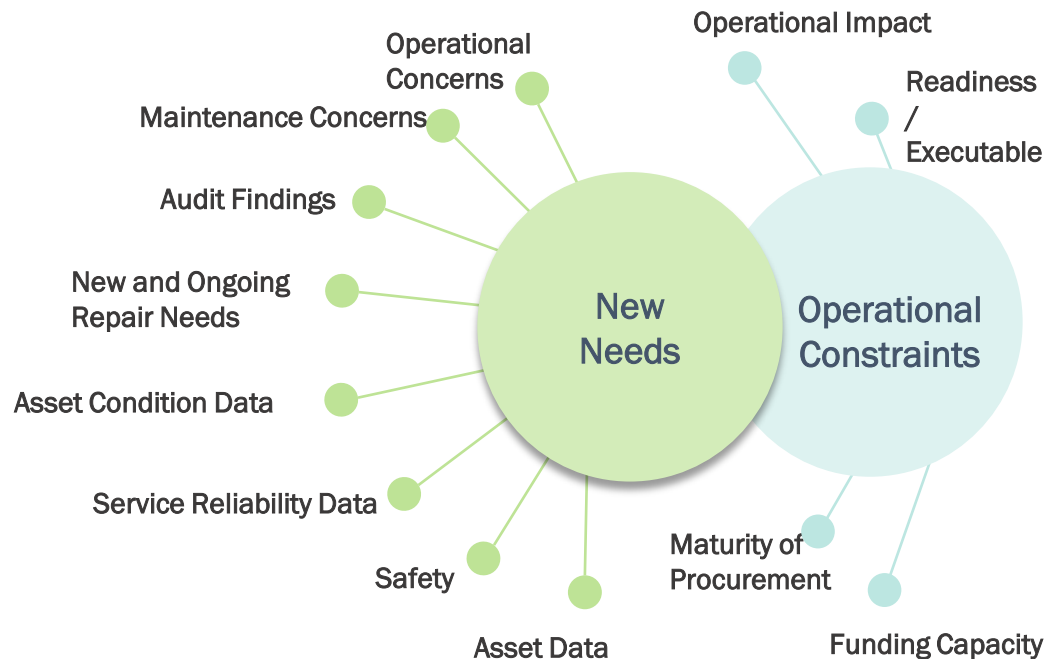
Capital Program

The Capital Program is shaped by Metro's Strategic Transformation Plan. Ongoing programs are combined with newly identified needs and evaluated against constraints. Investments that can advance within those constraints are programmed into the Six-Year Program and 10-Year Plan

Combination of Projects, Programs and New Needs to maximize agency priorities while constraining for executability in the Six-Year. However, the 10-Year Capital Plan is unconstrained

Projects: Single investment with defined start and end dates (e.g. Northern Bus Garage)

Programs: Ongoing investments that will continue in perpetuity (e.g., Track Repair)



Six-Year Capital Improvement

Projects Underway

Programs Underway

New Investments

10-Year Capital Plan *Unconstrained*

Projects Underway

Programs Underway

New Investments

The Public Has a Voice in Metro's CIP and Budget

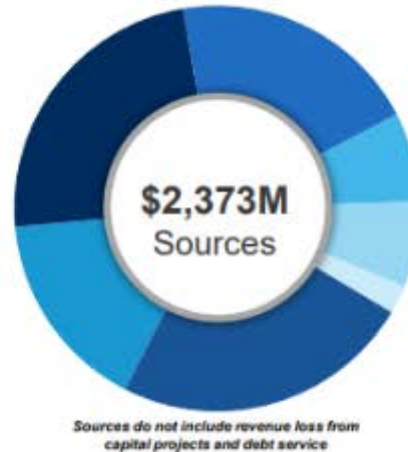
FY2026 Budget Public Engagement

- 4 Compact public hearings
 - February 3 in VA
 - February 4 virtual
 - February 4 in DC (Metro HQ)
 - February 5 in MD
- Outreach at stations and bus stops
 - Rail stations, transit centers, major bus stops
 - Multilingual teams
 - Nearly 225,000 customer interactions
- Website
- Partner engagement
- Online survey (English and Spanish)
- Social media and advertising
- 2,560+ comments received



Metro's FY2026 Capital Funding Sources and Uses

DEDICATED FUNDING FROM STATES	\$500M (21%)
FEDERAL FORMULA FUNDS	\$470M (20%)
DEBT PROCEEDS	\$653M (28%)
SYSTEM PERFORMANCE AND MATCH	\$311M (13%)



PRIIA MATCH FROM STATES	\$149M (6%)
FEDERAL PRIIA FUNDS	\$144M (6%)
OTHER & PRIOR YEAR FUNDS	\$146M (6%)

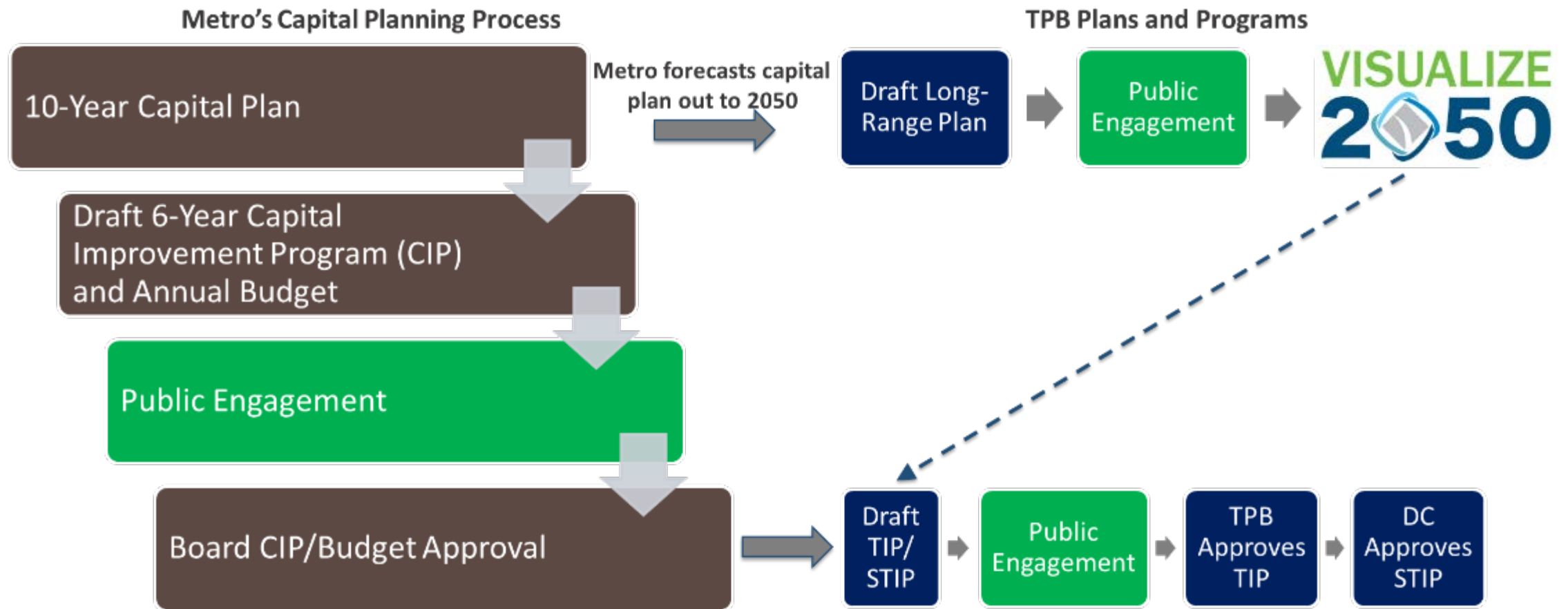
RAILCARS & RAILCAR FACILITIES	\$399M (17%)
BUS, BUS FACILITIES & PARATRANSIT	\$441M (19%)
DEBT SERVICE AND REVENUE LOSS FROM CAPITAL PROJECTS	\$255M (11%)
OPERATIONS AND BUSINESS SUPPORT	\$307M (12%)



STATION AND PASSENGER FACILITIES	\$328M (14%)
RAIL SYSTEMS	\$336M (14%)
TRACK AND STRUCTURE REHABILITATION	\$307M (13%)

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How Metro's Needs Are Included in Visualize 2050 and the TIP

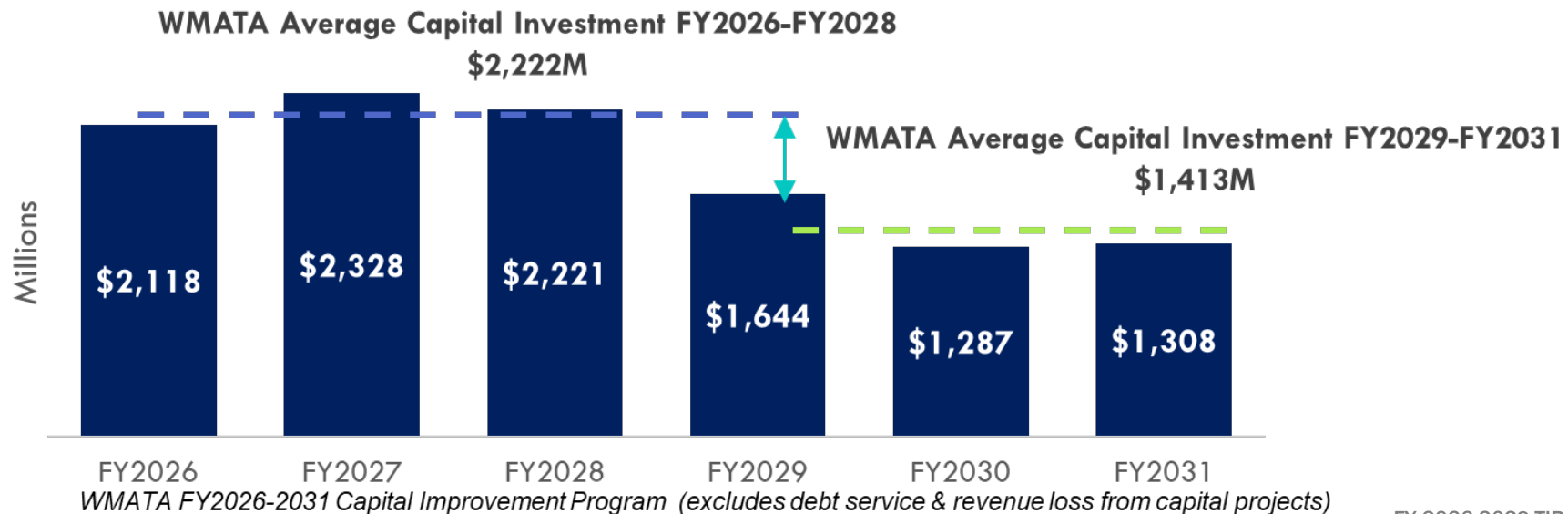


Regional Challenge: Metro's Transit Funding Crisis

Metro's existing capital funding sources and structural challenges will result in a serious funding shortfall, leading to degradation of assets and performance. **The next TIP would be reduced.**

Metro's structural funding challenges

- ⚠ Capital funding sources **not indexed to grow**
- ⚠ Debt capacity will be exhausted by FY 2029
- ⚠ Inflation significantly reduced capital buying power
- ⚠ Will be forced to **reduce annual capital investments**



DMV MOVES is a regional effort to set a new Vision and sustainable funding for transit

Reliable, long-term funding will maintain Metro's economic and quality of life benefits to the region

Within a half-mile of Metro stations and bus stops in the WMATA Compact Area:

- **60 percent** of population (**2.8M people**)
- **70 percent** of jobs (**1.7M jobs**)
- **50 percent** of employers (**134,400 businesses**)
- **\$9.4B** in business output supported by transit
- **\$330B** in property value around Metro stations
- **\$3.2B** in tax revenue generated around Metro stations



Without it, Metro's reduced capital program will have negative, long-term impacts

- Much larger backlog of capital and good repair needs
- Declining reliability and customer experience, increased safety risk
- Reduced access to jobs and other opportunities
- Reduced employer access to the workforce
- Worse traffic and congestion, longer travel times
- Worse air quality



5. Preliminary Analysis of the FY 2026-2029 TIP

Project Records

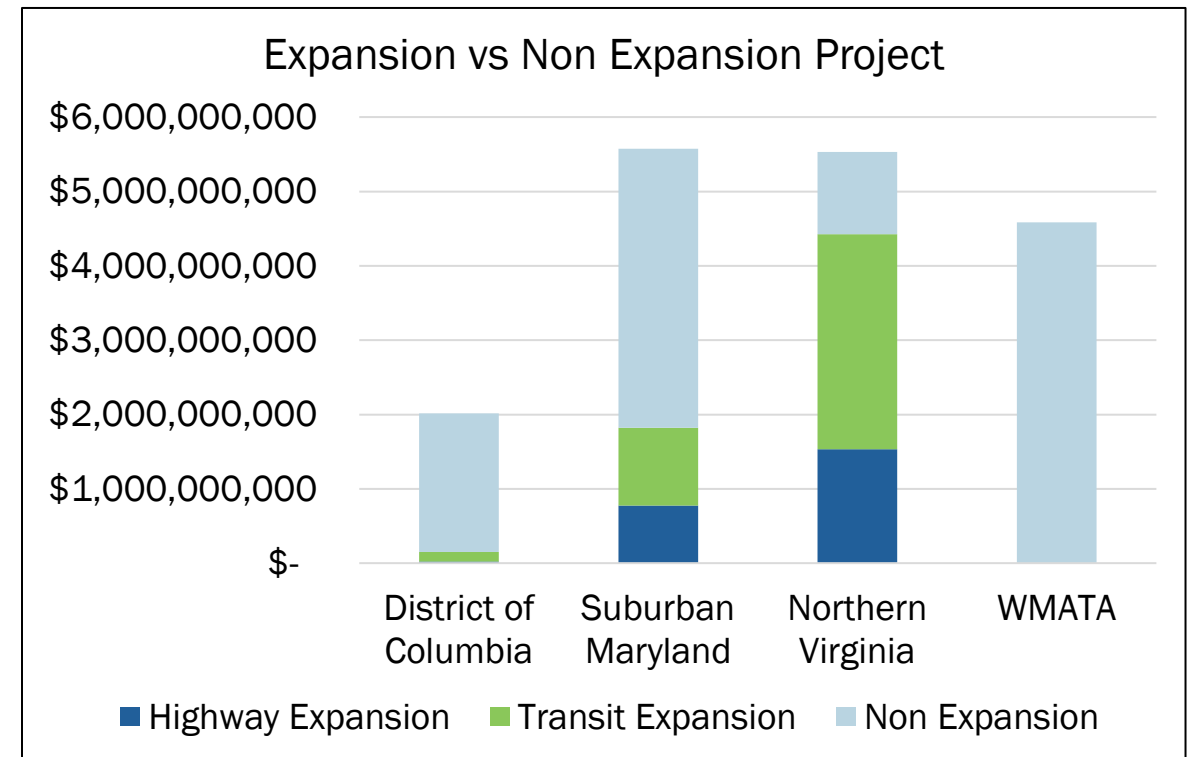
- During the zero-based budgeting (ZBB) process, TPB and member agencies reviewed 577 records for inclusion in the FY 2026-2029 TIP
- Of the 355 active TIP records, they are organized into three different types of records:

Record Status	Total Records
Active FY 2026-2029 TIP Records	355
<i>Discrete Records</i>	209
<i>Grouped Records</i>	32
<i>Ongoing Records</i>	114
Pending Financial Close Out	65
Records Completed from FY 2023-2026 TIP	93
Records Withdrawn from FY 2023-2026 TIP	64
Total	577

FY 2026-2029 TIP Funding by Jurisdiction

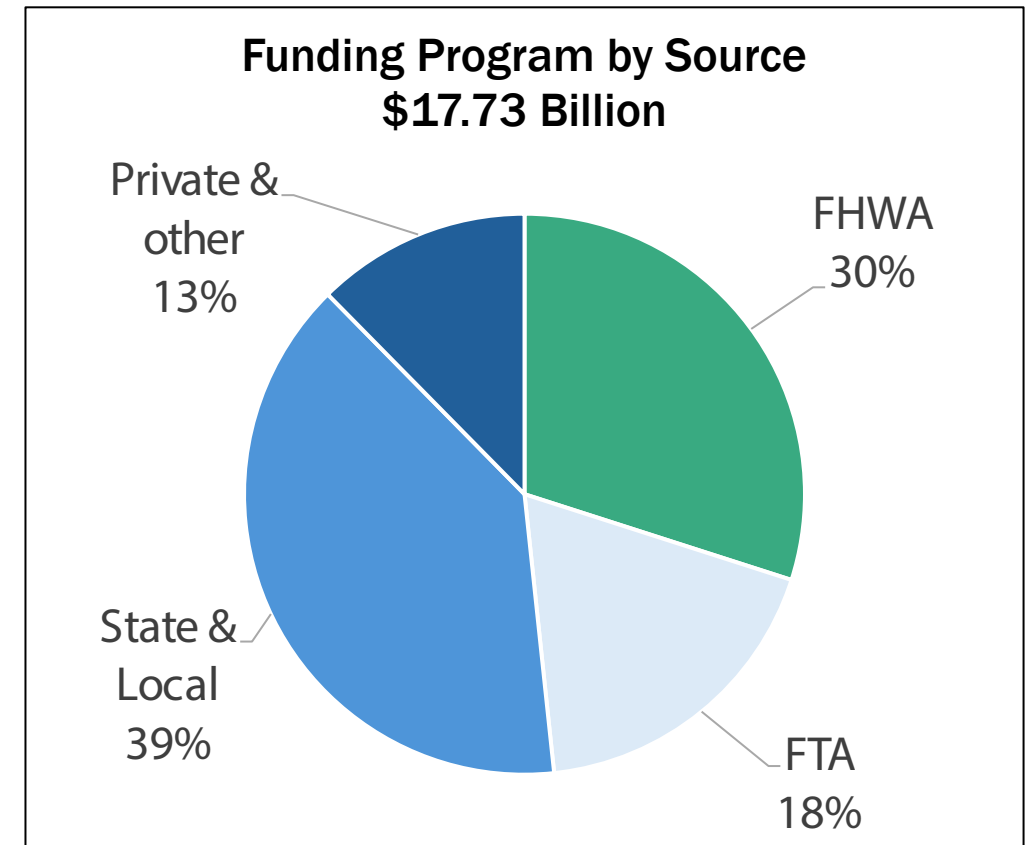
- The FY 2026-2029 TIP features more than 350 funding records for discrete projects, project groupings, and ongoing programs throughout the region, totaling approximately \$17.73 billion.
- Non expansion projects include operations, state of good repair, and maintenance project types included in the TIP.

Record Type	Total Projects	Total TIP Funding
Discrete	209	\$8.35 billion
Grouped	32	\$6.19 billion
Ongoing	114	\$3.20 billion
Total	355	\$17.73 billion



FY 2026-2029 TIP Funding by Source

- While its purpose is for the programming and obligation of federal funds from FHWA and FTA, there are many other sources used to pay for the projects and programs in the TIP – each with their own purposes, stipulations, and restrictions
- Federal formula funds - \$8.57 Billion
- State (and DC) and local - \$6.97 Billion
 - Funds are allocated to each state independently and cannot be transferred to other jurisdictions
- Private entities/Other - \$2.19 Billion



Major Projects in the FY 2026-2029 TIP

TIP ID	Agency	Project Title	Total Project Cost	Total TIP Funding
T6727	VPRA	Long Bridge VA - DC	\$2,660 million	\$2,086 million
T2795	MDOT MTA	Purple Line	\$3,775 million	\$570 million
T6396	Montgomery Co	MD 355 Bus Rapid Transit Central	\$424 million	\$350 million
T13759	VPRA	Franconia-Springfield Bypass	\$336 million	\$294 million
T6706	VPRA	Franconia to Lorton 3rd Track Project	\$275 million	\$248 million
T6039	DDOT	H Street Bridge over Railroad	\$372 million	\$185 million
T6449	VDOT	Frontier Dr Extension	\$248 million	\$174 million
CE2671	VDOT	Edwards Ferry Road at Route 15 Bypass Interchange	\$181 million	\$171 million
T11602	VDOT	Richmond Highway Corridor Improvements, Phase 2	\$265 million	\$164 million
T3049	Montgomery Co	Goshen Road South	\$168 million	\$160 million

Bicycle and Pedestrian Projects and Accommodations

- Of 355 project records totaling \$17.73 billion, approximately 154 project records totaling \$6.81 billion (43%) reported to include bicycle and/or pedestrian accommodations
- Examples of bike and pedestrian accommodations include
 - Sidewalks
 - Protected and standard bicycle lanes
 - Shared-use use paths/trails
 - Shared-use bridges and tunnels
 - Bus/bicycle shared lanes
 - Pedestrian intersection improvements
 - Including ADA ramps, signals, bump-outs, refuge islands, etc.



BeyondDC/Flickr

Regional Goals

- The TPB has eight goals as part of its regional framework and every TIP record supports at least one of the goals, but they often support multiple goals.

Region	Safety	Maintenance	Reliability	Efficient System Operations	Affordable and Convenient Reliability	Environmental Protection	Resilient Region	Livable and Prosperous Communities
DC	44	62	47	27	47	18	12	27
MD	97	74	99	73	99	78	36	87
VA	58	54	77	52	77	48	35	63
Total	199	190	223	152	223	144	83	177

Next Steps

- October 23 – November 21, 2025
 - Public Comment Period on the draft: Visualize 2050 plan, TIP, and Air Quality Conformity Analysis of the plan and TIP
- November 2025 TPB Meeting
 - TPB staff will present a summary of the public comments that have been received so far
- December 2025 TPB Meeting
 - Staff recommendation for approval of the Visualize 2050 plan and adoption of the FY 2026-2029 TIP
- Following approval, TPB Staff submit plan, TIP, and Conformity Analysis for federal review
 - After federal approval of conformity analysis of plan and TIP, DDOT, MDOT, and VDOT can amend STIPs

6. Question and Answer Session

Visualize2050.org

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