

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

**RESOLUTION ON AMENDMENTS TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT ARE EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-69.1 WHICH ADDS FUNDING TO THREE PROJECT GROUPINGS FOR RAIL SYSTEMS, STATION AND PASSENGER FACILITIES, AND OPERATIONS AND BUSINESS SUPPORT AS REQUESTED BY THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)**

**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 TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (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

**WHEREAS**, on June 15, 2022 the TPB adopted the FY 2023-2026 TIP; and

**WHEREAS**, WMATA has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-69.1, which makes the following revisions:

- Adds \$54.4 million in State of Good Repair funding (§ 5337-SGR) and local funding for FY 2026 for the **Rail Systems: Replacement, Rehabilitation, and enhancement of Rail Systems and Support Equipment project grouping (T11586)**, increasing the total project grouping cost to approximately \$447.0 million;
- Adds \$48.5 million in State of Good Repair funding (§ 5337-SGR) and local funding for FY 2026 for the **Station and Passenger Facilities project grouping (T11588)**, increasing the total project grouping cost to approximately \$595.3 million;
- Adds \$30.6 million in State of Good Repair funding (§ 5337-SGR) and local funding for FY 2026 for the **Operations and Business Support project grouping (T11590)**, increasing the total project grouping cost to approximately \$88.4 million;

**WHEREAS**, the review and processing of the amendments included in this TIP Action has been conducted in accordance with the procedures detailed in the TPB's Public Participation Plan and the Procedures for Revisions to the Long-Range Transportation Plan and the Transportation Improvement Program; and

**WHEREAS**, the proposed amendments have been entered into the TPB's Project InfoTrak database under TIP Action 23-69.1 creating the 69th amended version of the FY 2023-2026 TIP, and the draft amendment was posted on the TPB's Steering Committee meeting page in advance of the scheduled approval and can also be found for review online at [www.mwcog.org/TIP/FY23-26/Amendments](http://www.mwcog.org/TIP/FY23-26/Amendments); and

**WHEREAS**, all three project groupings are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

**WHEREAS**, full funding for the programs in this TIP Action was included in the Financial Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP, and the TIP remains fiscally constrained, as demonstrated in the attached materials; and

**WHEREAS**, the attached materials include:

ATTACHMENT A) Amendment Overview report showing how the amended project grouping records will appear in the TIP following approval, along with a complete listing of all changes made for the most recently approved record version(s),

ATTACHMENT B) Financial Constraint Summary Table demonstrating that the TIP remains fiscally constrained.

ATTACHMENT C) Letter from WMATA dated September 25, 2025, requesting the amendments; and

**WHEREAS**, this resolution and the amendments to the FY 2023-2026 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review these materials at its next full meeting.

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-69.1, which makes the following revisions:

- Adds \$54.4 million in State of Good Repair funding (§ 5337-SGR) and local funding for FY 2026 for the **Rail Systems: Replacement, Rehabilitation, and enhancement of Rail Systems and Support Equipment project grouping (T11586)**, increasing the total project grouping cost to approximately \$447.0 million;
- Adds \$48.5 million in State of Good Repair funding (§ 5337-SGR) and local funding for FY 2026 for the **Station and Passenger Facilities project grouping (T11588)**, increasing the total project grouping cost to approximately \$595.3 million;
- Adds \$30.6 million in State of Good Repair funding (§ 5337-SGR) and local funding for FY 2026 for the **Operations and Business Support project grouping (T11590)**, increasing the total project grouping cost to approximately \$88.4 million.

# T11586 - Rail Systems: Replacement, Rehabilitation, and enhancement of Rail systems and Support Equipment

a) Rail systems rehabilitation and/or replacement for State of Good Repair. b) Systemwide rail support equipment, radios/signals and communications, power supply, and propulsion. c) Preventative Maintenance

Cycle-Revision ID:	23-69.1
Lead Agency:	Washington Metropolitan Area Transit Authority
Project Type:	Rail/Fixed Guideways - Metrorail/Commuter Rail
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	-
Municipality:	-
Completion Year:	4
Total Cost:	\$447,014,228

Phase	Fund Source	FY2023	FY2024	FY2025	FY2026	Total
Other	LOCAL	\$21,776,500	\$38,000,000	\$76,500,000	\$70,892,245	\$207,168,745
Other	PRIIA	\$21,776,500	\$38,000,000	\$76,500,000	\$60,000,000	\$196,276,500
Other	S. 5337-SGR	-	-	-	\$43,568,983	\$43,568,983
Total Other		\$43,553,000	\$76,000,000	\$153,000,000	\$174,461,228	\$447,014,228
TIP Total		\$43,553,000	\$76,000,000	\$153,000,000	\$174,461,228	\$447,014,228
Total Programmed		\$43,553,000	\$76,000,000	\$153,000,000	\$174,461,228	\$447,014,228

Current Change Reason:	Schedule / Funding / Scope- Update Other, New projects under the existing program will be federally funded due to Increase programming of FFY2026 SOGR funding for new projects within the program to support rail operations and state of good repair rehabilitation.
Project Changes:	Plan Revision Name changed from "23-60" to "23-69.1"
Funding Changes:	LOCAL + Increase funds in FY 2026 in OTHER from \$0 to \$10,892,245 S. 5337-SGR + Increase funds in FY 2026 in OTHER from \$0 to \$43,568,983
Federal Project Cost:	Increased from \$196,276,500 to \$239,845,483 (22.20%)
Total Project Cost:	Increased from \$392,553,000 to \$447,014,228 (13.87%)

T11588 - Station and Passenger Facilities

a) Replacement, repair and, or rehabilitation of passenger (bus and rail) stations and facilities to maintain state of good repair b) Elevator and escalator facilities rehabilitation, replacement and expansion, parking facilities, etc. c) Rehabilitate, maintain and modernize station and passenger facilities, including capacity enhancements and safety improvements (e.g. canopies, shelters, lighting, cooling, bus stops and shelters, corridor service improvements). d) Improvements to bicycle and pedestrian facilities. e) Preventative Maintenance f) Fare management replacement, rehabilitation or upgrades to equipment or software.

Cycle-Revision ID:	23-69.1
Lead Agency:	Washington Metropolitan Area Transit Authority
Project Type:	Rail/Fixed Guideways - Capital/SGR
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	-
Municipality:	-
Completion Year:	4
Total Cost:	\$595,350,292

Phase	Fund Source	FY2023	FY2024	FY2025	FY2026	Total
Other	LOCAL	\$29,836,450	\$39,860,000	\$64,000,000	\$107,375,478	\$241,071,928
Other	PRIIA	\$29,836,450	\$30,000,000	\$64,000,000	\$79,500,000	\$203,336,450
Other	S. 5307	-	\$13,600,000	-	\$39,149,272	\$52,749,272
Other	S. 5337-SGR	-	\$25,840,000	-	\$72,352,642	\$98,192,642
Total Other		\$59,672,900	\$109,300,000	\$128,000,000	\$298,377,392	\$595,350,292
TIP Total		\$59,672,900	\$109,300,000	\$128,000,000	\$298,377,392	\$595,350,292
Total Programmed		\$59,672,900	\$109,300,000	\$128,000,000	\$298,377,392	\$595,350,292

Current Change Reason:	Schedule / Funding / Scope- Update Other, Increase Programming of FFY2026 SOGR funding due to Increase programming of FFY2026 SOGR funding to new projects within the program.
Project Changes:	Plan Revision Name changed from "23-68" to "23-69.1"
Funding Changes:	LOCAL  + Increase funds in FY 2026 in OTHER from \$8,388,160 to \$18,088,160  S. 5337-SGR  + Increase funds in FY 2026 in OTHER from \$33,552,642 to \$72,352,642
Federal Project Cost:	Increased from \$315,478,364 to \$354,278,364 (12.30%)
Total Project Cost:	Increased from \$546,850,292 to \$595,350,292 (8.87%)

T11590 - Operations and Business Support

a) New, replacement, rehabilitation of facilities, equipment, or other operational needs at stations, yards, or non-revenue facilities. b) Supports other non-revenue business operations (roof rehabilitation, environmental compliance, revenue collection, non-rev service vehicles etc.). c) Metro Transit Police Department (MTPD) support facilities and operations. d) WMATA OIG and Other Agencywide Research or IT Programs

Cycle-Revision ID:	23-69.1
Lead Agency:	Washington Metropolitan Area Transit Authority
Project Type:	Other
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	-
Municipality:	-
Completion Year:	4
Total Cost:	\$88,438,723

Phase	Fund Source	FY2023	FY2024	FY2025	FY2026	Total
Other	LOCAL	\$5,618,798	\$5,300,000	\$5,000,000	\$13,368,947	\$29,287,745
Other	PRIIA	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$20,000,000
Other	S. 5307	\$2,475,190	\$1,200,000	-	\$8,944,000	\$12,619,190
Other	S. 5337-SGR	-	-	-	\$24,531,788	\$24,531,788
Other	SMART	-	\$2,000,000	-	-	\$2,000,000
Total Other		\$13,093,988	\$13,500,000	\$10,000,000	\$51,844,735	\$88,438,723
TIP Total		\$13,093,988	\$13,500,000	\$10,000,000	\$51,844,735	\$88,438,723
Total Programmed		\$13,093,988	\$13,500,000	\$10,000,000	\$51,844,735	\$88,438,723

Current Change Reason:	Schedule / Funding / Scope- Update Other, Programming of FFY2026 SOGR funding. due to Programming of FFY2026 SOGR funds to new projects for the existing program to support rail business operations and safety
Project Changes:	Plan Revision Name changed from "23-68" to "23-69.1"
Funding Changes:	S. 5337-SGR + Increase funds in FY 2026 in OTHER from \$0 to \$24,531,788 LOCAL + Increase funds in FY 2026 in OTHER from \$0 to \$6,132,947
Federal Project Cost:	Increased from \$34,619,190 to \$65,283,925 (88.58%)
Total Project Cost:	Increased from \$57,773,988 to \$88,438,723 (53.08%)

**ATTACHMENT B**  
**PROGRAMMED SUMMARY BY FUND**

<b>Fund Type</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
<b>FEDERAL</b>					
S. 5337-SGR	\$0	\$25,840,000	\$0	\$140,453,413	\$166,293,413
<b>Federal Subtotal</b>	<b>\$0</b>	<b>\$25,840,000</b>	<b>\$0</b>	<b>\$140,453,413</b>	<b>\$166,293,413</b>
<b>LOCAL</b>					
LOCAL	\$57,231,748	\$83,160,000	\$145,500,000	\$191,636,670	\$477,528,418
<b>Local Subtotal</b>	<b>\$57,231,748</b>	<b>\$83,160,000</b>	<b>\$145,500,000</b>	<b>\$191,636,670</b>	<b>\$477,528,418</b>
<b>Grand Total</b>	<b>\$57,231,748</b>	<b>\$109,000,000</b>	<b>\$145,500,000</b>	<b>\$332,090,083</b>	<b>\$643,821,831</b>



**Washington  
Metropolitan Area  
Transit Authority**

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[wmata.com](http://wmata.com)

*A District of Columbia,  
Maryland and Virginia  
Transit Partnership*

September 25, 2025

The Honorable James Walkinshaw  
Chairman, Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E., Suite 300  
Washington DC 20002-4201

RE: FY2023 TIP Amendment Request (23-69-1)

Dear Charman Walkinshaw:

The Washington Metropolitan Area Transit Authority (WMATA) request the FFY23 Transportation Improvement Program (TIP) be amended to support Federal obligations and awards planned in FFY2026. This includes programming of our FFY2025 formula assistance and anticipated FFY26 assistance from the Federal Transit Administration (FTA).

The submitted adjustments carry forward the allocation of Section 5337 State of Good Repair funding from FFY25 to FFY26, reflect the actual (increase of) FFY25 formula allocation of SGOR funding to WMATA, and realigns funding between TIP IDs to support rail system state of good repair projects and operational safety projects. This amendment addresses three TIP IDs as outlined in the table below.

TIP ID	Project Title	Cost Before	Cost After	Cost Change	%age
T11586	Rail Systems: Replacement, Rehabilitation, and enhancement of Rail systems and Support Equipment	\$392,553,000	\$447,014,228	\$54,461,228	13.87%
T11588	Station and Passenger Facilities	\$546,850,292	\$595,350,292	\$48,500,000	8.7%
T11590	Operations and Business Support	\$57,773,988	\$88,438,723	\$30,664,735	53.08%

The proposed amendment does not add additional capacity for motorized vehicles and does not require air quality conformity analysis.

September 25, 2025

RE: FY2023 TIP Amendment Request (23-69-1)

WMATA hereby requests the Transportation Planning Board (TBP) Steering Committee consider this amendment for approval at its October 2025 meeting. Upon approval of the amendment WMATA will submit its request for inclusion in the District of Columbia's STIP. If you have questions or need additional information, please contact Marci Malaster at [mmalaster@wmata.com](mailto:mmalaster@wmata.com). Thank you for your continued support of WMATA.

Sincerely,

Patrick W. Bailey

Director, Funds and Grants Management Office

Washington Metropolitan Area Transit Authority