

fiscal year 23-26

Transportation
Improvement
Program



National Capital Region
Transportation Planning Board

FY 2023–2026 TRANSPORTATION IMPROVEMENT PROGRAM

Released for Public Comment on April 1, 2022

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, 23 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).

The preparation of this report was financially aided through grants from the District of Columbia Department of Transportation, the Maryland Department of Transportation, the Virginia Department of Rail & Public Transportation, the Virginia Department of Transportation, Federal Highway Administration, and the U.S. Department of Transportation, Federal Transit Administration, under the Urban Mass Transportation Act of 1964, as amended.

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This document makes multiple references to its own appendices and to the appendices of the Visualize 2045 plan document. For clarification purposes:

- **References to sections, tables, and appendices of the FY 2023–2026 TIP document are in bold blue type, and**
- *References to the Visualize 2045 document appendices are in green, italicized type.*

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1. INTRODUCTION

What is the Transportation Improvement Program?

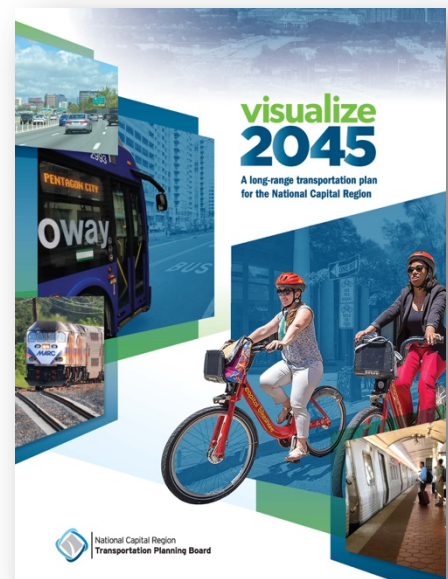
The Transportation Improvement Program (TIP) is a federal obligation document which describes the planned schedule in the next four years for distributing federal, state and local funds for state and local transportation projects. The TIP represents an agency's intent to construct or implement specific 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 2023–2026 TIP contains more than 300 project and program records and approximately \$10.7 billion in funding across the region. The TIP is a dynamic financial document that is formally updated every two years, but even between formal updates, the TIP is usually amended and modified on a monthly basis.

The Transportation Improvement Program and Visualize 2045

Visualize 2045 is the federally required long-range transportation plan for the National Capital Region. It identifies all regionally significant transportation investments planned through 2045 and policy guidelines that are aimed at shaping future iterations of the plan. Visualize 2045 also provides detailed analysis to help decision-makers and the public “visualize” the future. The first incarnation of Visualize 2045 was approved in 2018. In March of 2020, the TPB approved an amendment to Visualize 2045 in conjunction with the FY 2021-2024 TIP. This TIP was approved alongside the federally required four-year update to the long-range plan in June of 2022. While sometimes the phrase “2022 Update to...” is used to differentiate from previous versions, unless stated otherwise, any reference to Visualize 2045 in this document refers to the 2020 Update to Visualize 2045.

The 2022 Update to Visualize 2045 and the TIP were developed according to the provisions of the metropolitan planning regulation of record in December 2020. Through an exhaustive financial analysis of the plan and a review of the TIP against projected revenue streams, the TPB has determined that the 2022 Update to Visualize 2045 and the FY 2023–2026 TIP are financially constrained and meet the federal requirements to demonstrate that the proposed project costs are consistent with the available and committed projected sources of transportation revenues and the existing transportation system has been demonstrated to be adequately operated and maintained.

As a product of the metropolitan transportation planning process, the TIP outlines the staged development of the 2022 Update to Visualize 2045 with priority projects selected for programming by the states and the transit



agencies presented in the first and second year of the four-year program. The TPB officially updates the program every two years with a call for projects. 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 to 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.

2. DEVELOPMENT OF THE FY 2023–2026 TIP

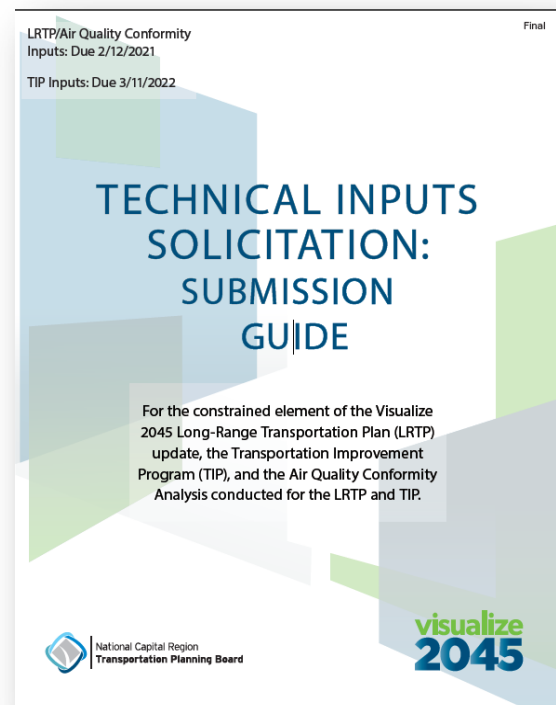
On December 16, 2020, the TPB began developing the FY 2023–2026 TIP by issuing a call for projects with the Technical Inputs Solicitation (TIS) Submission Guide for the 2022 Update to Visualize 2045 and the FY 2023–2026 TIP. Member agencies updated their projects and funding information in the TPB's Project InfoTrak database in February and March of 2022. The TPB held a Public Forum on the TIP on April 14, 2022, in conjunction with a series of forums on Visualize 2045. A month before its approval, the TPB solicited input from the public with a 30-day comment period was held from April 1 through May 1, 2022. The TPB approved the FY 2023–2026 TIP on June 15, 2022.

Table 1: TIP Development Milestones

December 16, 2022	March 11, 2022	April 14, 2022	April 1 – May 1, 2022	June 15, 2022
TPB staff issues TIS Submission Guide	FY 2023–2026 TIP Inputs due	Public Forum on the TIP	Public Comment Period on TIP	TIP approved

The Technical Inputs Solicitation: Submission Guide

The Technical Inputs Solicitation: Submission Guide served as a call for projects for the federally required, four-year update to Visualize 2045 in 2022 and for a new TIP spanning fiscal years 2023 through 2026. This call for projects defined the schedule for developing and approving the updated plan and new TIP. It specified which agencies are eligible to submit projects and asked agencies to consider not only federal requirements, but also a regional policy framework, that included the TPB's Aspirational Initiatives, matters of equity, and the reduction of airborne pollutants and greenhouse gases when selecting and prioritizing projects. The Technical Inputs Solicitation also provided instructions on how to submit project data for the 2022 Update to Visualize 2045, the FY 2023–2026 TIP, and the Air Quality Conformity analysis of those documents. The Submission Guide can be found in its entirety in **Appendix E** of this document.



Any municipal, county, 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 2023-2026 TIP. Inputs are required to be submitted by one of the TPB member jurisdictions or agencies listed in [Table 2](#).

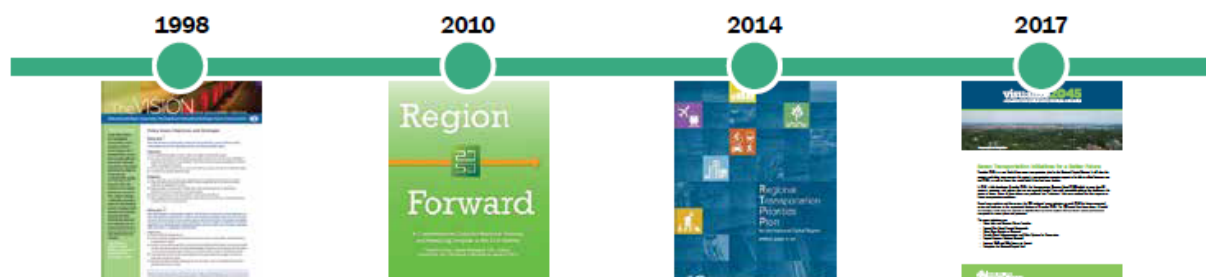
Table 2: TPB Member Agencies Responsible for TIP Programming

District of Columbia	Northern Virginia
District Department of Transportation (DDOT)	Virginia Department of Transportation (VDOT) Virginia Department of Rail and Public Transportation (VDRPT) Virginia Railway Express (VRE) Potomac and Rappahannock Transportation Commission (PRTC) Northern Virginia Transportation Authority (NVTA) Northern Virginia Transportation Commission (NVTC) 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* City of Fairfax Department of Public Works* City of Falls Church Department of Public Works* City of Manassas Public Works Department* City of Manassas Park Public Works Department*
Suburban Maryland	
Maryland Department of Transportation <i>State Highway Administration (MDOT SHA)</i> <i>Maryland Transit Administration (MTA)</i> <i>Maryland Transportation Authority (MDTA)</i> 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 Maryland-National Capital Park and Planning Commission (M-NNCPPC) City of Frederick Planning Department Gaithersburg Public Works Department	
Regional	
Washington Metropolitan Area Transit Authority (WMATA) Eastern Federal Lands Highway Division Metropolitan Washington Airports Authority (MWAA)	

*Virginia local jurisdictions submit through VDOT but are still responsible for providing required information

Regional Policy Framework

The Technical Inputs Solicitation asked agencies to document how their projects and programs support or advance a set of regional goals and priorities, including the TPB's Aspirational Initiatives, collectively referred to as the TPB's regional policy framework. This framework is a culmination of a 20-year evolution that began with a visioning process in 1998. This framework includes comprehensive strategies that promote a strong regional economy and help improve quality of life for all residents. The policy statements and documents that make up the framework encourage the



region's transportation agencies to consider regional goals, priorities, and needs when developing and selecting projects to fund and implement. The policy framework consists of the TPB Vision, the Region Forward vision adopted by the Metropolitan Washington Council of Governments (COG) in 2010, the 2014 Regional Transportation Priorities Plan, and the seven Aspirational Initiatives endorsed by the TPB in 2019. In 2020, the TPB approved three resolutions renewing commitments to safety, equity, and climate change. The TPB's equity resolution affirms equity as a foundational principle that will be woven throughout TPB's analyses, operations, procurement, programs, and priorities.

Federal Requirements

Above all, the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP must meet a slate of federal planning requirements including the consideration of specific planning factors, financial constraint, air quality conformity, public involvement, Title VI of the Civil Rights Act of 1964, a Congestion Management Process and Performance-Based Planning and Programming. The federal planning requirements are described in more detail in [Section 3](#).

Table 3: Federal Requirements at a Glance

Federal Planning Factors <ul style="list-style-type: none"> • Preservation of the existing transportation system. • Efficient system management & operation • Integration & connectivity across and between modes • Support the economic vitality of the metropolitan area • Protect & enhance the environment • Increase the security of the transportation system • Support homeland security & safeguard security of all users • Improve resiliency & reliability of transportation system • Increase the safety of the transportation system • Increase accessibility & mobility of people • Increase accessibility & mobility of freight • Enhance travel and tourism. 	Financial Constraint Funds must be reasonably expected to be available.	Air Quality Emissions generated by use of the transportation system in the future must not exceed pollution budgets set by the EPA.
	Public Participation	Performance-Based Planning and Programming <ul style="list-style-type: none"> • Highway Safety • Highway Assets • Highway System Performance • Vehicular Emissions • Transit Asset Management • Transit Safety
	Congestion Management Process Agencies must consider alternatives to adding capacity for single-occupant vehicles	
	Title VI and Environmental Justice	

Project Development Process

The TPB Vision and the federal metropolitan planning requirements exert a direct influence on the types of projects that are developed and submitted to the TPB for inclusion in Visualize 2045 and the TIP. However, project development typically occurs at the state and local levels. Each state, locality, the District of Columbia, and the Washington Metropolitan Area Transit Authority (WMATA) controls its own funding stream and each has its own system for moving projects forward. Within each state, projects may be pursued for a variety of reasons and may have multiple sponsors.

Identifying Needs

Needs are identified through a variety of mechanisms throughout the region. Solutions are promoted by a number of different players. Here are some basic ways in which projects originate:

Local Government Plans

Transportation projects are often first identified through local planning, which is performed by county or municipal governments. Local comprehensive plans usually include a transportation element identifying specific projects that a local government has determined will be needed over the period of the plan, which is usually 20-25 years.

Project Identification at the State Level

The state DOTs each have methods for identifying projects needed to maintain the integrity of the transportation system, enhance safety or improve mobility. In accordance with state law, the states give highest priority to maintenance needs or structural deficiencies. Project recommendations are often based upon each state's regular analysis of pavements, bridges, congestion levels and safety issues. The states propose other projects that are system "enhancements" including trails or landscaping, or projects to serve air quality improvement goals, such as park-and-ride lots or ridesharing programs. In other cases, the states recommend "new capacity"- new or widened roads, or transit extensions. However, construction of new facilities has become less frequent as the region's transportation system matures and funding tightens.

Regional Transit Plans and Studies

WMATA regularly assesses the needs of the Metrorail, Metrobus, and MetroAccess systems, and identifies new service and projects. Like the state DOTs, WMATA places a priority on keeping the system in a state of good repair and performance, including replacement of rail cars and buses, escalator and elevator repair and track maintenance. WMATA also studies and identifies system enhancements, such as bus service improvements and station access improvements. The Maryland Transit Administration, the Virginia Department of Rail and Public Transportation and local transit agencies also perform their own studies, in addition to working with WMATA.

WMATA's capital needs are based on WMATA's FY2021 – FY2026 Capital Improvement Program (CIP) and FY 2022 Budget, as well as the 10-Year Capital Plan. Capital needs are divided into two categories: 1) Major Capital Needs, which include projects that maintain and replace assets on a regular life cycle basis in order to deliver the same level of service; and 2) Potential Future Investments, which include projects that help meet growing ridership and improve the rider's experience.

Corridor and Sub-Area Studies

Major projects go through studies that look at a variety of transportation alternatives for particular "transportation corridors" or specific areas of the region. State agencies generally perform these studies, in cooperation with the TPB and in accordance with federal procedures.

Federal regulations require corridor or sub-area studies to be performed when major metropolitan highway or transit investments are being considered. In particular, the National Environmental Policy Act (NEPA) requires a type of corridor study known as an Environmental Impact Statement (EIS) before certain types of major projects may be constructed.

Corridor and sub-area studies typically examine the costs and benefits of various alternatives, and how effectively the different options would "get the job done." They also measure other social,

economic or environmental impacts. Federal law requires adequate public involvement opportunities.

Just because a preferred alternative is selected, however, does not mean it will be built. Project funding involves policy and budget decision making, usually at the state level.

Long-Range Planning at the State Level

Each state has a long-range planning process that brings together project recommendations from local governments, the state DOTs, WMATA and other sources. A project does not have to appear in a state long-range plan in order to receive funding. However, the priorities established in these state plans often determine which projects get built. Unlike the constrained element of Visualize 2045, the long-range plans of the states and WMATA usually are not constrained by funding availability and may or may not list individual projects.

District of Columbia

moveDC is the long-range transportation plan for the District of Columbia and was updated in 2021 for a horizon year of 2045. It establishes the goals, policies, strategies, and metrics for the District Department of Transportation (DDOT) to invest in transportation facilities and programs that address the need of Washingtonians. moveDC identifies seven goals to support DDOT's mission and vision: safety, equity, mobility, project delivery, management and operations, sustainability and enjoyable spaces. moveDC informs how projects and programs are selected for funding and implementation.

Maryland

The 2040 Maryland Transportation Plan (MTP) establishes policy goals for state transportation services and infrastructure over the next 20 years. The MTP is a starting point for the development of strategic plans, programs, and projects by MDOT's different transportation business units.

The 2040 MTP identifies the following seven goals that support MDOT's mission and vision:

- Ensure a Safe, Secure, and Resilient Transportation System
- Facilitate Economic Opportunity and Reduce Congestion in Maryland Through Strategic System Expansion
- Maintain a High Standard and Modernize Maryland's Multimodal Transportation System
- Improve the Quality and Efficiency of the Transportation System to Enhance the Customer Experience
- Ensure Environmental Protection and Sensitivity Promote Fiscal Responsibility
- Provide Better Transportation Choices and Connections

Each project also identifies which goals it supports. This plan was last updated and adopted in January 2019.

Virginia

Virginia has a number of long-range planning efforts that serve as the basis for project development. A 20-year statewide transportation plan, called VTrans, provides policy guidance for all transportation modes. The VTrans final report identified policy recommendations in the areas of funding and

investment, land use, connectivity, priority setting, and sustaining the VTrans vision. The state is currently updating this plan.

VDOT also develops a State Highway Plan that recommends specific road improvements for the next 20 years. VDOT has also launched a prioritization process for the Highway Plan that uses a quantitative methodology to rank projects and recommend priorities for short-term funding.

Finally, the Northern Virginia Transportation Authority (NVTA) has a statutory responsibility to develop and maintain a long-range transportation plan for Northern Virginia. The most recent version of this plan, called TransAction, was adopted in October 2017. TransAction contains 352 regional transportation projects (covering multiple modes), which are prioritized within 11 transportation corridors. The plan identified more than \$43 billion in unfunded needs. TransAction is currently being updated, with adoption of the new plan anticipated by the end of 2022.

The priorities in TransAction, together with VTrans and the State Highway Plan, serve as the basis for Virginia's project submissions for the TPB's constrained long-range plan.

WMATA

WMATA's Momentum strategic plan, approved in 2013, proposed an ambitious long-term program of projects, including new rail lines and expanded bus service. Current Board policy requires expansion projects to be funded by the local jurisdiction. Examples of such projects include the Dulles Rail Extension in Virginia and the Potomac Yard station in Alexandria. Because WMATA does not have a funding source that it alone controls, the recommendations of the Expansion Plan were intended to guide the decisions made by WMATA's funding partners - the states, local governments and the federal government. Significant changes to the transit network are submitted for inclusion in Visualize 2045.

Six-Year Programming at the State Level

Each state also has its own procedure for developing transportation programs – lists of projects to be funded in the next six years. These short-range programs are dependent upon the legislative approval of transportation budgets. At the conclusion of the budgeting and programming process in each state, the projects are submitted to the TPB for inclusion in the regional TIP.

District of Columbia

The D.C. Council approves the annual Capital Improvement Program budget for transportation.

Every year, the Mayor submits the draft Capital Improvement Program (CIP) to the Council of the District of Columbia for approval. The CIP is a six-year program that includes all capital expenditures for the District, including transportation projects. The DC Council holds public hearings on the draft CIP, which it can amend. The Mayor and the Council must approve the CIP for it to move forward.

The U.S. Congress must enact the D.C. budget.

Upon approval by the Mayor and the Council, the budget is adopted and transmitted to the President of the United States for submission to Congress for approval. Congress must approve the District's budget as part of one of the 12 annual federal appropriations bills.

D.C.'s six-year transportation program is submitted to the TPB for inclusion in the regional TIP.

Using the CIP as a basis for development, the District develops a list of projects for inclusion in the TPB's TIP.

Maryland

Development of Maryland Department of Transportation's Consolidated Transportation Program (CTP) Maryland's six-year program of transportation projects.

The Maryland DOT each year develops the Draft CTP from input from county and its state legislative delegation that identify local transportation priorities and officially transmit them to MDOT in the form of their annual "Priority Letter." Using the Priority Letters along with needs identified in the previous year, MDOT prepares the Draft CTP and takes it out to each county in a series of public meetings generally referred to as the Secretary's "Annual Tour."

During the Secretary's "Annual Tour," Maryland DOT officials get feedback about their draft six-year Consolidated Transportation Program (CTP) from county and local officials, and from the public. The Tour occurs every Fall between September and November after the draft CTP is published. After considering the input received from local and county officials during the Annual Tour, MDOT revises the CTP and submits it first to the Governor and then to the General Assembly for budget approval.

The Maryland General Assembly approves the six-year program.

MDOT annually submits the State Report on Transportation to the Maryland General Assembly. This report, consisting of the long-range MTP and the six-year CTP (described above), forms the basis for the governor's annual transportation funding request, which the General Assembly must approve. Maryland law does not permit the General Assembly to add projects to the governor's funding request, although the legislature may delete projects or funding.

Maryland annually submits a list of projects to the TPB for inclusion in the regional TIP.

Using the six-year CTP as a basis for development, MDOT develops a list of projects for inclusion in the regional Transportation Improvement Program (TIP), which is approved by the TPB.

Virginia

The General Assembly approves funding for transportation in a two-year Appropriation Act.

Every two years, the Virginia General Assembly approves the two-year (biennial) Appropriation Act, which contains all statewide funding, including transportation spending. The revenues in the act are based largely upon estimates provided in the governor's Budget Bill. The estimates for transportation revenues are prepared by the Department of Taxation and the Virginia Department of Transportation.

The Appropriation Act generally allocates funding for broad transportation categories, not for individual projects, although the General Assembly sometimes earmarks funding for projects. After the first year of the biennial budget cycle is completed, the General Assembly has an opportunity to amend the budget.

The Virginia Commonwealth Transportation Board (CTB) annually approves the Six-Year Improvement Program.

Every year, the Commonwealth Transportation Board, which guides the work of the Virginia DOT much like a board of directors, develops the Six-Year Improvement Program (SYIP). This program allocates money for transportation projects that are proposed for construction (including engineering and right-of-way acquisition), development or study in the next six fiscal years. In developing the SYIP, the Board considers the priorities identified by VDOT from the State Highway Plan, as well as needs identified in VTrans and Northern Virginia's TransAction.

The program is updated annually. Funding for the Six-Year Improvement Program is based upon the two-year Appropriation Act approved by the General Assembly and anticipated revenues for the remaining years of the plan. The SYIP must include all projects earmarked by the General Assembly.

The Northern Virginia Transportation Authority (NVTa) uses TransAction to select projects for inclusion in its Six Year Program.

TransAction is a fiscally and geographically unconstrained plan. As such, inclusion of projects in TransAction does not represent a funding commitment. However, TransAction is the initial eligibility filter for projects that NVTa can fund using its regional revenues.¹ Candidate projects are evaluated through a consistent, data-driven project selection process. Approved projects are included in NVTa's Six Year Program, which is updated every two years. NVTa's most recent funding program is the FY2020-2025 Six Year Program, which was adopted in July 2020. Since the inception of NVTa's revenue stream in 2013, NVTa has allocated \$2.5 billion to regional transportation projects using regional revenues covering the FY2014 – FY2025 period. Like TransAction, NVTa's Six Year Program is currently being updated, with adoption of the FY2022-2027 Six Year Program anticipated in July 2022.

Virginia annually submits a list of projects to the TPB for inclusion in the regional TIP.

Using the Six-Year Program as a basis for development, Virginia develops a list of Northern Virginia projects for inclusion in the regional Transportation Improvement Program (TIP), which is approved by the TPB.

The WMATA Capital Improvement Program (CIP)

Projects programmed by the transit authority use funding from the federal government, and from state and local jurisdictions. WMATA recently updated their capital needs inventory which will serve as the foundation for future capital programs and support the development of a regional funding strategy for Metro. Capital needs are divided into two categories: 1) Performance needs, which include projects that maintain and replace assets on a regular life cycle basis in order to deliver the

¹ NVTa's regional revenues account for 70 percent of its revenues, and NVTa determines how these are allocated through TransAction and the Six Year Program. The remaining 30 percent of NVTa's revenues (local revenues) are passed through to NVTa's nine member jurisdictions. Provided these local revenues are used for transportation purposes consistent with the Code of Virginia, NVTa's member jurisdictions have full discretion on their allocation. Consequently, both regional and local revenues may be co-mingled on the same project.

same level of service; and 2) Customer/Demand needs, which include projects that help meet growing ridership and improve the rider's experience.

Every year, WMATA's general manager submits an annual budget to the WMATA Board Finance, Administration, and Oversight (FAO) Committee. The proposed program may be revised by the committee, and then is reviewed and approved by the WMATA Board of Directors. The projects in this capital budget are then submitted for inclusion in the regional TIP. The FY 2023-2026 funding in this TIP is based on the preliminary funding levels in WMATA's draft FY 2021-2026 CIP and FY 2022 Budget

Other Project Programming

Other agencies, such as the National Park Service, and some counties, cities and towns develop projects using federal funds outside the state or WMATA programming processes. These projects also must be submitted to the TPB for inclusion in the regional TIP and plan.

The TIP integrates projects proposed by state and local transportation agencies into a program consistent with the current regional long-range transportation plan and policies. In the development of this program, individual agency inputs are evaluated for consistency with the plan and policies. The TIP includes projects within the boundary of the Washington Metropolitan Area.

TPB Actions in the Project Selection Process

The TPB carried out several actions during the development of the TIP to impact the project selection process. This TIP update cycle began by issuing and approving the Technical Inputs Solicitation Submission Guide. In response, agencies submitted information on new and existing projects. The TPB approved these project inputs in June 2021 and spent several months reviewing and analyzing the data to ensure that the project inputs are consistent with the region's air quality requirements. Once the analysis is complete, the TPB approves Visualize 2045, the TIP, and determines that Visualize 2045 and the TIP conform to all requirements of the Clean Air Act Amendments of 1990.

Each agency reviews its projected revenues and project expenditures over the fiscal year span of the TIP and programs funding accordingly. TPB staff reviews the data and produces a financial summary for each agency that details funding totals by source and project type.

COG is the designated recipient for the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program. As first established under MAP-21 and continued under the Infrastructure Investment and Jobs Act of 2021, the Enhanced Mobility of Seniors and Individuals with Disabilities Program aims to "improve mobility for seniors and individuals with disabilities throughout the country by removing barriers to transportation services and expanding transportation mobility options available." The TPB reviews applications from independent agencies and selects which projects will be awarded funds. The TPB is responsible for programming these funds in the TIP.

Under the federal Transportation Alternatives Set Aside (TA Set Aside) Program, the TPB is responsible for selecting projects using sub-allocated funding for Suburban Maryland, Northern Virginia, and the District of Columbia. The TA Set Aside, which is part of the Surface Transportation Block Grant Program, was previously known as the Transportation Alternatives Program (TAP) and

that name is commonly still used. Each implementing agency will program these funds in the TIP when those projects are ready for implementation.

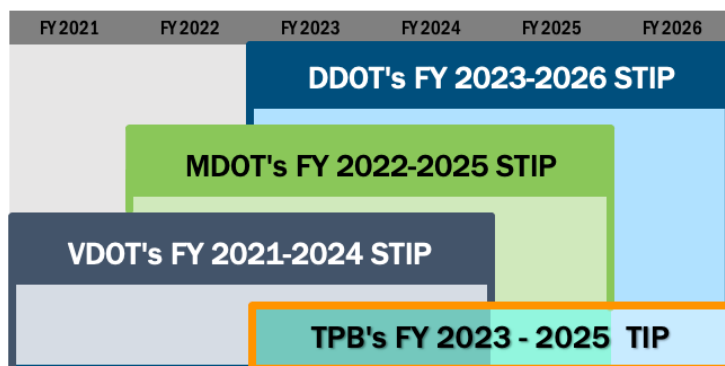
STATE TRANSPORTATION IMPROVEMENT PROGRAMS AND THE TIP

Much as the TPB is responsible for developing a TIP for the Metropolitan Washington region, each state (and the District of Columbia) must develop a Statewide Transportation Improvement Program, or STIP.

Once the TPB approves a long-range plan update, a new TIP, and makes an air quality conformity determination, the documentation is provided to the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) under the United States Department of Transportation (US DOT). USDOT transmits the documentation to the US Environmental Protection Agency (EPA). The EPA reviews the air quality conformity analysis transmits its approval to the FHWA and FTA. Then the two US DOT agencies issue a joint finding that the long-range plan and TIP meet all federal financial and environmental requirements, thus approving the plan. The TIP, as it is produced by the TPB does not get approved by any federal agency. Rather, once the conformity determination of the plan and TIP is made, each agency responsible for developing a STIP takes the tables from their respective sections of [Appendix A of this document](#) and incorporates that into their STIP documents, which are then submitted to FHWA and FTA for approval.

By covering three jurisdictions, each with their own STIP, the National Capital Region faces a unique challenge in metropolitan planning. DDOT, MDOT, and VDOT all follow their own independent planning cycles and schedules. MDOT updates its STIP every year, whereas VDOT updates its STIP every three years. DDOT uses the TPB's TIP as the foundation for its STIP, and thus updates theirs every two years. These three cycles may only align once every six years. Even when they do align, a difference in scheduling of just a month or two can mean that MDOT and/or VDOT may be working with funding for a different set of fiscal years until their next state budgets are approved. While their full cycles and schedules are discussed below, Figure 1 shows the current relationship between the TPB's FY 2023-2026 TIP and the region's three STIPs.

Figure 1: The TPB's TIP and the Region's STIPs



In the District of Columbia, DDOT adds the tables for other agencies located within the District: WMATA, the TPB, and the Eastern Federal Lands Highway Division of the Federal Highway Administration and these become the programming element of DDOT's STIP. DDOT has developed its FY 2023-2026 STIP alongside the TPB's TIP. As soon as the TPB receives its conformity determination, DDOT will submit its STIP for federal approval.

Maryland develops its Statewide Transportation Improvement Program (STIP) by combining the MDOT State Highway Administration, MDOT Maryland Transit Administration, and the Maryland Transportation Authority's project funding tables, as well as the tables from Charles, Frederick, Montgomery, and Prince George's counties. That is then combined with the programming content from six other MPOs across the state to develop its STIP. MDOT's FY 2022-2025 STIP was approved in November 2021.

Regardless of the lead agency, all projects in the Commonwealth of Virginia are programmed in the TPB's TIP by VDOT. Virginia's STIP includes the TPB's TIP plus those of 14 other MPOs throughout the Commonwealth. VDOT's FY 2021-2024 STIP was approved in September 2020. Their next STIP covering fiscal years 2024 through 2027 won't be developed until 2023. Until that time, VDOT's programming in the TPB's TIP will mostly be limited to the first two years of the FY 2023-2026 TIP.

Project InfoTrak and TIP Data Submissions

In 2020, the TPB began using a new custom-built online project information and funding database application called Project InfoTrak for member agencies to submit their long-range plan and TIP projects and programs, including air quality conformity inputs. The 2022 Update to Visualize 2045 and the FY 2023-2026 TIP are the first to be developed entirely using Project InfoTrak. Rather than asking staff from the implementing agencies to manually re-enter their project data in the new system, data from the previous input system was imported and used as a baseline in the new system. In order to start using the new system, TPB staff and staff from member agencies had to work their way through thousands of records of long-range plan projects, TIP projects, their related air quality conformity input records, individual project maps, and more. Even despite extensive data clean-up work, since this is the first TIP developed with this new system, it is likely that some errors in the data still exist. But with continued use, the quality of the data will get better and the effectiveness of Project InfoTrak's analytical tools will improve.

Amendment and Administrative Modification Procedures

The TPB officially updates the program every two years with a call for projects. 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. Please see [Appendix B](#) of this document for the TPB's approved TIP Amendment and Administrative Modification Procedures.

3. FEDERAL REQUIREMENTS

In the course of developing Visualize 2045 and this TIP, the TPB and the transportation implementing agencies also must comply with the following federal planning and programming requirements.

Federal Planning Factors

In 1998 the Transportation Equity Act for the 21st Century (TEA-21) established eight planning factors which must be considered in the development long-range plans and TIPs. Since then subsequent federal transportation legislation acts have reaffirmed those eight factors and added three more:

- Emphasize the preservation of the existing transportation system.
- Promote efficient system management and operation; and
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- 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;
- Increase the security 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 non-motorized users;
- Improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people;
- Increase the accessibility and mobility of freight; and
- Enhance travel and tourism.

The goals, objectives, and strategies in the TPB Vision and the Regional Transportation Priorities Plan incorporate the federal planning factors. Each planning factor is covered by one or more of the goals, objectives, and strategies, except for security, which is covered implicitly by the TPB Vision.

Financial Constraint

The financial plan for the 2022 Update to Visualize 2045 financial plan was adopted by the TPB on June 15, 2022. The financial plan demonstrates that the region has forecast revenues which are reasonably expected to be available to cover the estimated costs of adequately maintaining, operating, and expanding the highway and transit system. This analysis is a required element of the TPB's long-range transportation plan. **Appendix A (of Visualize 2045): Financial Plan of Visualize 2045** contains the full financial analysis, while this section provides a summary.

The financially constrained element of the 2022 Update to Visualize 2045 is fiscally realistic, balancing all proposed new project investments and system maintenance and operating costs with reasonable revenue expectations, as agreed upon by TPB and its implementation agency partners in the metropolitan transportation planning process. The sources of revenues for the region are shown in **Figure 1**.

A total of \$223.3 billion² in transportation revenues and expenditures is projected for the National Capital Region for the 23-year period of 2023 to 2045. **Figure 2** shows total expenditures, separated by mode and type. Transit expenditures include those for WMATA, local transit, and commuter rail. Over the 23-year period of the 2022 Update to Visualize 2045, public transportation is projected to absorb 67 percent of the total expenditures of \$223.3 billion. WMATA expenditures are forecast at \$100.9 billion (45.2 percent of the total) and match the available revenues. Highway expenditures and revenues total \$72.7 billion (33 percent). The majority of future transportation revenues will be devoted to the operation and maintenance of the current public transportation and highway systems. More information about the current financial plan is available at visualize2045.org/plan-update/draft-plan.

The TIP is financially constrained by year and includes projects that can be implemented using current revenue sources. The TIP financial plan in **Section 4** provides the total dollars in year of expenditure dollars programmed by the District of

Figure 2: Visualize 2045 Expenditures by Funding Source

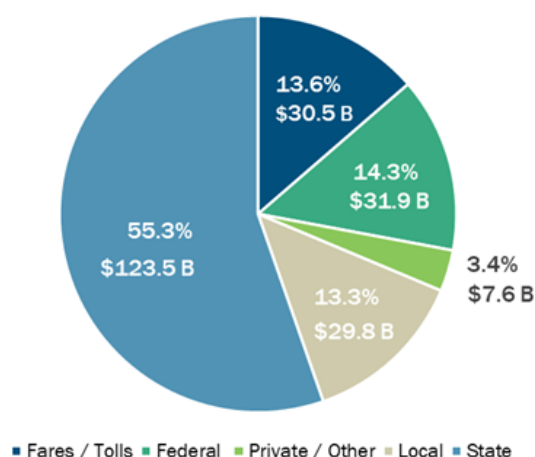
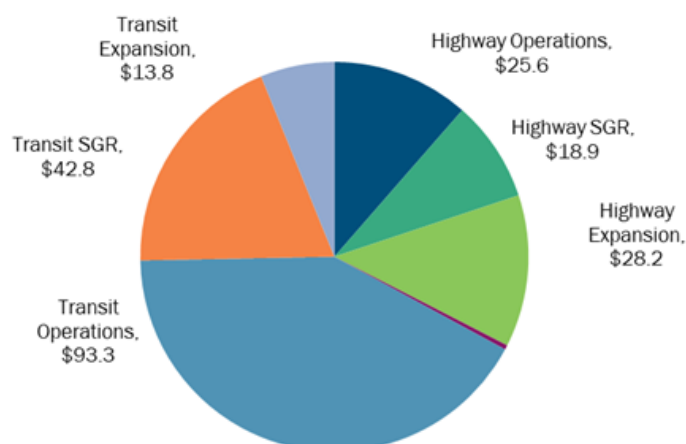


Figure 3: Visualize 2045 Expenditures by Type and Mode



² Because federal planning regulations require that the financial analysis show reasonably anticipated revenues and expenditures in year of expenditure (YOE) dollars, this report provides estimates in year of expenditure dollars. Year of expenditure dollars include inflation rates in the future years.

Columbia, Maryland, Virginia, and the Washington Metropolitan Area Transit Authority (WMATA) for the FAST Act funding categories for each year. The TIP plan shows the funding programmed for the priority projects in the first and second years, which is consistent with the anticipated federal funding for FY 2023 and FY 2024 that each state has authorized for the region. It also shows the funding programmed for the third and fourth years that is reasonably expected to be available.

Air Quality Conformity

The 2020 Update to Visualize 2045 must demonstrate that future emissions under the plan are consistent or “in conformity” with emissions levels set forth in air quality plans adopted by the states. Since the Washington 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, under the proposed constrained element plan, remain below the approved limits.

Under the 2022 Update to Visualize 2045, mobile emissions are expected to drop steadily mainly due to tougher fuel and vehicle efficiency standards. The plan’s air quality conformity assessment included comparing forecasted mobile source emissions to the region’s mobile emissions budgets for volatile organic compounds (VOC) and nitrogen oxides (NOx). The conformity analysis found that forecasts of mobile emissions for VOC and NOx are within required budgets for all analysis years of the plan.

Public Participation

In December 2007, the TPB adopted its first Participation Plan as required by the final planning regulations. The TPB Participation Plan was updated and approved by the TPB on October 21, 2020. This TIP and Visualize 2045 were developed under procedures in the participation plan to involve citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, bicyclists, pedestrians, people with disabilities, and other members of the public. Copies of the TIP and major project submissions were accessible on the COG/TPB web page and were available for no charge at the COG Information Center.

On April 14, 2022 the TPB hosted a virtual Public Forum on the development of the FY 2023-2026 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.

On April 1, 2022, the draft FY 2023-2026 TIP document was released for a 30-day public comment period along with the 2022 Update to Visualize 2045, and the draft Air Quality Conformity Analysis. Public comments could be submitted on-line, by e-mail, regular mail or by voice mail. In previous plan and TIP approval cycles, the TPB was presented with the comments received and responses provided by TPB staff and the implementing agencies immediately before being asked to vote on approval. For the development of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP, the board was presented with a summary of the comments received in May 2022, a month before the scheduled vote to approve. Documentation of the public involvement and comment process on the FY 2023-2026 TIP is included in [Appendix D](#).

Congestion Management Process

TPB has an important role to play in understanding and identifying the full range of strategies to address traffic congestion in the region. Federal law requires the TPB to provide for “safe and effective integrated management and operation of the multimodal transportation system... through the use of travel demand reduction and operational management strategies.”

The Congestion Management Process (CMP) provides for a systematic approach to monitoring the performance of the region’s transportation system and identifying and evaluating the benefits that various congestion management strategies may have. Through various programs, the CMP monitors the performance of the transportation system. With accurate and reliable data, the TPB and regional partners work to establish strategies and initiatives to help alleviate congestion. Both demand management and operational management strategies are pursued. Demand management seeks to reduce congestion by reducing the number of vehicles (especially single occupant vehicles) on the road during high-volume time periods while operational management focuses on incident management, technology advances, and, when necessary, capacity increases.

CMP activities benefit strongly from regional participation. The TPB Technical Committee, the Systems Performance, Operations, and Technology Subcommittee, and the Commuter Connections Subcommittee consult regularly on staff’s work. Further, TPB’s Commuter Connections program plays a critical role in implementing the most impactful strategies for demand management.

More information on the CMP can be found in [Appendix E: Congestion Management Process Federal Compliance and Impact on Plan Development](#), or online at mwcog.org/cmp.

Performance Based Planning and Programming

Performance-based planning and programming (PBPP) is a 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.”³ In coordination with partners, the TPB is tasked with setting targets for 25 performance measures. Table 2 lists eight performance areas along with their related measures and metrics that the TPB will track. The PBPP requirement is relatively new, but as it progresses over the years, performance compared to the targets will help inform funding decisions and help achieve targets.

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. See [Section 6](#) for an analysis of projects and funding in the TIP as they pertain these performance measures.

³ Federal Register, Vol. 81, No. 103, Friday, May 27, 2016, page 34051, Section B.1.

Table 4: Performance-Based Planning & Programming Measures and Metrics

Performance Area	Measure	Metric
Highway Safety	5-Year Rolling Average	<ul style="list-style-type: none"> • # of Fatalities • Rate of Fatalities • # of Serious Injuries • Rate of Serious Injuries • # of Non-Motorized Fatalities and Serious Injuries
Highway Asset Management	Percent of Pavement Lane Miles*	<ul style="list-style-type: none"> • In Good Condition • In Poor Condition
	Percent of Bridge Deck Area	<ul style="list-style-type: none"> • In Good Condition • In Poor Condition
Performance of National Highway System	Percent of Person Miles Traveled	Level of Travel Time Reliability
Freight Movement Reliability	Index	Truck Travel Time Reliability
Roadway Congestion	Annual Hours Per Capita	Peak Hour Excessive Delay
	Percent of	Non-Single Occupancy Travel
Vehicular Emissions	Total Emissions Reduction	Volatile Organic Compounds and Nitrogen Oxides
Transit Asset Management	Percent of	<ul style="list-style-type: none"> • Service Vehicles exceeding Useful Life • Revenue Vehicles exceeding Useful Life • Track Segments with Performance Restrictions • Facilities rated Marginal or Poor
Transit Safety	Number and Rate (per Revenue Vehicle Mile)	<ul style="list-style-type: none"> • Fatalities by Mode • Reportable Injuries by Mode • Reportable Safety Events by Mode
	Mean Distance	Between Major Mechanical Failures by Mode

4. TIP FINANCIAL PLAN

This section presents the financial plan for the Washington region's TIP. FAST Act funding for the region is provided under either Title I, Surface Transportation, or Title III, Transit. Within each title are several programs or funding categories, such as the National Highway Performance Program and the Surface Transportation Block Grant Program under Title I, and the Section 5307 transit capital program under Title III. In addition to federal funding, there is state and local funding as well as private sector and other sources of funding in the TIP.

With the exception of some FTA Section 5310 funding, all federal funding is apportioned to states. To verify that the projected funding authorized in the FAST Act is consistent with the funding programmed on projects in the Washington region's TIP, financial summaries are prepared for the District of Columbia, Maryland and Virginia, WMATA, and the region as a whole. The summaries provide each source's federal and total (with state and/or local match) funding amounts for each fiscal year individually. Each summary table provides the federal and total funding amounts across the four-year span of the TIP.

The funds programmed in the TIP for each state have been compared with the Infrastructure and Investment and Jobs Act and state funding that has been authorized by each state for the region. The funding programmed for the projects in the first year and second year is consistent with the anticipated IJA funding authorized for FY 2023 and FY 2024. The funding programmed for the third and fourth years is consistent with the projected federal dollars to be authorized by the states.

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 spent on projects and programs across the region over the next four years. As previously noted, the amounts summarized here reflect the funding that the states have programmed to date. There will be monthly and weekly amendments and modifications made to adjust these funding levels over the next two years.

Table 5 shows the Title I and Title III funding along with state, local and other sources programmed throughout the region for fiscal years 2023 through 2026, totaling about \$11.37 billion.

Of the \$11.37 billion programmed around the region, only \$6 billion is coming from federal Title I or Title III sources. The largest component of the regional total is \$7.8 billion in state and local funding. More than \$5 billion of that are contributions from DC, Maryland and Virginia to WMATA.

Table 6 shows a similar breakdown of about \$1.5 billion in funding for projects and programs implemented by DDOT. Almost two-thirds of that funding comes from Title I and Title III 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.

Table 7 shows funding in suburban Maryland for fiscal years 2023 through 2026. Maryland's financial summary tables are divided up between MDOT agencies: State Highway Administration (SHA), Maryland Transit Administration (MTA), and the Maryland Transportation Authority (MdTA), and the TPB member counties: Charles, Frederick, Montgomery, and Prince George's. Just under half of

MDOT's four-year program total of \$3.1 billion comes from federal sources. Title I funding amounts for SHA projects are programmed without state and local matching formulas, so the federal amounts shown equal the total amounts and the matching funds are included in the State/Local grouping underneath the Title III group.

Table 8 shows \$1.56 billion in funding programmed in Northern Virginia, with just under half of that from federal sources. VDOT's inputs to the FY 2023-2026 TIP are derived from its FY 2021-2024 STIP. While the first two years of the TIP are programmed and verified, the limited three-year overlap makes for an incomplete picture of funding in Northern Virginia at the time of this analysis.

In contrast, **Table 9** shows almost \$2.6 billion in funding programmed by WMATA between FY 2023 and FY 2026. About \$3 billion of this comes from FTA Title III sources and matching funds, but the bulk of it – more than \$5 billion – comes from state and local contributions, including the new, long-term dedicated funding stream from the District of Columbia, Maryland and Virginia in the amount of \$500 million per year.

Table 5: FY 2023–2026 Financial Summary for the National Capital Region

Funding Program	2023	2024	2025	2026	Total
Federal					
BUILD Discretionary Grants	\$0	\$4,720	\$1,724	\$0	\$6,444
Bridge Replacement and Rehabilitation	\$11,144	\$8,680	\$10,012	\$9,292	\$39,128
Congestion Mitigation and Air Quality Improvement	\$28,157	\$75,989	\$12,178	\$11,338	\$127,663
High Priority Project	\$0	\$4,754	\$0	\$0	\$4,754
Highway Infrastructure	\$17,051	\$0	\$0	\$0	\$17,051
Highway Safety Improvement	\$28,564	\$22,395	\$16,079	\$17,651	\$84,688
National Highway Freight	\$5,890	\$12,739	\$6,963	\$5,923	\$31,515
National Highway Performance	\$357,923	\$413,219	\$260,574	\$260,588	\$1,292,304
Regional Surface Transportation	\$9,608	\$22,875	\$0	\$0	\$32,483
Special Project	\$4,000	\$5,000	\$5,000	\$0	\$14,000
State Planning & Research	\$3,616	\$3,672	\$3,730	\$3,790	\$14,807
State Transportation Innovation Council	\$125	\$125	\$125	\$125	\$500
Surface Transportation Block	\$452,268	\$410,557	\$244,874	\$194,888	\$1,302,587
Transportation Alternatives	\$2,315	\$2,498	\$920	\$920	\$6,653
§ 5303 - Metropolitan Transportation Planning	\$519	\$529	\$529	\$529	\$2,106
§ 5304 - Statewide Transportation Planning Grant	\$128	\$131	\$131	\$131	\$520
§ 5307 - Urbanized Area Formula	\$277,940	\$223,864	\$218,208	\$211,376	\$931,387
§ 5309 - Capital Investment Grant	\$0	\$360	\$12,215	\$17,807	\$30,382
§ 5310 - Elderly and Persons with Disabilities	\$3,220	\$3,695	\$3,297	\$3,851	\$14,063
§ 5311 - Non-urbanized Area Formula	\$743	\$743	\$743	\$743	\$2,972
§ 5337 - State of Good Repair	\$246,491	\$214,319	\$171,370	\$167,020	\$799,200
§ 5339 (c) - Low or No Emissions Vehicle	\$13,776	\$18,412	\$15,876	\$17,040	\$65,104
§ 5339 - Bus and Bus Facilities Formula	\$20,384	\$10,500	\$10,500	\$10,500	\$51,884
Passenger Rail Investment and Improvement Act	\$143,500	\$93,500	\$93,500	\$93,500	\$424,000
Federal Subtotal:	\$1,627,362	\$1,553,277	\$1,088,548	\$1,027,010	\$5,296,198

State/Local					
State Bonds	\$0	\$0	\$1,158	\$931	\$2,089
State Urban funding flexed to FTA projects	\$646	\$627	\$602	\$763	\$2,638
State or District Funding	\$435,681	\$262,050	\$166,185	\$199,902	\$1,063,818
Local	\$787,454	\$403,867	\$341,775	\$409,689	\$1,942,785
Northern Virginia Transportation Authority	\$17,400	\$7,900	\$7,900	\$0	\$33,200
State and Local Subtotal:	\$1,241,182	\$674,444	\$517,619	\$611,285	\$3,044,530

Other					
Concession Funds	\$100,000	\$100,000	\$0	\$0	\$200,000
DOD - Office of Economic Development	\$5,005	\$1,949	\$0	\$0	\$6,954
Defense Access Roads	\$40	\$30	\$0	\$0	\$70
National Recreational Trails Funding	\$320	\$320	\$320	\$320	\$1,280
Private Developer	\$356,500	\$705,000	\$700,000	\$700,000	\$2,461,500
Public Lands	\$170	\$67	\$0	\$0	\$237
Public-Private Partnership	\$0	\$0	\$200,000	\$0	\$200,000
Revenue Sharing	\$18,509	\$0	\$0	\$0	\$18,509
Toll Financing	\$97,849	\$26,648	\$20,132	\$0	\$144,629
Other Subtotal:	\$578,393	\$834,014	\$920,452	\$700,320	\$3,033,179

Grand Total:	\$3,446,936	\$3,061,735	\$2,526,620	\$2,338,615	\$11,373,907
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Table 6: FY 2023–2026 Financial Summary for the District of Columbia

Funding Program	2023	2024	2025	2026	Total
Federal					
Congestion Mitigation and Air Quality Improvement	\$3,071	\$24,911	\$3,071	\$3,071	\$34,123
Highway Infrastructure	\$13,600	\$0	\$0	\$0	\$13,600
Highway Safety Improvement	\$8,432	\$8,432	\$9,335	\$9,335	\$35,532
National Highway Freight	\$1,299	\$864	\$913	\$673	\$3,749
National Highway Performance	\$81,600	\$68,619	\$78,372	\$126,802	\$355,392
§ 5303 - Metropolitan Transportation Planning	\$519	\$529	\$529	\$529	\$2,106
§ 5304 - Statewide Transportation Planning Grant	\$128	\$131	\$131	\$131	\$520
State Planning & Research	\$3,616	\$3,672	\$3,730	\$3,790	\$14,807
State Transportation Innovation Council	\$125	\$125	\$125	\$125	\$500
Surface Transportation Block	\$125,529	\$149,593	\$111,872	\$78,020	\$465,014
Transportation Alternatives	\$920	\$920	\$920	\$920	\$3,680
Federal Subtotal:	\$238,839	\$257,795	\$208,996	\$223,395	\$929,025
DC/State Subtotal:	\$147,906	\$119,494	\$98,450	\$158,901	\$524,752
Other					
National Recreational Trails Funding Program	\$320	\$320	\$320	\$320	\$1,280
Other Subtotal:	\$320	\$320	\$320	\$320	\$1,280
Grand Total:	\$387,065	\$377,610	\$307,766	\$382,616	\$1,455,057

Table 7: FY 2023–2026 Financial Summary for Suburban Maryland

Maryland Department of Transportation					
Funding Program	2023	2024	2025	2026	Total
Federal					
Congestion Mitigation and Air Quality Improvement	\$11,112	\$8,737	\$5,978	\$5,215	\$31,042
Highway Safety Improvement	\$11,722	\$12,465	\$6,744	\$8,316	\$39,247
National Highway Freight	\$4,591	\$11,875	\$6,050	\$5,250	\$27,766
National Highway Performance	\$226,981	\$266,403	\$156,603	\$133,787	\$783,774
§ 5307 - Urbanized Area Formula	\$32,030	\$27,592	\$27,592	\$27,592	\$114,805
§ 5310 - Elderly and Persons with Disabilities	\$0	\$475	\$0	\$475	\$950
§ 5311 - Non-urbanized Area Formula	\$743	\$743	\$743	\$743	\$2,972
§ 5337 - State of Good Repair	\$306	\$0	\$0	\$0	\$306
§ 5339 - Bus and Bus Facilities Formula	\$0	\$100	\$100	\$100	\$300
Surface Transportation Block	\$250,544	\$220,499	\$133,002	\$116,867	\$720,912
Transportation Alternatives	\$960	\$0	\$0	\$0	\$960
Federal Subtotal:	\$538,989	\$548,889	\$336,812	\$298,344	\$1,723,034
State/Local					
State or District Funding	\$113,356	\$38,853	\$23,866	\$20,494	\$196,568
Local	\$9,563	\$5,485	\$2,985	\$2,985	\$21,019
State and Local Subtotal:	\$122,919	\$44,338	\$26,852	\$23,479	\$217,587
Other					
Defense Access Roads	\$40	\$30	\$0	\$0	\$70
Private Developer	\$350,000	\$700,000	\$700,000	\$700,000	\$2,450,000
Public Lands	\$170	\$67	\$0	\$0	\$237
Toll Financing	\$97,849	\$26,648	\$20,132	\$0	\$144,629
Other Subtotal:	\$448,059	\$726,745	\$720,132	\$700,000	\$2,594,936
Grand Total:	\$1,109,967	\$1,319,972	\$1,083,795	\$1,021,823	\$4,535,558

Frederick, Montgomery and Prince George's Counties					
Funding Program	2023	2024	2025	2026	Total
Federal					
BUILD Discretionary Grants	\$0	\$4,720	\$1,724	\$0	\$6,444
Bridge Replacement and Rehabilitation	\$11,103	\$8,680	\$10,012	\$9,292	\$39,087
§ 5307 - Urbanized Area Formula	\$2,011	\$2,822	\$2,378	\$2,582	\$9,793
§ 5309 - Capital Investment Grant	\$0	\$360	\$12,215	\$17,807	\$30,382
§ 5339 (c) - Low or No Emissions Vehicle	\$13,776	\$18,412	\$15,876	\$17,040	\$65,104
Special Project	\$4,000	\$5,000	\$5,000	\$0	\$14,000
Transportation Alternatives	\$0	\$1,099	\$0	\$0	\$1,099
Federal Subtotal:	\$30,890	\$41,093	\$47,205	\$46,721	\$165,909
State/Local					
State Bonds	\$0	\$0	\$1,158	\$931	\$2,089
State or District Funding	\$22,099	\$11,813	\$16,743	\$19,918	\$70,573
Local	\$468,389	\$200,309	\$153,860	\$223,305	\$1,045,863
State and Local Subtotal:	\$490,488	\$212,122	\$171,761	\$244,154	\$1,118,525
Other					
Private Developer	\$6,500	\$5,000	\$0	\$0	\$11,500
Other Subtotal:	\$6,500	\$5,000	\$0	\$0	\$11,500
Grand Total:	\$527,878	\$258,215	\$218,966	\$290,875	\$1,295,934

Table 8: FY 2023–2026 Financial Summary for Northern Virginia

Funding Program	2023	2024	2025	2026	Total
Federal					
Bridge Replacement and Rehabilitation	\$41	\$0	\$0	\$0	\$41
Congestion Mitigation and Air Quality Improvement	\$11,390	\$39,834	\$723	\$0	\$51,947
High Priority Project	\$0	\$4,754	\$0	\$0	\$4,754
Highway Infrastructure	\$3,451	\$0	\$0	\$0	\$3,451
Highway Safety Improvement	\$8,411	\$1,499	\$0	\$0	\$9,909
National Highway Performance	\$23,741	\$52,597	\$0	\$0	\$76,338
Regional Surface Transportation	\$9,608	\$22,875	\$0	\$0	\$32,483
§ 5307 - Urbanized Area Formula	\$75,624	\$20,651	\$9,038	\$2,002	\$107,314
§ 5337 - State of Good Repair	\$95,964	\$50,363	\$4,248	\$4,620	\$155,196
§ 5339 - Bus and Bus Facilities Formula	\$680	\$0	\$0	\$0	\$680
Surface Transportation Block	\$76,195	\$40,465	\$0	\$0	\$116,660
Transportation Alternatives	\$435	\$479	\$0	\$0	\$914
Federal Subtotal:	\$305,540	\$233,517	\$14,009	\$6,622	\$559,687
State/Local					
State or District Funding	\$110,037	\$68,806	\$4,742	\$675	\$184,260
Local	\$72,999	\$4,330	\$1,010	\$632	\$78,971
Northern Virginia Transportation Authority	\$17,400	\$7,900	\$7,900	\$0	\$33,200
State and Local Subtotal:	\$200,437	\$81,036	\$13,652	\$1,306	\$296,431
Other					
Advanced Construction	\$174,192	\$88,864	\$0	\$0	\$263,056
Concession Funds	\$100,000	\$100,000	\$0	\$0	\$200,000
Public-Private Partnership	\$0	\$0	\$200,000	\$0	\$200,000
Revenue Sharing	\$18,509	\$0	\$0	\$0	\$18,509
Other Subtotal:	\$292,701	\$188,864	\$200,000	\$0	\$681,565
Grand Total:	\$798,678	\$503,416	\$227,661	\$7,928	\$1,537,683

Table 9: FY 2023–2026 Financial Summary for WMATA

Funding Program	2023	2024	2025	2026	Total
Federal					
Congestion Mitigation and Air Quality Improvement	\$2,584	\$2,508	\$2,407	\$3,052	\$10,551
Passenger Rail Investment & Improvement Act	\$143,500	\$93,500	\$93,500	\$93,500	\$424,000
§ 5307 - Urbanized Area Formula	\$168,275	\$172,800	\$179,200	\$179,200	\$699,475
§ 5337 - State of Good Repair	\$150,220	\$163,956	\$167,122	\$162,400	\$643,699
§ 5339 - Bus and Bus Facilities Formula	\$19,704	\$10,400	\$10,400	\$10,400	\$50,904
Federal Subtotal:	\$484,284	\$443,164	\$452,629	\$448,552	\$1,828,629
State/Local					
State Urban funding flexed to FTA projects	\$646	\$627	\$602	\$763	\$2,638
Local	\$228,050	\$180,289	\$182,681	\$181,500	\$772,520
State and Local Subtotal:	\$228,696	\$180,916	\$183,282	\$182,263	\$775,157
Grand Total:	\$712,980	\$624,080	\$635,912	\$630,815	\$2,603,786

5. SUMMARY AND ANALYSIS OF PROJECTS

There are approximately 300 project records in the FY 2021–2024 TIP. Of those, 179 are location or corridor specific projects, while the remainder are either groupings of smaller, non-regionally significant projects or are jurisdiction or sub-area-wide ongoing projects. [Table 9](#) provides an at-a-glance look at some of the big-ticket projects across the region in the TIP. [Table 10](#) shows how the funding in the TIP breaks down across facility types and modes.

Table 3: Major Project Costs in the FY 2023–2026 TIP

TIP ID	AGENCY	PROJECT TITLE	COST
T2944	MDOT-SHA	301 South Corridor Transportation Study	\$3.80 Billion
T11582	MDOT-SHA	Op Lanes Maryland Phase 1 South, New American Legion Bridge and I-270 to I-370	\$3.74 Billion
T11583	MDOT-SHA	Op Lanes Maryland Phase 1 North, I-270 from I-370 to I-70	\$3.10 Billion
T2795	MDOT-MTA	Purple Line	\$2.74 Billion
T6394	MDOT-SHA	MD 3 Corridor Study	\$905 Million
T3423	DDOT	South Capitol Street Corridor	\$777 Million
T5527	MDOT-MDTA	Governor Harry W. Nice/Senator Thomas "Mac" Middleton Bridge Replacement	\$636 Million

Table 4: Funding for the National Capital Region by Project Type

	District of Columbia		Suburban Maryland		Northern Virginia		Regional Total	
	FY 23	FY 23-26	FY 23	FY 23-26	FY 23	FY 23-26	FY 23	FY 23-26
Roadways & Bridges								
HOV/HOT/Managed Lanes			\$407	\$2,661	\$100	\$400	\$507	\$3,061
New Capacity, Interchange & Intersection Improvements	\$0	\$23	\$176	\$293	\$139	\$194	\$315	\$509
Operations, Maintenance, Reconstruction & Resurfacing	\$105	\$382	\$362	\$987	\$17	\$34	\$484	\$1,403
Bridge Rehabilitation & Replacement	\$116	\$496	\$79	\$285	\$10	\$20	\$206	\$800
Transit								
Bus, BRT, Streetcars, Light Rail, Metro & Heavy Rail, Ridesharing			\$297	\$356	\$86	\$104	\$383	\$460
Operations, Maintenance, Safety & Non-Infrastructure Capital	\$41	\$124			\$398	\$665	\$439	\$789
WMATA Operations, Maintenance & State of Good Repair							\$713	\$2,604
Bicycle & Pedestrian								
	\$47	\$162	\$8	\$24			\$55	\$186
Other								
	\$77	\$291	\$140	\$413	\$21	\$53	\$239	\$757

Complete Streets Documentation

In 2012, the TPB approved a Complete Streets Policy for the National Capital Region. Section IV, Documentation and Reporting, in that policy states that “implementation of member jurisdiction and agency Complete Streets policies will be documented in the regional Transportation Improvement Program.” See [Table 11](#) for a list of projects that these agencies have asserted will advance their jurisdictions Complete Streets goals.

Table 5: Projects That Advance Complete Streets Goals

TIP ID	Project Title	Jurisdiction
District of Columbia		
T2743	Great Streets - Pennsylvania Ave, SE	District of Columbia
Suburban Maryland		
T4881	US 301 at MD 228/MD 5BU Interchange Construction	Charles, Prince Georges
T3641	US 29 at Musgrove and Fairland Roads Interchange Construction	Montgomery
T6533	MD 117 Phases 2-3 Highway Reconstruction	Montgomery
T6071	MD 185 at Jones Bridge Road and Kensington Parkway Phase 3 BRAC Intersection Improvements	Montgomery
T6535	MD 97 at MD 28 Interchange Construction	Montgomery
T3057	MD 124 Phases 2-3 Highway Reconstruction	Montgomery
T3680	Bethesda Bikeway and Pedestrian Facilities	Montgomery
T3150	MD 450 Highway Reconstruction	Prince George's
T4887	MD 197 Highway Reconstruction	Prince George's
T6526	MD 201 Highway Construction	Prince George's
T6528	US 1 Phases 2-3 Highway Reconstruction	Prince George's
T6529	MD 212A Urban Reconstruction	Prince George's
T6590	MD 500 at Mount Rainier/Chillum Urban Reconstruction	Prince George's
T6683	MD 5 and MD 637 Urban Reconstruction	Prince George's
T4879	MD 210 at Kerby Hill Road/Livingston Road Interchange Construction	Prince George's
T6660	MD 223 at Dower House Road Intersection Improvements	Prince George's
T6527	MD 202 at Brightseat Road Intersection Improvements	Prince George's
Northern Virginia		
T6634	Northstar Blvd. Extension	Loudoun

Bicycle and Pedestrian Accommodations

The TPB has set a goal to increase the rate of construction of bicycle and pedestrian facilities in the region. Of the 300 TIP projects, 39 are identified as being “primarily a bicycle and/or pedestrian project.” Of those, about half are project groupings or area-wide programs. In total, the region currently has \$186 million programmed for bicycle and pedestrian projects, almost a third of that (\$55 million) is programmed in the first year of the FY 2023–2026TIP. [Table 12](#) summarizes the funding for projects in the TIP that are identified exclusively as bicycle and/or pedestrian projects around the region.

Table 6: Funding for Bicycle and Pedestrian Projects Around the Region

Jurisdiction	FY21	FY21-24
District of Columbia (17projects)	\$ 47 M	\$162 M
Suburban Maryland (20 projects)	\$8 M	\$24 M
Regional Total:	\$55 M	\$186 M

This does not provide a complete picture of the region's planned investments in bicycle and pedestrian infrastructure, however. Many roadway and transit projects include accommodations for cyclists and/or pedestrians, and it can be difficult to parse out the cost of those accommodations from the total project cost.

6. PERFORMANCE-BASED PLANNING AND PROGRAMMING

This TIP incorporates the Performance-Based Planning and Programming (PBPP) process in accordance with the federal requirements of the MAP-21 and the FAST Act surface transportation acts. MAP-21, signed into law in 2012, placed increased emphasis on performance management within the Federal-aid highway program, including development of national performance measures to be used by State DOTs and MPOs in setting targets. The law specifically calls for the use of performance-based decision-making by integrating performance management concepts into the existing federally required transportation planning and programming processes. The performance measures and targets summarized here provide an overview of PBPP as it is being implemented in the region by projects and programs included in the TIP.

At the time of preparing the FY 2023-2026 TIP, the PBPP process was in an interval of transition. Some of the PBPP measures in the areas of Highway Assets and System Performance are set for a four-year period. The first four-year period was from 2018 through 2021, yet not all actual performance data through 2021 is yet available. In addition, new four-year targets in these areas for the period 2022 through 2025 have not yet been established in coordination with the state DOTs; these targets are to be set by October 1, 2022. For more information on all the PBPP measures, targets and the region's transportation system performance, please see the System Performance Report which can be found in [Appendix D of the Visualize 2045 document](#).

Highway Safety Performance

The Highway Safety Performance Measures pertain to both the national and regional objective of 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 13](#) shows the region's performance on the five safety performance measures with respect to the 2016-2020 targets adopted in December 2019.

Table 7: Highway Safety 2016-2020 Actuals vs. Targets

Performance Measure (5-year rolling average)	2016-2020 Actual	2016-2020 Target	Status
# of Fatalities	304.4 ¹	253.0	Not met
Fatality Rate (per 100 MVMT)	0.704 ¹	0.588	Not met
# of Serious Injuries	2,437.0	2,692.1	Met
Serious Injury Rate (per 100 MVMT)	5.616	6.157	Met
# Nonmotorist Fatalities & Serious Injuries	555.5	508.6	Not met

Note 1: Figures listed are from state fatality data; official 2020 NHTSA Fatality Analysis Reporting System data are not yet published. As shown above, the region met the 2016-2020 targets for the number of serious injuries and the serious injury rate performance measures. However, the region did not meet the targets set for the number of fatalities, the number of nonmotorist fatalities and serious injuries, and the fatality rate targets.

Table 14 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 nine projects in the FY 2023–2026 TIP, totaling \$82.9 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 8: HSIP Funded Projects in the FY 2023–2026 TIP

ID	PROJECT TITLE	2023	FY 23-26 Total
District of Columbia		DDOT	
T6811	Retroreflective Backplates	\$445,500	\$1,782,000
T3212	Safety Improvements Citywide	\$5,498,325	\$21,993,300
T3216	Traffic Operations Improvements Citywide	\$2,487,750	\$11,756,972
District of Columbia Total:		\$8,433,598	\$33,750,272
Suburban Maryland		MDOT/SHA	
T3038	Areawide Environmental Projects	\$996,000	\$2,861,040
T3084	Areawide Safety and Spot Improvements	\$4,720,000	\$18,015,000
T3082	Areawide Resurfacing and Rehabilitation	\$6,006,000	\$18,371,040
Suburban Maryland Total:		\$11,722,000	\$39,247,080
Northern Virginia		VDOT	
T5506	Project Grouping: Safety/ITS/Operational Improvements	\$8,410,500	\$9,909,000
Combined Regional Total:		\$28,566,098	\$82,906,352

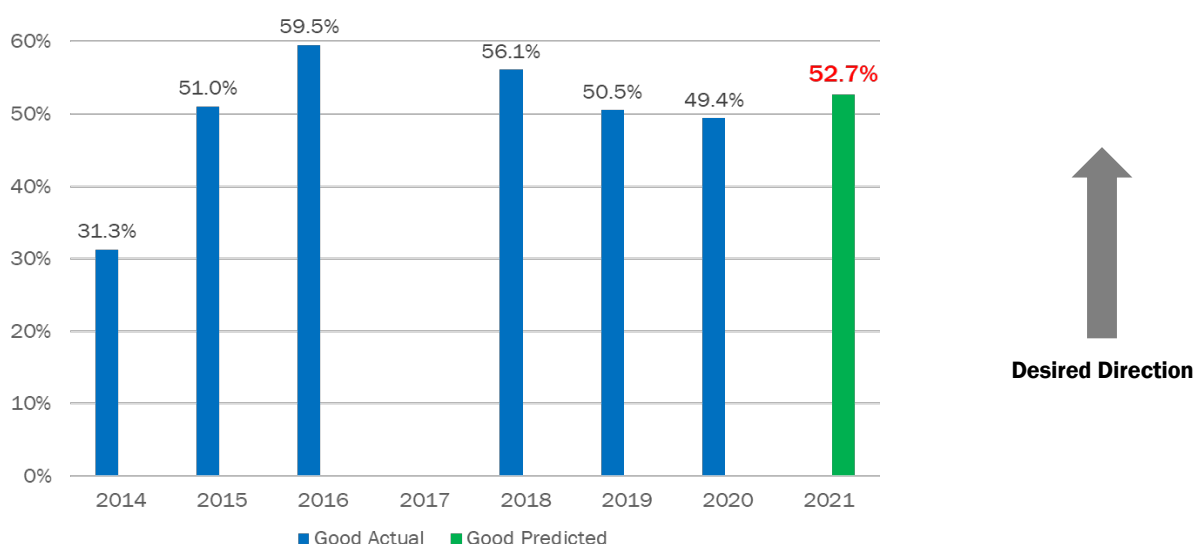
Pavement and Bridge Condition Performance

This section provides information on the performance measures concerning the condition of bridges and pavements within the Washington metropolitan planning area. The region's infrastructure is a critical component of economic development and increased livability. As stated in the TPB Vision and reaffirmed by Priority 1 in the Regional Transportation Priorities Plan, the TPB encourages all jurisdictions to strive towards maintaining infrastructure in a state of good repair. [Table 15](#) lists the four pavement condition performance measures and the targets adopted for the period 2018 to 2021. Recent trends for the first performance measure, pavement that is in Good condition on the Interstate system, is shown in Figure 4. Observing trends through 2020, it appears that the four-year targets for Good condition pavement will not be met, narrowly in the case of the Interstate pavement. For more information on these performance measures and targets, please see the System Performance Report in [Appendix D of the Visualize 2045 document](#).

Table 9: Summary of Regional Pavement Condition Measures & Targets

Interstate	CY 2018 – 2021 Four Year Target
(1) Percentage of Pavements on the Interstate System in Good Condition	52.7%
(2) Percentage of Pavements on the Interstate System in Poor Condition	1.7%
NHS (Non-Interstate)	CY 2018 – 2021 Four Year Target
(3) Percentage of Pavements on the NHS (excl. Interstate) in Good Condition	31.1%
(4) Percentage of Pavements on the NHS (excl. Interstate) in Poor Condition	7.0%

Figure 4: Interstate Pavement: Performance vs. Targets (Good Condition)



Funds from the National Highway Performance Program (NHPP) have been programmed on 63 projects in the FY 2023–2026 TIP totaling \$1.29 billion. Not all 63 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) some of 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>.

Table 16 lists the two bridge condition performance measures and the targets adopted by the TPB for the period 2018 to 2021. Both of these targets have been met, as described in the System Performance Report in [Appendix D of the Visualize 2045 document](#). New targets for the period 2022 through 2025 will be developed and adopted towards the close of calendar year 2022.

Table 10: Summary of Regional Bridge Conditions, Measures & Targets

Bridges	CY 2018 – 2019 Two Year Target	CY 2018 – 2021 Four Year Target
(5) Percentage of NHS Bridges Classified as in Good Condition	27.1%	29.4%
(6) Percentage of NHS Bridges Classified as in Poor Condition	5.2%	3.9%

Funds from the Federal Highway Administration's Highway Bridge Replacement and Rehabilitation Program (HBRRP) have been programmed on 8 projects in the FY 2023–2026 TIP, totaling \$44.7 million. In addition, funds from the Federal Highway Administration's Surface Transportation Block Grants (STBG) have been programmed on 52 projects in the FY 2023–2026 TIP, totaling \$1.29 billion. Please note that while these federal requirements are meant to specifically 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 specifically looking to achieve.

Highway System Performance

This section contains information on the overall performance of the Interstate System, the remainder of the National Highway System (NHS), and Freight Movement; collectively known as Highway System Performance. These measures evaluate the reliability of travel. A summary of performance measures associated with this area are listed in [Table 17](#).

Table 11: Summary of the Highway System Performance Measures

	Performance Measures
National Highway System	(1) Interstate Travel Time Reliability (TTR) – Percent of person-miles traveled on the Interstate System that are reliable
	(2) NHS (Non-Interstate) TTR – Percent of person-miles traveled on the non-Interstate NHS that are reliable
Freight Movement	(3) Freight Reliability Truck Travel Time Reliability (TTTR) – Percent of the Interstate System Mileage providing for Reliable Truck Travel Times

The TPB adopted the Highway System Performance targets for the period 2018 – 2021 listed in [Table 18](#) in July 2018. The TPB encouraged every jurisdiction in the region to adopt similar goals of making reliability improvements to roadways and calls on the transportation agencies of the region to redouble their efforts to develop projects, programs and policies to achieve increased reliability on roadways. More information on these measures and targets can be found in the [System Performance Report in Appendix D of the Visualize 2045 document](#).

Table 12: Regional Travel Time Reliability & Truck Travel Time Reliability Measures & Targets

	CY 2018 – 2021 Four Year Target
TTR – Interstate Percent of person-miles traveled on the Interstate System that are reliable	58.5%
TTR – Non-Interstate NHS Percent of person-miles traveled on the non-Interstate NHS that are reliable	72.7%
TTTR Index Ratio of the Interstate System Mileage providing for Reliable Truck Travel Times	2.12

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 the construction of additional capacity on highways or to implement methods for traffic monitoring and management. In the areas of truck travel time reliability, the National Highway Freight Program (NHFP) can be used specifically for freight projects. NHFP funds are programmed on six projects in the FY 2023–2026 TIP for a total of \$27.8 million. 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 Program Performance

This section contains information of the performance of the Congestion Mitigation and Air Quality Program (CMAQ) measures. [Table 19](#) provides a summary of each of the performance measures. More detailed information concerning the CMAQ Program, the performance measures, details concerning CMAQ projects, and programming for the states of Virginia, Maryland, and the District of Columbia, can be found in [Appendix D – System Performance Report](#).

Table 13: Summary of Congestion Mitigation and Air Quality Program Performance Measures

CMAQ Program	Performance Measures
Traffic Congestion	Peak Hour Excessive Delay – Annual hours of peak hour excessive delay per capita
	Mode Share – Percent of Non-SOV Travel on the NHS
Emissions Reduction	Emissions – CMAQ-funded projects on-road mobile source total emissions reduction for each applicable criteria pollutant and precursor

The TPB adopted CMAQ Performance Measures and targets for the period 2018-2021 in June 2018. [Tables 20 and 21](#) summarize the regional traffic congestion and emission reduction targets.

Table 14: Regional Traffic Congestion Measures and Targets

Performance Measures for the Washington DC-MD-VA urbanized area	CY 2018 – 2019 Two Year Target	CY 2018 – 2021 Four Year Target
Peak Hour Excessive Delay (PHED)	Not Required	26.7 Hours
Mode Share (Non-SOV)	36.9%	37.2%

Table 15: Regional Emissions Reduction Measure and Targets

	Type of Emissions	FFY 2018 – 2019 Two Year Target	FFY 2018 – 2021 Four Year Target
Total Emissions Reduction for the TPB portion of the Washington DC-MD-VA nonattainment area	Volatile Organic Compounds (VOCs)	1.838 Kg/Day	2.195 Kg/Day
	Nitrogen Oxides (NOx)	4.019 Kg/Day	4.703 Kg/Day

Table 22 presents the CMAQ funding programmed in the FY 2023–2026 TIP in the amount of \$136.8 million.

Table 22: CMAQ Funded Projects in the FY 2023-2026 TIP

TIP ID	PROJECT TITLE	2023	FY 23-26 Total
District of Columbia		DDOT	
T3508	Anacostia Riverwalk Trail	\$0	\$1,040,000
T11591	Clean Air Partners	\$60,000	\$420,000
T3219	Commuter Connections Program	\$600,000	\$3,000,000
T2945	District TDM (goDCgo)	\$2,410,825	\$13,254,125
T6807	Long Bridge Pedestrian and Bicycle Connection	\$0	\$25,621,650
District of Columbia Total:		\$3,070,825	\$43,335,775
Suburban Maryland		MDOT/MTA	
T3760	Ridesharing - Statewide Program	\$873,000	\$3,492,000
T2795	Purple Line	\$0	\$1,000,000
		MDOT/SHA	
T3085	Areawide Congestion Management	\$1,533,520	\$8,817,920
T3084	Areawide Safety and Spot Improvements	\$8,705,500	\$17,732,000
Suburban Maryland Total:		\$11,112,020	\$31,041,920
Northern Virginia		VDOT	
T6328	Amenities	\$0	\$100,000
T6630	Bus Replacement (OmniRide Express Commuter Buses)	\$0	\$1,200,000
T6627	Commuter Assistance Program	\$4,317,000	\$4,656,200
T6670	Crystal City Metro Station East Entrance	\$0	\$16,668,000
T6672	Crystal City Potomac Yard BRT Expansion	\$1,200,000	\$2,000,000
T6629	PRTC Commuter Assistance Program	\$280,000	\$560,000
T5506	TIP Grouping for Construction: Safety/ITS/Operational Improvements	\$116,000	\$3,120,000
T5523	TIP Grouping for Construction: Transportation Enhancement Byway Non-Traditional	\$2,461,600	\$5,084,000
T6333	Transit : Access	\$1,200,000	\$9,534,400
T6331	Transit : Vehicles	\$0	\$1,200,000
T6626	Transit Store Funding - Alexandria	\$0	\$480,000
T6699	VRE Manassas Line Capacity Expansion	\$295,209	\$295,209
T6368	VRE Woodbridge Station Improvements	\$0	\$722,912
T6631	WMATA Replacement Buses	\$0	\$2,960,000
Northern Virginia Total:		\$9,869,809	\$48,580,721
Region-wide		WMATA	
T11589	Bus, Bus Maintenance Facilities and Paratransit	\$2,584,000	\$13,857,573
Combined Regional Total:		\$26,636,654	\$136,815,989

Transit Asset Management Performance

This section presents the transit asset management (TAM) performance measures and the targets adopted by the TPB in March 2022. [Table 23](#) provides a summary of the performance measures designated as TAM. For more information on TAM measures and targets, see the [System Performance Report in Appendix D of the Visualize 2045 document](#).

Table 23: Transit Asset Management Performance Measures

	Performance Measure	Asset Classes
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-revenue) service vehicles (Age)	Percentage of vehicles that have met or exceeded their ULB.	Cranes, prime movers, vehicle lifts, tow trucks
Infrastructure-rail fixed-guideway track, signals, and systems (Condition)	Percentage of track segments, signal, 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 nine reporting entities for provision of public transportation provided their targets to the TPB, as shown in [Table 23](#). The seven large Tier 1 providers (operators of rail systems or more than 100 vehicles) report their targets directly to the Federal Transit Administration; smaller Tier 2 providers in the region participate in the statewide group plans managed by the Maryland Transit Administration (MTA) or the Virginia Department of Rail and Public Transportation (DRPT).

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. The summary table is presented as being of more relevance to readers. 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. More information on these targets for asset classes can be found in the system performance report.

Table 24: Transit Asset Management Targets in the Region for 2022

Reporting Entity	Rolling Stock	Service Vehicles	Rail Infrastructure	Station/ Facility Condition
WMATA	0% Rail, 5% Bus ^a	44% ^c	3.5%	5% ^f
DDOT*	0% Rail, 0% Bus	n/a	5%	0% ^g
Ffx. Co.	10%	10% ^d	n/a	0%
Mont. Co.	5%	50% ^d	n/a	0%
Pr. Geo. Co.*	34%	n/a	n/a	0%
PRTC	11% ^b	25% ^d	n/a	0% ^g
VRE	0%	0% ^e	n/a	0%
Maryland Tier 2 (MTA)	18% ^a	44.0% ^e	n/a	0% ^g
Virginia Tier 2 (DRPT)	15% ^a	25% ^e	n/a	10% ^g

a: 40-foot buses; b: 45-foot buses; c: autos; d: trucks; e: service vehicles; f: passenger, g: maintenance/administrative facilities

* Previous year's data

There are 28 projects in the FY 2023–2026 TIP with \$2.15 billion in §5307, §5309, §5311, §5337, §5339, and CMAQ funding that specify the maintenance or replacement of transit assets.

Looking at past TAM performance versus targets, a summary for 2020 is provided in Table 24. Additionally, Tier 1 transit providers were required to provide a written narrative report to the FTA with explanations of their performance.

Table 25: Regional Transit Asset Management Measures: 2020 Targets versus 2020 Performance

Reporting Entity	Rolling Stock	Actual	Service Vehicles	Actual	Rail Infrastructure	Actual	Station/ Facility Condition	Actual
WMATA	0% Rail, 0% Bus	0% Rail, 3% Bus	11% ^d	31%	2.1%	1.69%	7% ^f	7.1%
DDOT	0% Rail, 0% Bus	0% Rail, 0% Bus	n/a	n/a	5%	-	0% ^g	0%
Arl Co.	0%	0%	n/a	n/a	n/a	n/a	0%	0%
Fairfax Co.	0%	-	12% ^d	-	n/a	n/a	0%	-
Mont. Co.	11%	14%	34% ^d	40%	n/a	n/a	22% ^g	22%
Pr. Geo. Co.	4%	25%	43% ^d	25%	n/a	n/a	0%	0%
PRTC	8% ^b	19%	0% ^e	50%	n/a	n/a	0% ^g	0%
VRE	0%	0%	0% ^e	0%	n/a	n/a	0%	0%
Maryland Tier 2 (MTA)	13% ^a	17%	15% ^d	30%	n/a	n/a	24% ^g	4%
Virginia Tier 2 (DRPT)	10%	-	25% ^e	-	n/a	n/a	10% ^g	-

a: heavy-duty buses; b: 45-foot buses; c: autos; d: trucks; e: service vehicles; f: passenger, g: maintenance/administrative facilities