

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

**RESOLUTION TO AMEND THE FY 2027 UNIFIED PLANNING WORK PROGRAM (UPWP)
TO REVISE THE BUDGET FOR THE DDOT STATE PLANNING AND RESEARCH PROGRAM**

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 Statewide and Metropolitan Transportation Planning rule as published in the May 27, 2016 Federal Register by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) require a Unified Planning Work Program (UPWP) for Transportation Planning; and

WHEREAS, the UPWP is required as a basis and condition for all funding assistance for transportation planning to state, local, and regional agencies by the FHWA and FTA; and

WHEREAS, the FY 2027 UPWP for the Washington Metropolitan Area was approved by the TPB on March 18, 2026 and approved by USDOT on March 27, 2026, and amended by the TPB in May 2026; and

WHEREAS, outside of and in addition to the core UPWP Program, the FY 2027 UPWP identifies for informational purposes, activities to be carried out by TPB staff and consultants funded through the District Department of Transportation (DDOT) State Transportation Agency State Planning and Research (SPR) Program funds; and

WHEREAS, the funding for the DDOT SPR Program has increased by \$17,000 and DDOT is requesting to update the UPWP to reflect these new totals, which will change the DDOT SPR Program budget to \$265,000 and the total UPWP budget to \$29,260,128.

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board amends the FY 2027 UPWP to increase the total budget/activities by \$17,000 in the DDOT SPR Program for a new FY 2027 UPWP total of \$29,260,128, as described in the attached materials.



MEMORANDUM

TO: TPB Steering Committee
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: FY 2027 UPWP Amendment to Adjust the Budget to Correct DDOT State Planning and Research (SPR) Program Funding Totals
DATE: October 30, 2026

The Transportation Planning Board (TPB) approved the FY 2027 Unified Planning Work Program (UPWP) on March 18, 2026. The United States Department of Transportation (USDOT) approved the FY 2027 UPWP on March 27, 2026. The TPB Steering Committee amended the UPWP on May 1, 2026 to revise the budget to reflect updated funding amounts provided after the original approval by the Virginia Department of Rail and Public Transportation (DRPT) and the District of Columbia Department of Transportation (DDOT).

DDOT is now requesting an amendment to reflect new funding totals for one of the activities. In addition to the core UPWP program, the UPWP also includes supplemental information on the DDOT State Transportation Agency State Planning and Research (SPR) Program, which identifies for informational purposes activities to be carried out by TPB staff and consultants funded through SPR program funding, separate from TPB core activities. The FY 2027 UPWP approved the SPR program funding amount at \$248,000, and since the approval, the funding has been confirmed to be increased by \$17,000 for a new total of \$265,000. As a result, the FY 2027 UPWP should be amended to ensure the correct amount is reflected. The total UPWP budget will be increased by \$17,000 and the new total budget is \$29,260,128. The funding and content for UPWP core activities will remain unchanged.

BACKGROUND

Tables 1, 2, and 3 of the UPWP identify the funding amounts comprising the estimated costs of activities to be carried out as part of the UPWP. These tables also include for informational purposes funding amounts for other TPB Programs not covered by the UPWP. These include funding for the State Planning and Research (SPR) and the Continuous Airport System Planning (CASP) programs. The tables in the approved UPWP identify \$248,000 in funding for the SPR Program for activities that will be carried out by TPB staff and its consultants in support of the DDOT's SPR Program. This amount was an estimate based on prior years' costs for this program. Subsequent to UPWP approval, staff prepared more detailed cost estimates for TPB activities that support the District of Columbia's Highway Performance Monitoring System (HPMS) Program under the SPR Program, and considered higher consultant costs that would result as a result of higher contract rates taking effect under a new travel monitoring contract that was executed last spring. This resulted in a revised SPR funding amount needed to support this activity, which is an increase of \$17,000. The full amount of \$265,000 needed to support SPR programming planning was shared with and confirmed by DDOT.

Tables 1, 2, and 3 have been adjusted and are attached for approval. The total UPWP budget will be increased by \$17,000 and the new total UPWP budget is \$29,260,128. The funding for UPWP core activities will remain unchanged. Overall, this amendment will not alter any UPWP projects that are currently underway or that have been presented to the TPB.

UNIFIED PLANNING WORK PROGRAM

FY 2027

Unified Planning Work Program (UPWP) for Transportation Planning for the Washington Metropolitan Region for FY 2027

To be amended – November 6, 2026



National Capital Region
Transportation Planning Board

Table 1: Revenue - FY 2027 TPB Proposed Funding by Federal, State, and Local Sources

(July 1, 2026, to June 30, 2027)

To be Amended on 11/6/2026

Amended as of 5/1/2026

Approved as of 3/18/2026

	FTA SECT 5303	FHWA PL FUNDS	FHWA PL FUNDS	OTHER CASP & SPR	
	80% FED & 20% STATE/ LOCAL	80% FED & 20% STATE/ LOCAL	SAFE & ACCESSIBLE TRANSP. OPTIONS SET-ASIDE ¹	CASP 90% FAA & 10% LOCAL SPR 80% FHWA & 20% LOCAL	TOTALS
DDOT ALLOCATIONS					
NEW FY 2027	\$1,098,279	\$3,028,279	\$77,648		\$4,204,206
PRIOR UNEXPENDED	\$397,430	\$1,527,757	\$0		\$1,925,187
CARRYOVER FY 2026	\$129,281	\$459,788	\$0		\$589,069
SUBTOTAL - DC	\$1,624,990	\$5,015,823	\$77,648		\$6,718,462
MDOT ALLOCATIONS					
NEW FY 2027	\$1,976,363	\$5,348,723	\$137,147		\$7,462,233
PRIOR UNEXPENDED	\$681,530	\$2,369,456	\$0		\$3,050,986
CARRYOVER FY 2026	\$286,652	\$816,563	\$0		\$1,103,216
SUBTOTAL - MD	\$2,944,545	\$8,534,742	\$137,147		\$11,616,434
VDRPT & VDOT ALLOCATIONS					
NEW FY 2027	\$1,899,208	\$4,490,114	\$115,131		\$6,504,453
PRIOR UNEXPENDED	\$815,766	\$1,902,298	\$0		\$2,718,064
CARRYOVER FY 2026	\$268,220	\$719,496	\$0		\$987,716
SUBTOTAL - VA	\$2,983,194	\$7,111,908	\$115,131		\$10,210,233
TOTAL FHWA/FTA FUNDING ALLOCATIONS					
NEW FY 2027	\$4,973,850	\$12,867,116	\$329,926		\$18,170,892
PRIOR UNEXPENDED	\$1,894,726	\$5,799,511	\$0		\$7,694,237
CARRYOVER FY 2026	\$684,153	\$1,995,847	\$0		\$2,680,000
SUBTOTAL - FHWA-FTA	\$7,552,729	\$20,662,474	\$329,926		\$28,545,128
TOTAL BASIC UPWP	\$7,552,729	\$20,662,474	\$329,926		\$28,545,128
FAA - CASP PROGRAM				\$450,000	\$450,000
State Planning & Research (SPR)				\$265,000	\$265,000
GRAND TOTAL UPWP	\$7,552,729	\$20,662,474		\$715,000	\$29,260,128

1. The November 15, 2021 Infrastructure Investment and Jobs Act (a.k.a. Bipartisan Infrastructure Law) requires each MPO to use at least 2.5% of its PL funds (under 23 U.S.C. 505) on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities.

2. "New FY2027" funding amounts are yet to be confirmed by the DOTs and are likely to change.

3. "Prior Unexpended" funding amounts are from FY 2025 UPWP and are yet to be confirmed by funding agencies and may change.

4. "Carryover FY2026 funds" are funds budgeted for Core and Technical Assistance work program activities in FY 2026 UPWP are not anticipated to be spent in FY 2026. As such, these funds will be carried over to the FY 2027 UPWP and used to perform Core program and Technical Assistance activities.

Table 2: FY 2027 UPWP Expenditures

To be Amended on 11/6/2026

Amended as of 5/1/2026

Approved as of 3/18/2026

WORK ACTIVITY	FY 2027 TOTAL COST ESTIMATE
CORE PROGRAMS	
1. Metropolitan Transportation Plan	\$1,338,182
2. Transportation Improvement Program	\$903,473
3. Multimodal Planning	\$4,680,409
4. Public Participation	\$1,241,721
5. Travel Forecasting	\$4,299,975
6. Mobile Emissions Planning	\$3,138,142
7. Transportation Research and Data Programs	\$7,083,395
8. Regional Land Use and Transportation Planning Coordination	\$1,723,834
9. Safe and Accessible Transportation Options Grant Programs and Technical Assistance	\$802,474
10. TPB Management and Support	\$1,748,377
Sub-total: Core Program	\$26,959,986
TECHNICAL ASSISTANCE	
A. District of Columbia	\$302,828
B. Maryland	\$534,872
C. Virginia	\$449,011
D. Public Transportation (D.C./MD/VA Combined)	\$298,431
Sub-total: Technical Assistance Program	\$1,585,143
Total - Basic UPWP	\$28,545,128
OTHER TPB PROGRAMS	
1. Continuous Airport System Planning (CASP) ¹	\$450,000
2. State Planning & Research Program (For DDOT) ²	\$265,000
Sub-total: CASP and SPR	\$715,000
GRAND TOTAL UPWP	\$29,260,128
1. CASP work activities are based on anticipated FAA grants to conduct airport ground access planning as part of the CASP program. 2. SPR program activities are funded through a separate grant from the District of Columbia's Department of Transportation to assist in DDOT's HPMS program.	

Table 3: TPB FY 2027 Work Program by Funding Sources

**To be Amended on 11/6/2026
Amended as of 5/1/2026
Approved as of 3/18/2026**

	COG Labor Cost		Total COG	COG Labor Fringe Cost	Supplemental Labor		Total Labor & Fringe Cost	Total Indirect Cost	Direct Costs (Implementation)			Total Prgrm. (Implmntn.) Direct Cost	Grand Total Cost
	DTP Staff	Other Staff			Interns	Temps			Computers, Data	Studies Programs	Other Costs		
UPWP - Work Activity	Staff	Staff	Staff	Cost			Cost	Cost					
CORE PROGRAMS													
1. Long-Range Transportation Planning	\$477,425	\$0	\$477,425	\$133,536	\$0	\$0	\$610,961	\$322,221	\$5,000	\$400,000	\$0	\$405,000	\$1,338,182
2. Transportation Improvement Program	\$264,744	\$0	\$264,744	\$74,049	\$0	\$0	\$338,793	\$178,680	\$265,000	\$100,000	\$21,000	\$386,000	\$903,473
3. Multimodal Planning	\$1,347,640	\$40,055	\$1,387,696	\$388,139	\$0	\$0	\$1,775,834	\$936,575	\$7,500	\$1,925,000	\$35,500	\$1,968,000	\$4,680,409
4. Public Participation	\$364,575	\$0	\$364,575	\$101,972	\$0	\$0	\$466,547	\$246,057	\$2,000	\$220,000	\$307,117	\$529,117	\$1,241,721
5. Travel Forecasting	\$1,234,355	\$0	\$1,234,355	\$345,249	\$20,000	\$100,000	\$1,699,604	\$896,371	\$536,000	\$1,005,000	\$163,000	\$1,704,000	\$4,299,975
6. Mobile Emissions	\$1,190,902	\$121,170	\$1,312,072	\$366,986	\$20,000	\$0	\$1,699,058	\$896,083	\$147,000	\$250,000	\$146,000	\$543,000	\$3,138,142
7. Transportation Research and Data Program	\$1,441,919	\$0	\$1,441,919	\$403,305	\$0	\$0	\$1,845,224	\$973,171	\$1,275,000	\$2,925,000	\$65,000	\$4,265,000	\$7,083,395
8. Regional Land Use and Transportation Planning Coordination	\$232,337	\$319,605	\$551,943	\$154,378	\$0	\$0	\$706,321	\$372,514	\$100,000	\$200,000	\$345,000	\$645,000	\$1,723,834
9. Mobility Enhancement Programs	\$137,329	\$0	\$137,329	\$38,411	\$20,000	\$0	\$195,740	\$103,234	\$1,000	\$480,000	\$22,500	\$503,500	\$802,474
10. TPB Support and Management	\$554,705	\$0	\$554,705	\$155,151	\$20,800	\$0	\$730,656	\$385,348	\$2,500	\$381,107	\$248,767	\$632,374	\$1,748,377
UPWP Core Program Total	\$7,245,933	\$480,830	\$7,726,764	\$2,161,176	\$80,800	\$100,000	\$10,068,739	\$5,310,253	\$2,341,000	\$7,886,107	\$1,353,884	\$11,580,991	\$26,959,986
TECHNICAL ASSISTANCE PROGRAM													
A. District of Columbia	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,000	\$266,828	\$302,828	\$302,828
B. Maryland	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$42,000	\$492,872	\$534,872	\$534,872
C. Virginia	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$42,000	\$407,011	\$449,011	\$449,011
D. Public Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000	\$48,431	\$298,431	\$298,431
Technical Assistance Program Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$370,000	\$1,215,143	\$1,585,143	\$1,585,143
Total Basic Program	\$7,245,933	\$480,830	\$7,726,764	\$2,161,176	\$80,800	\$100,000	\$10,068,739	\$5,310,253	\$2,341,000	\$8,256,107	\$2,569,027	\$13,166,133	\$28,545,128
OTHER PROGRAMS													
Continuous Air Systems Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$390,000	\$60,000	\$450,000	\$450,000
State Planning & Research Program (DC)	\$85,147	\$0	\$85,147	\$23,816	\$0	\$0	\$108,963	\$57,467	\$0	\$98,570	\$0	\$98,570	\$265,000
GRAND TOTAL	\$7,331,081	\$480,830	\$7,811,911	\$2,184,991	\$80,800	\$100,000	\$10,177,702	\$5,367,720	\$2,341,000	\$8,744,676	\$2,629,027	\$13,714,703	\$29,260,128