

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

RESOLUTION ON AMENDMENTS TO THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 26-06.1 (DDOT STIP) WHICH ADDS FUNDING TO THE SAFETY IMPROVEMENTS CITYWIDE PROGRAM AND THE TRANSPORTATION ALTERNATIVES PROGRAM AS REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

WHEREAS, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, on December 17, 2025 the TPB adopted the FY 2026-2029 TIP; and

WHEREAS, DDOT has requested an amendment to the FY 2026-2029 TIP to include TIP Action 26-06.1 (DDOT STIP), which makes the following revisions:

- Adds \$78,384,948 in Highway Safety Improvement Program (HSIP), Surface Transportation Block Grant (STBG), and state funding for the preliminary engineering (PE) and construction (CON) phases of the **Safety Improvements Citywide (T3212)** program revising the total program cost to \$81,199,383;
- Adds \$2,861,017 in Transportation Alternatives Program (TAP) and state funding for the preliminary engineering (PE) and construction (CON) phases of the **Transportation Alternatives Program (T3210)** revising the total program cost to \$8,763,417; and

WHEREAS, the review and processing of the amendments included in this TIP Action has been conducted in accordance with the procedures detailed in the TPB's Public Participation Plan and the National Capital Region Transportation Plan and Transportation Improvement Program Amendment and Administrative Modification Procedures; and

WHEREAS, the proposed amendments have been entered into the TPB's Project InfoTrak database under TIP Action 26-06.1 (DDOT STIP) creating the 6th amended version of the FY 2026-2029 TIP, and the draft amendment was posted on the TPB's Steering Committee meeting page in advance of the scheduled approval and can also be found for review online at www.mwcog.org/TIP/FY26-29/Amendments; and

WHEREAS, full funding for the projects in this TIP Action was included in the Financial Analysis of the National Capital Region Transportation Plan Visualize 2050 and the FY 2026-2029 TIP, and the TIP remains fiscally constrained, as demonstrated in the attached materials; and

WHEREAS, the attached materials include:

ATTACHMENT A) Letter from DDOT dated March 20, 2026, requesting the amendments

ATTACHMENT B) Project or Program Report(s) showing how the amended record(s) will appear in the TIP following approval, along with complete documentation of every change made for this newest approved version of the record,

ATTACHMENT C) Fiscal Constraint Summary Table demonstrating that the TIP remains fiscally constrained; and

WHEREAS, this resolution and the amendments to the FY 2026-2029 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review these materials at its next full meeting.

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2026-2029 TIP to include TIP Action 26-06.1 (DDOT STIP), which

- Adds \$78,384,948 in HSIP, STBG, and state funding for the PE and CON phases of the **Safety Improvements Citywide (T3212)** program revising the total program cost to \$81,199,383;
- Adds \$2,861,017 in TAP and state funding for the PE and CON phases of the **Transportation Alternatives Program (T3210)** revising the total program cost to \$8,763,417.

Government of the District of Columbia

Department of Transportation



March 20, 2026

The Honorable Neil Harris, Chair
 National Capital Region Transportation Planning Board
 Metropolitan Washington Council of Governments
 777 North Capitol Street N.E., Suite 300
 Washington, DC 20002-4290

Dear Chair Harris,

The District Department of Transportation (DDOT) requests that the FY 2026-2029 Transportation Improvement Program (TIP) be amended for the projects below:

Name	Funding Types	TIP ID	Total	Years	Fed/State Split	Published Notes
Traffic Safety Improvements	HSIP STBG	T3212	\$80,980,593	2026 2027 2028 2029	90/10 80/20	<ul style="list-style-type: none"> • Add \$4,475,000 (STBG) for PE in FY26 • Add \$8,500,000 (STBG) for CON in FY26 • Add \$5,041,245 (HSIP) for PE in FY26 • Add \$10,673,658 (STBG) for CON in FY27 • Add \$5,041,244 (HSIP) for PE in FY27 • Add \$4,475,000 (STBG) for PE in FY27 • Add \$10,727,999 (STBG) in CON for FY28 • Add \$6,059,677 (HSIP) in PE for FY28 • Add \$4,475,000 (STBG) in PE for FY28 • Add \$8,500,000 (STBG) in CON for FY29 • Add \$6,416,129 (HSIP) in PE for FY29 • Add \$4,475,000 (STBG) in PE for FY29

Transportation Alternatives Program	TAP	T3210	\$2,861,017	2026	80/20	<ul style="list-style-type: none"> • Add \$663,000 (TAP) for PE in FY26 • Add \$2,198,017 (TAP) for CON in FY26
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Traffic Safety Improvements (TIP ID – T3212)

This project was included in the air conformity analysis of Visualize 2050 and does not add additional capacity for motorized vehicles. These funds are for on-going critical safety programs to provide a safe traveling environment for vehicular traffic, pedestrians and bicycle circulation within the District. This amendment is needed to increase the total project cost \$2,814,435 to \$81,199,383 to reflect a programming update for this existing project.

Transportation Alternatives Program (TIP ID – T3210)

This project was included in the air conformity analysis of Visualize 2050 and does not add additional capacity for motorized vehicles. These funds are used to strengthen the District’s multimodal transportation network. This amendment is needed to increase the total project cost from \$5,902,400 to \$8,763,417.

The funding sources for each project have been identified through the sources mentioned above, so the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve the amendment at its April 3rd meeting.

We appreciate your cooperation in this matter. Should you have questions regarding this amendment, please contact Zachary Smith at (202) 286-2071 or by e-mail at Zachary.smith1@dc.gov. Of course, please feel free to contact me directly.

Sincerely,



Shirley Kwan-Hui
 Chief Administrative Officer
 District Department of Transportation
 (202) 420-1128
Shirley.Kwan-Hui@dc.gov

T3212 - Safety Improvements Citywide

Safety improvements provide a safe traveling environment for vehicular traffic, pedestrians and bicycle circulation within the District on Federal-aid and local roads. Work includes elimination or relocation of roadside visual obstructions; elimination or relocation of roadside obstacles; skid resistance resurfacing; modifications to traffic channeling; median replacement; traffic signals, signs, and lighting upgrades; installation of pavement markings to eliminate or reduce accidents; and installation of safety fences at overhead structures. Safety improvements are systematically identified through analyses of accident records, inspections, surveys, and citizen requests. The District maintains an inventory of locations with the highest number of reported accidents. a. TARAS Crash Analysis Support b. Traffic Engineering Design c. Multi-modal Traffic Safety Construction d. Constructability and Work Zone Safety Review e. Traffic Safety Design f. Traffic Safety Engineering Support Services g. Traffic Sign Inventory Upgrade h. Traffic Safety Data Center at Howard University

Plan Revision:	26-06.1 (DDOT STIP)
Record Type:	Ongoing
Lead Agency:	District Department of Transportation
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	CB0
Facility:	-
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2050
Total Cost:	\$81,199,383

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$1,531,724	\$1,531,724	\$1,633,567	\$1,574,212	\$6,271,227
Preliminary Engineering	HSIP	\$4,537,120	\$4,537,120	\$5,453,709	\$5,774,517	\$20,302,466
Preliminary Engineering	STBG	\$4,110,400	\$4,110,400	\$4,110,400	\$3,730,400	\$16,061,600
Total Preliminary Engineering		\$10,179,244	\$10,179,244	\$11,197,676	\$11,079,129	\$42,635,293
Construction	DC/STATE	\$1,700,000	\$2,134,731	\$2,145,599	\$1,700,000	\$7,680,330
Construction	STBG	\$6,800,000	\$8,538,926	\$8,582,399	\$6,800,000	\$30,721,325
Total Construction		\$8,500,000	\$10,673,657	\$10,727,998	\$8,500,000	\$38,401,655
Other	DC/STATE	\$16,244	\$0	\$0	\$0	\$16,244
Other	HSIP	\$146,191	\$0	\$0	\$0	\$146,191
Total Other		\$162,435	\$0	\$0	\$0	\$162,435
TIP Total		\$18,841,679	\$20,852,901	\$21,925,674	\$19,579,129	\$81,199,383
Total Programmed		\$18,841,679	\$20,852,901	\$21,925,674	\$19,579,129	\$81,199,383

Current Change Reason:	Schedule / Funding / Scope- Update Other - Programming Update
Project Changes:	Plan Revision Name changed from "26-01" to "26-06.1 (DDOT STIP)" Primary Contact changed from "William McGuirk" to "Azadeh Norouzi" Email changed from "william.mcguirk@dc.gov" to "azadeh.norouzi"
Funding Changes:	STBG + Increase funds in FY 2026 in PE from \$0 to \$3,200,000 + Increase funds in FY 2026 in PE from \$0 to \$380,000 + Increase funds in FY 2026 in CON from \$0 to \$6,800,000 + Increase funds in FY 2027 in CON from \$0 to \$6,800,000 + Increase funds in FY 2027 in CON from \$0 to \$1,738,926 + Increase funds in FY 2027 in PE from \$0 to \$3,200,000 + Increase funds in FY 2027 in PE from \$0 to \$380,000 + Increase funds in FY 2028 in CON from \$0 to \$1,782,399

	+ Increase funds in FY 2028 in CON from \$0 to \$6,800,000
	+ Increase funds in FY 2028 in PE from \$0 to \$3,200,000
	+ Increase funds in FY 2029 in CON from \$0 to \$6,800,000
	+ Increase funds in FY 2029 in PE from \$0 to \$3,200,000
	+ Increase funds in FY 2028 in PE from \$0 to \$380,000
	DC/STATE
	+ Increase funds in FY 2026 in PE from \$0 to \$800,000
	+ Increase funds in FY 2026 in PE from \$0 to \$95,000
	+ Increase funds in FY 2026 in CON from \$0 to \$1,700,000
	+ Increase funds in FY 2026 in PE from \$0 to \$168,041
	+ Increase funds in FY 2026 in PE from \$0 to \$336,083
	+ Increase funds in FY 2027 in CON from \$0 to \$1,700,000
	+ Increase funds in FY 2027 in CON from \$0 to \$434,731
	+ Increase funds in FY 2027 in PE from \$0 to \$800,000
	+ Increase funds in FY 2027 in PE from \$0 to \$95,000
	+ Increase funds in FY 2027 in PE from \$0 to \$168,041
	+ Increase funds in FY 2027 in PE from \$0 to \$336,083
	+ Increase funds in FY 2028 in CON from \$0 to \$445,599
	+ Increase funds in FY 2028 in CON from \$0 to \$1,700,000
	+ Increase funds in FY 2028 in PE from \$0 to \$800,000
	+ Increase funds in FY 2028 in PE from \$0 to \$437,926
	+ Increase funds in FY 2029 in CON from \$0 to \$1,700,000
	+ Increase funds in FY 2029 in PE from \$0 to \$800,000
	+ Increase funds in FY 2029 in PE from \$0 to \$203,686
	+ Increase funds in FY 2028 in PE from \$0 to \$168,041
	+ Increase funds in FY 2029 in PE from \$0 to \$437,926
	+ Increase funds in FY 2028 in PE from \$0 to \$95,000
	HSIP
	+ Increase funds in FY 2026 in PE from \$0 to \$1,512,373
	+ Increase funds in FY 2026 in PE from \$0 to \$3,024,747
	+ Increase funds in FY 2027 in PE from \$0 to \$1,512,373
	+ Increase funds in FY 2027 in PE from \$0 to \$3,024,747
	+ Increase funds in FY 2028 in PE from \$0 to \$3,941,336
	+ Increase funds in FY 2029 in PE from \$0 to \$1,833,180
	+ Increase funds in FY 2028 in PE from \$0 to \$1,512,373
	+ Increase funds in FY 2029 in PE from \$0 to \$3,941,337
Funding Changes:	
Federal Project Cost:	Increased from \$2,267,791 to \$67,231,582 (2864.63%)
Total Project Cost:	Increased from \$2,814,435 to \$81,199,383 (2785.10%)

T3210 - Transportation Alternatives Program

The TAP or TA Set-Aside is a reimbursable federal aid funding program for transportation-related community projects designed to strengthen the intermodal transportation system. The program aims to expand travel choice, strengthen the local economy, improve the quality of life, and protect the environment by supporting non-traditional projects linked to the transportation system. Projects will be reviewed through a competitive process and selected based upon a number of criteria including the projects expected benefits to the community, feasibility and project readiness, consistency with agency plans and missions, and the sponsors demonstrated ability to manage a federal-aid project. a. FY24 Green Infrastructure Pilot Project Part 2 b. FY 24 Repaving the Anacostia Trail East Bank m. 2021 Union Station Headhouse Floor Restoration n. 2021 Union Station West Hall Restoration r. 2021 Blair Road NW Sidewalk Improvement Project s. TAP 2022 - 11th Street Safety Intervention 2022 t. 2022 - Permanent Curb Extension Study u. USRC- Washington Union station East Hall Decorative Finishes v. FY23 Washington Union Station: East Hall Alcoves w. FY23 Green Infrastructure Remote Monitoring x. FY23 Joyce Road Trail and Beach Drive Trail y. FY23 Green Infrastructure Pilot Project Part 1 z. FY22 Capital Crescent Trail Rehabilitation

Plan Revision:	26-06.1 (DDOT STIP)
Record Type:	Grouped
Lead Agency:	District Department of Transportation
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	AF049A
Facility:	Citywide
From:	-
To:	-
County:	Washington
Municipality:	District of Columbia
Completion Year:	2050
Total Cost:	\$8,763,417

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$427,720	\$295,120	\$295,120	\$295,120	\$1,313,080
Preliminary Engineering	TAP	\$1,710,880	\$1,180,480	\$1,180,480	\$1,180,480	\$5,252,320
Total Preliminary Engineering		\$2,138,600	\$1,475,600	\$1,475,600	\$1,475,600	\$6,565,400
Construction	DC/STATE	\$439,603	\$0	\$0	\$0	\$439,603
Construction	TAP	\$1,758,414	\$0	\$0	\$0	\$1,758,414
Total Construction		\$2,198,017	\$0	\$0	\$0	\$2,198,017
TIP Total		\$4,336,617	\$1,475,600	\$1,475,600	\$1,475,600	\$8,763,417
Total Programmed		\$4,336,617	\$1,475,600	\$1,475,600	\$1,475,600	\$8,763,417

Current Change Reason:	Schedule / Funding / Scope- Update Other
Project Changes:	Plan Revision Name changed from "26-00" to "26-06.1 (DDOT STIP)"
Funding Changes:	TAP + Increase funds in FY 2026 in CON from \$0 to \$1,758,414 + Increase funds in FY 2026 in PE from \$0 to \$530,400
	DC/STATE + Increase funds in FY 2026 in CON from \$0 to \$439,603 + Increase funds in FY 2026 in PE from \$0 to \$132,600
Federal Project Cost:	Increased from \$4,721,920 to \$7,010,734 (48.47%)
Total Project Cost:	Increased from \$5,902,400 to \$8,763,417 (48.47%)

**DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)
FISCAL CONSTRAINT SUMMARY REPORT
FY 2026 - 2029**

FUND SOURCE	2026			2027			2028			2029		
	Revenue	Programmed	Balance	Revenue	Programmed	Balance	Revenue	Programmed	Balance	Revenue	Programmed	Balance
HSIP	\$4,683,311	\$4,683,311	\$0	\$4,537,120	\$4,537,120	\$0	\$5,453,709	\$5,453,709	\$0	\$5,774,517	\$5,774,517	\$0
STBG	\$10,910,400	\$10,910,400	\$0	\$12,649,326	\$12,649,326	\$0	\$12,692,799	\$12,692,799	\$0	\$10,530,400	\$10,530,400	\$0
TAP	\$3,469,294	\$3,469,294	\$0	\$1,180,480	\$1,180,480	\$0	\$1,180,480	\$1,180,480	\$0	\$1,180,480	\$1,180,480	\$0
Total	\$19,063,005	\$19,063,005	\$0	\$18,366,926	\$18,366,926	\$0	\$19,326,988	\$19,326,988	\$0	\$17,485,397	\$17,485,397	\$0