



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: June 11, 2026

The attached materials include:

- Steering Committee Actions
- Letters Sent/Received
- Announcements and Updates



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions
DATE: June 11, 2026

At its June 5 meeting, the TPB Steering Committee reviewed and adopted resolution TPB SR32-2026 approving the support for the submission of Northern Virginia projects for the Commonwealth of Virginia's SMART SCALE transportation project prioritization process.

The TPB Steering Committee reviewed and adopted two resolutions approving amendments to the 2026-2029 Transportation Improvement Program (TIP) as requested by the District of Columbia (DDOT) and the Washington Metropolitan Area Transit Authority (WMATA). The committee also reviewed and approved the agenda for the TPB's June 17, 2026 meeting.

The committee approved the following resolutions to amend projects and programs in the FY2026-2029 TIP. All amendments were either exempt from or consistent with air quality conformity requirements.

- TPB SR33-2026: DDOT made the following changes:
 - **T13591 – Georgia Avenue NW Multimodal Access Improvements: Eastern Avenue to Barry Place NW:** Moves from inactive to active and adds \$7,325,250 in S. 5339 and state funding for the construction (CON) phase of the project, revising the total project cost to \$8,575,250.
 - **T13917 – Anacostia River Pedestrian and Bike Connectivity Project:** Adds \$19,939,250 in state funding for the preliminary engineering (PE) and construction (CON) phases of the project, revising the total project cost to \$20,264,250.
- TPB SR34-2026: WMATA made the following changes:
 - **T11589 – Bus, Bus Facilities and Paratransit:** Adds \$204,153,766 in Urbanized Area Formula Program (S.5307) funds, \$12,812,237 in Bus and Bus Facilities Formula Program (S.5339) funds, and \$54,241,500 in matching local funds in FY 2026. Revising the total project cost to \$1,841,233,346.
 - **T11590 – Operations and Business Support:** Adds \$31,200,000 in Urbanized Area Formula Program (S.5307) funds, \$21,600,000 in State of Good Repair Program (S.5337-SGR) funds, and \$13,200,000 in matching local funds in FY 2026. Revising the total project cost to \$246,594,735.
 - **T11585 – Railcars and Rail Facilities:** Adds \$17,200,000 in State of Good Repair Program (S.5337-SGR) funds and \$4,300,000 in matching local funds in FY 2026. Revising the total project cost to \$1,197,646,287.
 - **T11586 – Rail Systems:** Adds \$3,225,742 in State of Good Repair Program (S.5337-SGR) funds and \$806,436 in matching local funds in FY 2026. Revising the total project cost to \$696,461,228.
 - **T11588 – Station and Passenger Facilities:** Adds \$16,400,000 in Urbanized Area

Formula Program (S.5307) funds, \$63,569,127 in State of Good Repair Program (S.5337-SGR) funds, and \$19,992,282 in matching local funds in FY 2026. Revising the total project cost to \$725,863,767.

- **T11587 – Track and Structures Rehabilitation:** Adds \$62,803,698 in State of Good Repair Program (S.5337-SGR) funds and \$15,700,924 in matching local funds in FY 2026. Revising the total project cost to \$663,946,963.

The TPB Bylaws provide that the Steering Committee “shall have the full authority to approve non-regionally significant items, and in such cases, it shall advise the TPB of its action.” All proposed amendments are reviewed to ensure they are consistent with the air quality conformity determination of the Plan and TIP of record. Federal-aid program funding amounts are reviewed in total for each agency against their projected federal revenue streams. The director’s report each month and the TPB’s review, without objection, shall constitute the final approval of any actions or resolutions approved by the Steering Committee.

ATTACHMENTS:

- Adopted resolution SR32-2026 approving the support for the Northern Virginia’s projects for the SMART SCALE project prioritization process
- Adopted resolution SR33-2026 approving an amendment to the TIP, as requested by DDOT
- Adopted resolution SR34-2026 approving an amendment to the TIP, as requested by WMATA

**TPB STEERING COMMITTEE ATTENDANCE – JUNE 5, 2026
(ONLY VOTING MEMBERS AND ALTERNATES LISTED)**

TPB Chair/ MD Rep:	Neil Harris
TPB Vice Chair/DC Rep.:	Matt Frumin
TPB Vice Chair/VA Rep.:	
Prior TPB Chair:	Walter Alcorn
Tech. Committee Chair:	Dan Malouff
DDOT:	Mark Rawlings
MDOT:	Kari Snyder
VDOT:	Regina Moore
	Leo Pineda
WMATA:	Mark Phillips
	Melissa Kim

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

**A RESOLUTION OF SUPPORT FOR SUBMISSION OF NORTHERN VIRGINIA PROJECTS
FOR THE COMMONWEALTH OF VIRGINIA'S SMART SCALE TRANSPORTATION
PROJECT PRIORITIZATION PROCESS**

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, on December 17, 2025, the TPB approved the Visualize 2050 National Capital Region Transportation Plan which was developed as specified in the Federal Planning Regulations and is the MPO's metropolitan transportation plan (MTP) of record; and

WHEREAS, localities, agencies and public transportation providers that wish to submit for projects for funding through the Commonwealth of Virginia's SMART SCALE prioritization process must demonstrate that the project is included in or is consistent with the MPO's metropolitan transportation plan, and, the project must have an MPO resolution of support, in order to be considered; and

WHEREAS, the Virginia Department of Transportation (VDOT) receives all SMART SCALE project submissions and has transmitted the attached list of preliminary applications received by the April 1, 2026 pre-application deadline, and has worked with TPB staff in reviewing the project submission eligibility; and

WHEREAS, submission of projects to the Commonwealth for the SMART SCALE process does not infer or commit the TPB to include any project into its MTP or Transportation Improvement Program (TIP); and

WHEREAS, any project that is considered regionally significant for air quality conformity purposes must go through the process to be included in the TPB's air quality conformity analysis for it to be eligible for inclusion in the MTP or TIP; and

WHEREAS, due to the August 1, 2026 application deadline, the final list of projects submitted may be a subset of the attached preliminary list, VDOT will provide the TPB with a list of projects that were submitted at the August 1, 2026 deadline, and VDOT will also provide TPB with the list of projects that were awarded funding.

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board supports submission of the Northern Virginia projects to the Commonwealth of Virginia SMART SCALE Project Prioritization Process as listed in the following attachment.

Adopted by the TPB Steering Committee at its meeting on Friday, June 5, 2026.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1221 East Broad Street
Richmond, Virginia 23219

May 28, 2026

The Honorable Neil Harris, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capital Street, N.E., Suite 300
Washington, DC 20002-4201

RE: Northern Virginia SMART SCALE application process – TPB resolution of support to apply for funding

Dear Chair Harris:

The Virginia Department of Transportation (VDOT) seeks the National Capital Region Transportation Planning Board's (TPB) approval of a resolution of support for the submission of Northern Virginia SMART SCALE projects that are not currently in the recently adopted Visualize 2050 Plan.

Virginia House Bill 2, signed by the Virginia Governor on April 6, 2014, and effective as of July 1, 2014, required the development of a prioritization process, now known as SMART SCALE, and directed the Commonwealth Transportation Board (CTB) to develop and use a performance-based scoring process for project selection. The purpose of SMART SCALE is to fund the right transportation projects through a prioritization process that evaluates each project's merits using key factors, including improvements to safety, congestion reduction, accessibility, land use, economic development, and the environment. The evaluation focuses on the degree to which a project addresses an identified problem or need relative to requested funding for the project. Once projects are scored and prioritized, the CTB has the best information possible to select the right projects for funding.

As part of the SMART SCALE prioritization process, Virginia law requires that Northern Virginia localities, agencies and public transportation providers that wish to submit projects for Virginia SMART SCALE funding must show that the project is included in or is exempt from inclusion in each Virginia Metropolitan Planning Organization's (MPO) Constrained Long Range Plan (CLRP) or, if the project is not in the an MPO's CLRP, it must have a resolution of support.

Hon. Harris
May 28, 2026
Page Two

There are several projects that Virginia TPB member jurisdictions wish to be considered for the SMART SCALE prioritization process, therefore the TPB, as the MPO representing Northern Virginia, is being asked to approve a resolution of support for projects that are not in the TPB's current long-range plan, Visualize2050. This resolution will not be an endorsement of a project, rather it will enable a project to be submitted for review. If the project is awarded with SMART SCALE funding, it will then re-enter the TPB process as a new project and will be evaluated accordingly as specified in the TPB Technical Solicitation Submission Guide. In addition, the first year of the awarded funding will be FY2030, therefore, there will be time for any project that gets funded to be included in Visualize 2050.

Enclosed are the list of 39 Northern Virginia's projects submitted as pre-applications for the Commonwealth of Virginia FY2028 SMART SCALE Project Prioritization Process. VDOT requests that the resolution of support be approved by the TPB Steering Committee at its June 5, 2026, meeting.

We appreciate your cooperation in this matter. Should you have any additional questions, please contact Regina Moore at (703) 963-5388 or via email at Regina.Moore@vdot.virginia.gov

Sincerely,

A handwritten signature in black ink, appearing to read "Bill Cuttler", with the word "for" written below it.

Bill Cuttler, P.E.
Northern Virginia District Engineer

Enclosure

Cc: Kim McCool P.E., PMP VDOT-NoVA
Rahul Trivedi, P.E. VDOT-NoVA
Xiao Cui, P.E., PMP VDOT-NoVA

**NORTHERN VIRGINIA PROJECTS SUBMITTED TO THE COMMONWEALTH OF VIRGINIA
2026 SMART SCALE PROJECT PRIORITIZATION PROCESS**

SMART SCALE PROJECT PROPOSALS NOT CURRENTLY INCLUDED IN THE VISUALIZE 2050 PLAN

Highway Projects (12)

- Langston Blvd at N. Lynn St / WB and EB I-66 Intersection Improvements Arlington County
- Route 7 / Route 601 Intersection Improvements Clark County**
- Braddock Road Phase II Fairfax County
- Roberts Parkway Improvements Fairfax County
- Route 50 Safety and Operational Improvements – Chantilly Fairfax County
- Route 15 Lucketts "bypass" Loudoun County
- N. Meade St over US 50 Roadway and Interchange Improvements Arlington County
- Franconia Road at Commerce Street Fairfax County
- South Van Dorn Street Improvements Fairfax County
- Route 7 at Battlefield Parkway Interchange Improvements Leesburg Town
- IIP - James Monroe Hwy & Lime Kiln Road Loudoun County
- IIP - Leesburg Pike Intersection Improvements Loudoun County

*** Note – A portion of this proposed project is located within the TPB boundary area*

Bicycle and Pedestrian Projects (13)

- Mt Vernon Ave Safety Improvements Alexandria City
- N. Glebe Rd at I-66 WB Off-Ramp Improvements Arlington County
- Braddock Road Shared Use Path Fairfax County
- Cedar Lane and Electric Avenue Intersection Improvement Fairfax County
- Newington Road Shared Use Path Fairfax County
- Route 236 Prosperity Avenue to Wakefield Chapel Road Fairfax County
- Telegraph Road Walkway Phase II Fairfax County
- Cascades Pkwy Bike & Ped (Church Rd to Victoria Station Dr) Loudoun County
- Cascades Pkwy Bike & Ped (Nokes Blvd to Woodshire Dr) Loudoun County
- STP - Consolidated Projects Group 4 Loudoun County
- Sudley Manor Drive Corridor Improvements Prince William County
- 21st Street Shared Use Path Phase 2 Purcellville Town
- Loudoun County Pkwy/Tall Cedars Pkwy Shared Use Paths Loudoun County

FOR INFORMATION ONLY

SMART SCALE PROJECT PROPOSALS ALREADY INCLUDED IN VISUALIZE 2050 PLAN

Highway Projects (10)

- Seven Corners Ring Road Phase 1 (T13556) Fairfax County
- Soapstone Road Extension/Dulles Toll Road Overpass (T6583) Fairfax County
- Route 15/Battlefield Parkway Interchange (CE3726) Leesburg Town
- Route 7 at Leesburg Bypass Interchange Improvements (CE3816) Leesburg Town
- Route 15 Lucketts Mini-Bypass (CE3608) Loudoun County
- Route 1 Widening Phase 1 (CE3859) Prince William County
- Old Bridge Rd and Rt 123 Intersection Improvements (CE3757) Prince William County
- University Blvd Extension (Devlin Rd to Wellington Rd) (T6695) Prince William County
- Van Buren Road North Extension (T8605) Prince William County
- Route 234 and Clover Hill Rd Intersection Improvements (CE3665) NVTA

Bicycle and Pedestrian Projects (3)

- King St -Bradlee Safety and Mobility Enhancements (CE3844) Alexandria City
- Dale Blvd/Rippon Blvd Corridor Improvements (CE3790) Prince William County
- Hoadly Road Corridor Improvements (CE3794) Prince William County

Rail Transit Projects (1)

- L'Enfant Station and Fourth Track Project (T11581) NVTC

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

RESOLUTION ON AN AMENDMENT TO THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT MEETS OR IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 26-10.1 (DDOT STIP) WHICH ADDS FUNDING AND REACTIVATES THE GEORGIA AVENUE NW MULTIMODAL ACCESS IMPROVEMENTS PROJECT AND ADDS FUNDING TO THE ANACOSTIA RIVER PEDESTRIAN AND BIKE CONNECTIVITY PROJECT 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 26-10.1 (DDOT STIP), which makes the following revisions:

- **T13591 – Georgia Avenue NW Multimodal Access Improvements: Eastern Avenue to Barry Place NW:** Moves from inactive to active and adds \$7,325,250 in S. 5339 and state funding for the construction (CON) phase of the project, revising the total project cost to \$8,575,250;
- **T13917 – Anacostia River Pedestrian and Bike Connectivity Project:** Adds \$19,939,250 in state funding for the preliminary engineering (PE) and construction (CON) phases of the project, revising the total project cost to \$20,264,250; 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 26-10.1 (DDOT STIP) creating the 10th 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, the **Georgia Avenue NW Multimodal Access Improvements: Eastern Avenue to Barry Place NW (T13591)** is included in the Air Quality Conformity Analysis of the National Capital Region Transportation Plan Visualize 2050 and the FY 2026-2029 TIP; 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 May 18, 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 26-010.1 (DDOT STIP), which

- **T13591 – Georgia Avenue NW Multimodal Access Improvements: Eastern Avenue to Barry Place NW:** Moves from inactive to active and adds \$7,325,250 in S. 5339 and state funding for the CON phase of the project, revising the total project cost to \$8,575,250;
- **T13917 – Anacostia River Pedestrian and Bike Connectivity Project:** Adds \$19,939,250 in state funding for the PE and CON phases of the project, revising the total project cost to \$20,264,250.

Adopted by the TPB Steering Committee at its meeting on Friday, June 5, 2026.

Government of the District of Columbia

Department of Transportation



May 18, 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
Georgia Ave NW Multimodal Access Improvements: Eastern Avenue to Barry Place NW	5339	T13591	\$8,575,250	2026	80/20	<ul style="list-style-type: none"> Add \$7,325,250(S. 5339) in CON in FY26
Anacostia River and Bike Connectivity Project	State (NM) STBG	T13917	\$20,264,250	2026 2027	80/20	<ul style="list-style-type: none"> Remove \$300,000 (Local NM) in Planning in FY26 Move \$25,000 (STBG) from PLANNING to PE in FY26 Add \$18,939,250 (State NM) in CON in FY27 Add \$1,000,000 (State NM) in PE in FY26

Georgia Ave NW Multimodal Access Improvements: Eastern Avenue to Barry Place NW (TIP ID – 13591)

This project was included in the air conformity analysis of Visualize 2050 and does not add additional capacity for motorized vehicles. These funds are to install bus priority and safety treatments along Georgia Ave NW in the District. This amendment is needed to utilize available formula funding from previous fiscal years, which will increase the total project cost from \$1,250,000 to \$8,575,250.

Anacostia River and Bike Connectivity Project

This project was included in the air conformity analysis of Visualize 2050 and does not add additional capacity for motorized vehicles. These funds will be used to provide a safe travel environment for pedestrians and bicycles along the Anacostia Riverwalk Trrail. This amendment is needed to reflect the

State Non-Match funds that are allocated for the project, which will increase the total project cost from \$325,000 to \$20,264,250.

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 June 5th 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,

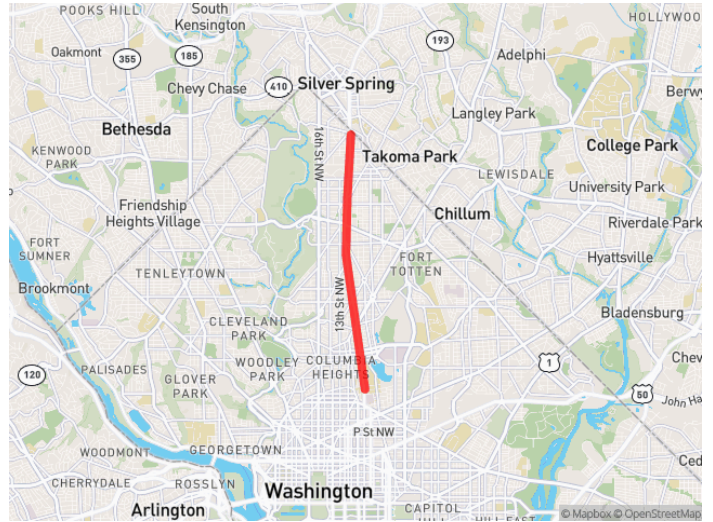
A handwritten signature in black ink, appearing to read 'Shirley Kwan-Hui', with a long horizontal flourish extending to the right.

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

T13591 - Georgia Ave NW Multimodal Access Improvements: Eastern Avenue to Barry Place NW

Bus priority and safety improvements on Georgia Ave NW. Full-time bus only lanes installed in the lane adjacent to the curb lane (offset) in both directions. Bicyclists can use bus lanes. Bus bulb-outs for in-lanes stops and bus stop rebalancing. Pedestrian safety improvements.

Plan Revision:	26-10.1 (DDOT STIP)
Record Type:	Discrete
Lead Agency:	District Department of Transportation
Project Type:	Bus/BRT - Capital/Expansion
Agency Project ID:	-
Facility:	Georgia Ave NW
From:	Eastern Ave NW
To:	Barry Pl NW
County:	Washington
Municipality:	District of Columbia
Estimated Completion Year:	2029
Total Cost:	\$8,575,250



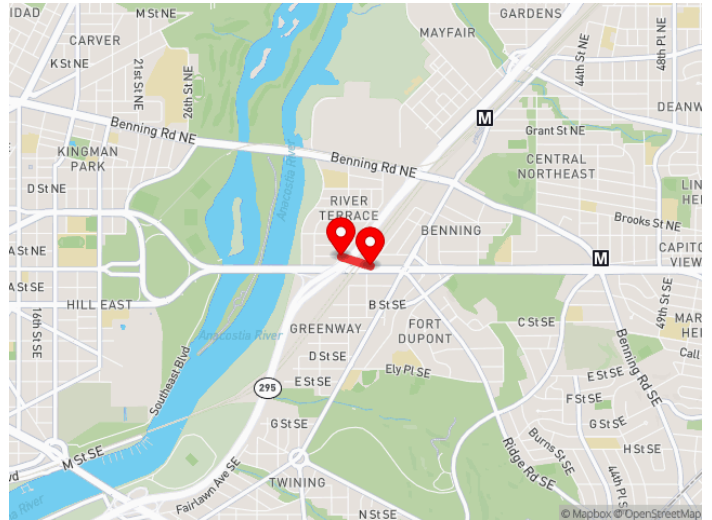
Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	DC/STATE	\$1,465,050	\$0	\$0	\$0	\$1,465,050
Construction	S. 5339	\$5,860,200	\$0	\$0	\$0	\$5,860,200
Total Construction		\$7,325,250	\$0	\$0	\$0	\$7,325,250
-	DC/STATE	\$0	\$0	\$0	\$0	\$0
-	S. 5339	\$0	\$0	\$0	\$0	\$0
TIP Total		\$7,325,250	\$0	\$0	\$0	\$7,325,250
Total Prior Costs		\$0	\$0	\$0	\$0	\$1,250,000
Total Programmed		\$7,325,250	\$0	\$0	\$0	\$8,575,250

Current Change Reason:	Schedule / Funding / Scope- Update Other
Project Changes:	Plan Revision Name changed from "26-00" to "26-10.1 (DDOT STIP)" Current Implementation Status changed from "Not In the TIP - Admin Use Only" to "Environmental Document/Pre-Design Phase (PAED)"
Funding Changes:	S. 5339 + Increase funds in FY 2026 in CON from \$0 to \$5,860,200 DC/STATE + Increase funds in FY 2026 in CON from \$0 to \$1,465,050
Federal Project Cost:	Increased from \$1,000,000 to \$6,860,200 (586.02%)
Total Project Cost:	Increased from \$1,250,000 to \$8,575,250 (586.02%)

T13917 - Anacostia River Pedestrian and Bike Connectivity Project

A new pedestrian and bicycle connection to the Anacostia River Trail (ART) from East Capitol Street starting at 35th Street NE over CSX and Interstate 295 (I-295) and terminating at Kenilworth Avenue NE.

Plan Revision:	26-10.1 (DDOT STIP)
Record Type:	Discrete
Lead Agency:	District Department of Transportation
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	-
Municipality:	District of Columbia
Estimated Completion Year:	2029
Total Cost:	\$20,264,250



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$5,000	\$0	\$0	\$0	\$5,000
Preliminary Engineering	State (NM)	\$1,300,000	\$0	\$0	\$0	\$1,300,000
Preliminary Engineering	STBG	\$20,000	\$0	\$0	\$0	\$20,000
Total Preliminary Engineering		\$1,325,000	\$0	\$0	\$0	\$1,325,000
Construction	State (NM)	\$0	\$18,939,250	\$0	\$0	\$18,939,250
Total Construction		\$0	\$18,939,250	\$0	\$0	\$18,939,250
TIP Total		\$1,325,000	\$18,939,250	\$0	\$0	\$20,264,250
Total Programmed		\$1,325,000	\$18,939,250	\$0	\$0	\$20,264,250

Current Change Reason:	Schedule / Funding / Scope- Update Other - Programming Update
Project Changes:	Plan Revision Name changed from "26-04.1 (DC)" to "26-10.1 (DDOT STIP)"
	<p>LOCAL (NM)</p> <ul style="list-style-type: none"> - Decrease funds in FY 2026 in PLANNING from \$300,000 to \$0
	<p>STBG</p> <ul style="list-style-type: none"> - Decrease funds in FY 2026 in PLANNING from \$20,000 to \$0 + Increase funds in FY 2026 in PE from \$0 to \$20,000
Funding Changes:	<p>DC/STATE</p> <ul style="list-style-type: none"> - Decrease funds in FY 2026 in PLANNING from \$5,000 to \$0 + Increase funds in FY 2026 in PE from \$0 to \$5,000 <p>State (NM)</p> <ul style="list-style-type: none"> + Increase funds in FY 2026 in PE from \$0 to \$300,000 + Increase funds in FY 2027 in CON from \$0 to \$18,939,250 + Increase funds in FY 2026 in PE from \$0 to \$1,000,000
Federal Project Cost:	Stays the same \$20,000
Total Project Cost:	Increased from \$325,000 to \$20,264,250 (6135.15%)

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
S. 5339	\$5,860,200	\$5,860,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STBG	\$20,000	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$5,880,200	\$5,880,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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

RESOLUTION ON AN AMENDMENT TO THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 26-10.1 (DDOT STIP) WHICH ADDS FUNDING TO SIX PROJECT GROUPINGS FOR BUS, BUS FACILITIES, AND PARATRANSIT, OPERATIONS AND BUSINESS SUPPORT, RAILCAR AND RAIL FACILITIES, RAIL SYSTEMS, STATION AND PASSENGER FACILITIES, AND TRACK AND STRUCTURES REHABILITATION AS REQUESTED BY THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)

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

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

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

WHEREAS, WMATA has requested an amendment to the FY 2026-2029 TIP to include TIP Action 26-10.1 (DDOT STIP), which makes the following revisions based on Metro's FY2027 budget:

- **T11589 – Bus, Bus Facilities and Paratransit:** Adds \$204,153,766 in Urbanized Area Formula Program (S.5307) funds, \$12,812,237 in Bus and Bus Facilities Formula Program (S.5339) funds, and \$54,241,500 in matching local funds in FY 2026. Revising the total project cost to \$1,841,233,346.
- **T11590 – Operations and Business Support:** Adds \$31,200,000 in Urbanized Area Formula Program (S.5307) funds, \$21,600,000 in State of Good Repair Program (S.5337-SGR) funds, and \$13,200,000 in matching local funds in FY 2026. Revising the total project cost to \$246,594,735.
- **T11585 – Railcars and Rail Facilities:** Adds \$17,200,000 in State of Good Repair Program (S.5337-SGR) funds and \$4,300,000 in matching local funds in FY 2026. Revising the total project cost to \$1,197,646,287.
- **T11586 – Rail Systems:** Adds \$3,225,742 in State of Good Repair Program (S.5337-SGR) funds and \$806,436 in matching local funds in FY 2026. Revising the total project cost to \$696,461,228.

- **T11588 – Station and Passenger Facilities:** Adds \$16,400,000 in Urbanized Area Formula Program (S.5307) funds, \$63,569,127 in State of Good Repair Program (S.5337-SGR) funds, and \$19,992,282 in matching local funds in FY 2026. Revising the total project cost to \$725,863,767.
- **T11587 – Track and Structures Rehabilitation:** Adds \$62,803,698 in State of Good Repair Program (S.5337-SGR) funds and \$15,700,924 in matching local funds in FY 2026. Revising the total project cost to \$663,946,963; 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 26-10.1 (DDOT STIP) creating the 10th 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 WMATA dated May 27, 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; and

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 26-10.1 (DDOT STIP), which makes the following revisions:

- **T11589 – Bus, Bus Facilities and Paratransit:** Adds \$204,153,766 in Urbanized Area Formula Program (S.5307) funds, \$12,812,237 in Bus and Bus Facilities Formula Program (S.5339) funds, and \$54,241,500 in matching local funds in FY 2026. Revising the total project cost to \$1,841,233,346.

- **T11590 – Operations and Business Support:** Adds \$31,200,000 in Urbanized Area Formula Program (S.5307) funds, \$21,600,000 in State of Good Repair Program (S.5337-SGR) funds, and \$13,200,000 in matching local funds in FY 2026. Revising the total project cost to \$246,594,735.
- **T11585 – Railcars and Rail Facilities:** Adds \$17,200,000 in State of Good Repair Program (S.5337-SGR) funds and \$4,300,000 in matching local funds in FY 2026. Revising the total project cost to \$1,197,646,287.
- **T11586 – Rail Systems:** Adds \$3,225,742 in State of Good Repair Program (S.5337-SGR) funds and \$806,436 in matching local funds in FY 2026. Revising the total project cost to \$696,461,228.
- **T11588 – Station and Passenger Facilities:** Adds \$16,400,000 in Urbanized Area Formula Program (S.5307) funds, \$63,569,127 in State of Good Repair Program (S.5337-SGR) funds, and \$19,992,282 in matching local funds in FY 2026. Revising the total project cost to \$725,863,767.
- **T11587 – Track and Structures Rehabilitation:** Adds \$62,803,698 in State of Good Repair Program (S.5337-SGR) funds and \$15,700,924 in matching local funds in FY 2026. Revising the total project cost to \$663,946,963.

Adopted by the TPB Steering Committee at its meeting on Friday, June 5, 2026.



**Washington Metropolitan
Area Transit Authority**

300 7th Street, SW
Washington, DC 20024
wmata.com

P 202.962.1234
E info@wmata.com

May 27, 2026

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

Dear Chairman Neil Harris:

Subject: WMATA TIP Amendment Request (26-10.1)

The Washington Metropolitan Area Transit Authority (WMATA) requests the Transportation Improvement Program (TIP) be amended (26-10.1) to support anticipated obligation and award of Formula funding from the Federal Transit Administration for Federal Fiscal FY2026. This request is consistent with WMATA’s FY2027 Budget adopted by the Board in April 2026. This action includes allocation of required matching funds. A summary of the changes is provided below.

PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	%CHANGE
ID T11585 - Railcars and Rail Facilities	\$1,176,146,287	\$1,197,646,287	\$21,500,000	+1.83%
ID T11586 - Rail Systems	\$692,429,050	\$696,461,228	\$4,032,178	+0.58%
ID T11587 - Track and Structures Rehabilitation	\$585,442,341	\$663,946,963	\$78,504,622	+13.41%
ID T11588 - Station and Passenger Facilities	\$625,902,358	\$725,863,767	\$99,961,409	+15.97%
ID T11589 - Bus, Bus Facilities and Paratransit	\$1,570,025,843	\$1,841,233,346	\$271,207,503	+17.27%
ID T11590 - Operations and Business Support	\$180,594,735	\$246,594,735	\$66,000,000	+36.55%

Funds programmed will support the continuation of major projects such as the Bladensburg and Northern Bus Garages, the bus replacement program, safety and security programs, ongoing preventive maintenance and rail yard improvements. The proposed amendment does not add additional capacity for motorized vehicles and does not require air quality conformity analysis.



WMATA hereby requests the Transportation Planning Board Steering Committee consider this amendment for approval at its June 5, 2026 Board meeting. Upon approval of the amendment WMATA will submit its request for inclusion in the District of Columbia's STIP. Thank you for your continued support of WMATA.

Sincerely,

Mr. Patrick Bailey
Director of Funds and Grants Management

cc: Marlk Philips, WMATA
Marci Malaster, WMATA

T11589 - Bus, Bus Facilities and Paratransit

This Project includes the purchase and replacement of buses, paratransit van fleet vehicles and associated equipment (e.g., security, fare boxes, bike racks, ADA, etc.). This Project includes fleet scheduled and preventive maintenance, rehabilitation and overhauls, and repairs. This project also includes the replacement/expansion, rehabilitation, or modernization of bus garages, maintenance, and related facilities. The Project may include bus planning and bus customer improvements.

Plan Revision:	26-10.1 (DDOT STIP)
Record Type:	Grouped
Lead Agency:	Washington Metropolitan Area Transit Authority
Project Type:	Bus/BRT - Maintenance
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	-
Municipality:	-
Estimated Completion Year:	2029
Total Cost:	\$1,841,233,346

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	CMAQ	\$4,006,470	\$4,225,616	\$2,408,016	\$4,905,646	\$15,545,748
Other	LOCAL	\$189,330,958	\$56,883,368	\$59,428,968	\$62,603,376	\$368,246,670
Other	S. 5307	\$560,103,181	\$210,000,000	\$220,000,000	\$230,000,000	\$1,220,103,181
Other	S. 5310	\$1,465,568	\$0	\$0	\$0	\$1,465,568
Other	S. 5339	\$37,426,237	\$13,307,854	\$15,307,854	\$15,507,854	\$81,549,799
Other	S. 5339 (C)	\$154,322,380	\$0	\$0	\$0	\$154,322,380
Total Other		\$946,654,794	\$284,416,838	\$297,144,838	\$313,016,876	\$1,841,233,346
TIP Total		\$946,654,794	\$284,416,838	\$297,144,838	\$313,016,876	\$1,841,233,346
Total Programmed		\$946,654,794	\$284,416,838	\$297,144,838	\$313,016,876	\$1,841,233,346

Current Change Reason:	Schedule / Funding / Scope- Update Programming Update
Project Changes:	Plan Revision Name changed from "26-05" to "26-10.1 (DDOT STIP)"
Funding Changes:	S. 5307 + Increase funds in FY 2026 in OTHER from \$0 to \$204,153,766 S. 5339 + Increase funds in FY 2026 in OTHER from \$0 to \$12,812,237 LOCAL + Increase funds in FY 2026 in OTHER from \$0 to \$3,203,059 + Increase funds in FY 2026 in OTHER from \$0 to \$51,038,441
Federal Project Cost:	Increased from \$1,256,020,673 to \$1,472,986,676 (17.27%)
Total Project Cost:	Increased from \$1,570,025,843 to \$1,841,233,346 (17.27%)

T11590 - Operations and Business Support

This Project includes activities which support overall systems operations including IT network software and infrastructure assets and investments, fire, life safety, and security improvements, Metro Transit Police Department (MTPD) operations, and the WMATA OIG operations. This Project also includes other non-revenue business operations such as the replacement or rehabilitation of support facilities (e.g., stations, yards, etc.) or non-revenue facilities, environmental compliance, revenue collection, and non-revenue service vehicles.

Plan Revision:	26-10.1 (DDOT STIP)
Record Type:	Grouped
Lead Agency:	Washington Metropolitan Area Transit Authority
Project Type:	Other
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	-
Municipality:	-
Estimated Completion Year:	2029
Total Cost:	\$246,594,735

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	LOCAL	\$42,568,947	\$6,250,000	\$6,250,000	\$6,250,000	\$61,318,947
Other	PRIIA	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$20,000,000
Other	S. 5307	\$44,144,000	\$0	\$0	\$0	\$44,144,000
Other	S. 5337-SGR	\$106,131,788	\$5,000,000	\$5,000,000	\$5,000,000	\$121,131,788
Total Other		\$197,844,735	\$16,250,000	\$16,250,000	\$16,250,000	\$246,594,735
TIP Total		\$197,844,735	\$16,250,000	\$16,250,000	\$16,250,000	\$246,594,735
Total Programmed		\$197,844,735	\$16,250,000	\$16,250,000	\$16,250,000	\$246,594,735

Current Change Reason:	Schedule / Funding / Scope- Update Programming Update
Project Changes:	Plan Revision Name changed from "26-00" to "26-10.1 (DDOT STIP)"
Funding Changes:	S. 5307 + Increase funds in FY 2026 in OTHER from \$0 to \$31,200,000 S. 5337-SGR + Increase funds in FY 2026 in OTHER from \$0 to \$21,600,000 LOCAL + Increase funds in FY 2026 in OTHER from \$0 to \$7,800,000 + Increase funds in FY 2026 in OTHER from \$0 to \$5,400,000
Federal Project Cost:	Increased from \$132,475,788 to \$185,275,788 (39.86%)
Total Project Cost:	Increased from \$180,594,735 to \$246,594,735 (36.55%)

T11585 - Railcars and Rail Facilities

This Project includes the replacement or expansion of the rail fleet, the scheduled and preventive maintenance, rehabilitation, and overhauls to maintain the rail fleet. This project also includes associated replacements and upgrades to the operating system needed to maintain the rail fleet and rail facilities. This project includes preventative maintenance, the rehabilitation, replacement, enhancements, and/or expansion of rail yards and associated rail facilities.

Plan Revision:	26-10.1 (DDOT STIP)
Record Type:	Grouped
Lead Agency:	Washington Metropolitan Area Transit Authority
Project Type:	Rail/Fixed Guideways - Capital/SGR
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	-
Municipality:	-
Estimated Completion Year:	2029
Total Cost:	\$1,197,646,287

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	LOCAL	\$100,154,257	\$80,625,000	\$82,375,000	\$84,375,000	\$347,529,257
Other	PRIIA	\$45,000,000	\$45,000,000	\$45,000,000	\$45,000,000	\$180,000,000
Other	S. 5337-SGR	\$220,617,030	\$142,500,000	\$149,500,000	\$157,500,000	\$670,117,030
Total Other		\$365,771,287	\$268,125,000	\$276,875,000	\$286,875,000	\$1,197,646,287
TIP Total		\$365,771,287	\$268,125,000	\$276,875,000	\$286,875,000	\$1,197,646,287
Total Programmed		\$365,771,287	\$268,125,000	\$276,875,000	\$286,875,000	\$1,197,646,287

Current Change Reason:	Schedule / Funding / Scope- Update Programming Update
Project Changes:	Plan Revision Name changed from "26-07" to "26-10.1 (DDOT STIP)"
Funding Changes:	S. 5337-SGR + Increase funds in FY 2026 in OTHER from \$20,400,000 to \$37,600,000
	LOCAL + Increase funds in FY 2026 in OTHER from \$5,100,000 to \$9,400,000
Federal Project Cost:	Increased from \$832,917,030 to \$850,117,030 (2.07%)
Total Project Cost:	Increased from \$1,176,146,287 to \$1,197,646,287 (1.83%)

T11586 - Rail Systems

This Project includes rail system preventive maintenance, rehabilitation, and/or replacement including rail support equipment, radios/signals and communications, power supply, and propulsion to maintain a State of Good Repair.

Plan Revision:	26-10.1 (DDOT STIP)
Record Type:	Grouped
Lead Agency:	Washington Metropolitan Area Transit Authority
Project Type:	Rail/Fixed Guideways - Capital/SGR
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	-
Municipality:	-
Estimated Completion Year:	2029
Total Cost:	\$696,461,228

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	LOCAL	\$84,092,245	\$76,000,000	\$76,000,000	\$76,000,000	\$312,092,245
Other	PRIIA	\$60,000,000	\$76,000,000	\$76,000,000	\$76,000,000	\$288,000,000
Other	S. 5307	\$4,800,000	\$0	\$0	\$0	\$4,800,000
Other	S. 5337-SGR	\$91,568,983	\$0	\$0	\$0	\$91,568,983
Total Other		\$240,461,228	\$152,000,000	\$152,000,000	\$152,000,000	\$696,461,228
TIP Total		\$240,461,228	\$152,000,000	\$152,000,000	\$152,000,000	\$696,461,228
Total Programmed		\$240,461,228	\$152,000,000	\$152,000,000	\$152,000,000	\$696,461,228

Current Change Reason:	Schedule / Funding / Scope- Update Programming Update
Project Changes:	Plan Revision Name changed from "26-07" to "26-10.1 (DDOT STIP)"
Funding Changes:	S. 5337-SGR + Increase funds in FY 2026 in OTHER from \$4,774,258 to \$8,000,000
	LOCAL + Increase funds in FY 2026 in OTHER from \$1,193,564 to \$2,000,000
Federal Project Cost:	Increased from \$381,143,241 to \$384,368,983 (0.85%)
Total Project Cost:	Increased from \$692,429,050 to \$696,461,228 (0.58%)

T11588 - Station and Passenger Facilities

This Project includes the replacement, repair, preventive maintenance and/or rehabilitation and modernization of bus and rail passenger stations and facilities to maintain a state of good repair. This includes facility/station elevators and escalators, parking facilities, station and passenger facilities, and safety improvements (e.g., canopies, shelters, lighting, cooling, bus stops/loops and shelters, bicycle and pedestrian facilities, fare collection and management, and corridor service improvements).

Plan Revision:	26-10.1 (DDOT STIP)
Record Type:	Grouped
Lead Agency:	Washington Metropolitan Area Transit Authority
Project Type:	Other
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	-
Municipality:	-
Estimated Completion Year:	2029
Total Cost:	\$725,863,767

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	LOCAL	\$155,522,753	\$16,750,000	\$16,750,000	\$18,250,000	\$207,272,753
Other	PRIIA	\$79,500,000	\$8,000,000	\$8,000,000	\$8,000,000	\$103,500,000
Other	S. 5307	\$95,549,272	\$20,000,000	\$20,000,000	\$20,000,000	\$155,549,272
Other	S. 5337-SGR	\$208,541,742	\$15,000,000	\$15,000,000	\$21,000,000	\$259,541,742
Total Other		\$539,113,767	\$59,750,000	\$59,750,000	\$67,250,000	\$725,863,767
TIP Total		\$539,113,767	\$59,750,000	\$59,750,000	\$67,250,000	\$725,863,767
Total Programmed		\$539,113,767	\$59,750,000	\$59,750,000	\$67,250,000	\$725,863,767

Current Change Reason:	Schedule / Funding / Scope- Update Programming Update
Project Changes:	Plan Revision Name changed from "26-07" to "26-10.1 (DDOT STIP)"
Funding Changes:	S. 5307 + Increase funds in FY 2026 in OTHER from \$0 to \$16,400,000 S. 5337-SGR + Increase funds in FY 2026 in OTHER from \$26,619,973 to \$90,189,100 LOCAL + Increase funds in FY 2026 in OTHER from \$6,654,993 to \$22,547,275 + Increase funds in FY 2026 in OTHER from \$0 to \$4,100,000
Federal Project Cost:	Increased from \$438,621,887 to \$518,591,014 (18.23%)
Total Project Cost:	Increased from \$625,902,358 to \$725,863,767 (15.97%)

T11587 - Track and Structures Rehabilitation

This Project includes systemwide rail track preventive maintenance and the rehabilitation, repair, or replacement of track and rail structural infrastructure (e.g., pedestrian and track, ariel structures, tunnels, bridges, etc.). This includes rail system rehabilitation or replacement to vent shafts, air ducts, tunnels, tunnel liners, and other areas in the system to maintain state of good repair and safe operations.

Plan Revision:	26-10.1 (DDOT STIP)
Record Type:	Grouped
Lead Agency:	Washington Metropolitan Area Transit Authority
Project Type:	Rail/Fixed Guideways - Maintenance
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	-
Municipality:	-
Estimated Completion Year:	2029
Total Cost:	\$663,946,963

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	LOCAL	\$49,384,392	\$35,685,000	\$37,035,000	\$38,285,000	\$160,389,392
Other	PRIIA	\$4,000,000	\$14,000,000	\$14,000,000	\$14,000,000	\$46,000,000
Other	S. 5337-SGR	\$181,537,571	\$86,740,000	\$92,140,000	\$97,140,000	\$457,557,571
Total Other		\$234,921,963	\$136,425,000	\$143,175,000	\$149,425,000	\$663,946,963
TIP Total		\$234,921,963	\$136,425,000	\$143,175,000	\$149,425,000	\$663,946,963
Total Programmed		\$234,921,963	\$136,425,000	\$143,175,000	\$149,425,000	\$663,946,963

Current Change Reason:	Schedule / Funding / Scope- Update Programming Update
Project Changes:	Plan Revision Name changed from "26-07" to "26-10.1 (DDOT STIP)"
Funding Changes:	S. 5337-SGR + Increase funds in FY 2026 in OTHER from \$39,595,047 to \$102,398,745
	LOCAL + Increase funds in FY 2026 in OTHER from \$9,898,762 to \$25,599,686
Federal Project Cost:	Increased from \$440,753,873 to \$503,557,571 (14.25%)
Total Project Cost:	Increased from \$585,442,341 to \$663,946,963 (13.41%)

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)
 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
CMAQ	\$4,006,470	\$4,006,470	\$0	\$4,225,616	\$4,225,616	\$0	\$2,408,016	\$2,408,016	\$0	\$4,905,646	\$4,905,646	\$0
PRIIA	\$193,500,000	\$193,500,000	\$0	\$148,000,000	\$148,000,000	\$0	\$148,000,000	\$148,000,000	\$0	\$148,000,000	\$148,000,000	\$0
S. 5307	\$704,596,453	\$704,596,453	\$0	\$230,000,000	\$230,000,000	\$0	\$240,000,000	\$240,000,000	\$0	\$250,000,000	\$250,000,000	\$0
S. 5310	\$1,465,568	\$1,465,568	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S. 5337-SGR	\$808,397,114	\$808,397,114	\$0	\$249,240,000	\$249,240,000	\$0	\$261,640,000	\$261,640,000	\$0	\$280,640,000	\$280,640,000	\$0
S. 5339	\$37,426,237	\$37,426,237	\$0	\$13,307,854	\$13,307,854	\$0	\$15,307,854	\$15,307,854	\$0	\$15,507,854	\$15,507,854	\$0
S. 5339 (C)	\$154,322,380	\$154,322,380	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$1,903,714,222	\$1,903,714,222	\$0	\$644,773,470	\$644,773,470	\$0	\$667,355,870	\$667,355,870	\$0	\$699,053,500	\$699,053,500	\$0



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: June 11, 2026

The attached letters were sent/received since the last TPB meeting.



National Capital Region
Transportation Planning Board

May 21, 2026

The Honorable Sean Duffy
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590-0001

Re: FY 2026 Safe Streets and Road for All (SS4A) Planning and Demonstration Grant for the Washington Metropolitan Area Transit Authority to develop a Transportation Safety Action Plan

Dear Secretary Duffy:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for a request by Washington Metropolitan Area Transit Authority (WMATA), known as Metro, for federal funding through the FY26 Safe Streets and Road for All (SS4A) Planning and Demonstration Grant program.

The grant funding will be used to develop *Safe Routes to Metro: A Regional Action Plan*. The Action Plan would focus on improving traffic safety for people accessing Metro, regardless of mode, across the region. Using a data-driven approach, the project would analyze fatal and serious injury crash trends near Metro Rail stations and High-Frequency Network Metro Bus stops, identify priority corridors and station areas, and develop actionable safety strategies that Metro and its local partners can advance through capital programs and future grant applications.

Traffic safety is a serious issue for Metro customers; previous analysis found that 30% of the region's pedestrian and bicycle crashes took place within a half-mile buffer of Metro Rail stations, and five station areas account for 25% of station area pedestrian and bicycle crashes systemwide. This planning effort will advance Metro's Strategic Transformation Plan safety goals and would also position Metro and its partners to deliver safety improvements identified through the Action Plan.

The proposed effort is consistent with regional transportation and safety priorities advanced by the TPB and as identified in the Washington region's metropolitan transportation plan, Visualize 2050. These investments will support the region's broader goals of improving transportation safety, expanding multimodal accessibility, and advancing implementation of proven safety countermeasures and will provide benefits to the region's residents and visitors.

The TPB requests your favorable consideration of this request by Metro. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

A handwritten signature in black ink that reads "Neil Harris".

Neil Harris
Chair, National Capital Region Transportation Planning Board

Cc: Tom Webster, Chief Strategy, Planning and Performance Officer, WMATA



National Capital Region
Transportation Planning Board

May 26, 2026

The Honorable Sean Duffy
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590-0001

Re: FY 2026 Safe Streets and Road for All (SS4A) Grant for the Fairfax County, Virginia Regional Emergency AI Coordination & Traffic Safety System (REACTS) Project

Dear Secretary Duffy:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for a request by Fairfax County, Virginia, for federal funding through the FY26 Safe Streets and Road for All (SS4A) Grant program.

The grant funding will be used to further develop REACTS, integrating Advanced Automatic Collision Notification (AACN) telematics, AI-enabled dispatch, Drone-as-First-Responder (DFR) technology, enhanced GIS platforms, and resilient operations infrastructure to address the full crash lifecycle—prevention, detection, response, coordination, and recovery. The Regional Emergency AI Coordination & Traffic Safety System (REACTS) uses current street-level traffic data on near-misses coupled with other data to implement communications programs and resource deployment strategies that can positively impact driving behavior and reduce accidents, within a scalable operational framework capable of replication across metropolitan regions nationwide.

The proposed effort is consistent with regional transportation and safety priorities advanced by the TPB and as identified in the Washington region's metropolitan transportation plan, Visualize 2050. These investments will support the region's broader goals of improving transportation safety and advancing implementation of safety countermeasures and will provide benefits to the region's residents and visitors.

The TPB requests your favorable consideration of this request by Fairfax County. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

A handwritten signature in black ink that reads "Neil Harris".

Neil Harris
Chair, National Capital Region Transportation Planning Board

Cc: Steve McMurrer, Fairfax County Information Systems Division
Gregg Steverson, Director, Fairfax County Department of Transportation



National Capital Region
Transportation Planning Board

June 3, 2026

The Honorable Sean Duffy
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590-0001

Re: FY 2025-2026 Railroad Crossing Elimination (Crossing Safely) Grant Program Application by Prince William County, VA for the U.S. Route 15 Railroad Overpass Improvements Project

Dear Secretary Duffy:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for a request by Prince William County, Virginia for federal funding through the FY 2025-2026 Railroad Crossing Elimination (Crossing Safely) Grant Program for funding for the U.S. Route 15 Railroad Overpass Improvements Project.

The project will improve safety and mobility along a critical segment of U.S. Route 15, located north of U.S. Route 29 and immediately south of U.S. Route 55 and Interstate 66. The project includes construction of a grade-separated railroad crossing, roadway improvements, pedestrian accommodations, and enhanced access management to improve connectivity for motorists, freight movement, pedestrians, and bicyclists. By eliminating an at-grade rail crossing conflict, the project will significantly enhance roadway and rail safety, reduce crash incidents and train operations delays, and improve the overall reliability of regional travel and freight movement.

The project is consistent with regional transportation and safety priorities advanced by the TPB and as identified in the Washington region's metropolitan transportation plan, Visualize 2050. The completed project will improve multimodal safety, enhance freight and passenger transportation reliability, strengthen regional connectivity, and support the efficient movement of people and goods throughout the National Capital Region. The project also advances regional safety initiatives aligned with Vision Zero principles and advances the long-term transportation planning goals identified in Visualize 2050.

The TPB requests your favorable consideration of this request by Prince William County. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

A handwritten signature in black ink that reads "Neil Harris".

Neil Harris
Chair, National Capital Region Transportation Planning Board

Cc: Ms. Meagan Landis, Policy and Programming Manager, Prince William County



National Capital Region
Transportation Planning Board

June 5, 2026

The Honorable Sean Duffy
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590-0001

Re: FY 2025-2026 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant Program Application by Prince William County, VA for the U.S. Route 15 Railroad Overpass Improvements Project

Dear Secretary Duffy:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for a request by Prince William County, Virginia for federal funding through the FY 2025-2026 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant Program for funding for the U.S. Route 15 Railroad Overpass Improvements Project.

The project will improve safety, mobility, and rail-related transportation reliability along a critical segment of U.S. Route 15, located north of U.S. Route 29 and immediately south of U.S. Route 55 and Interstate 66. The project includes construction of a grade-separated railroad crossing, roadway improvements, pedestrian accommodations, and enhanced multimodal connectivity designed to eliminate conflicts between roadway users and rail operations while improving access and circulation throughout the corridor.

The project is consistent with regional transportation and safety priorities advanced by the TPB and as identified in the Washington region's metropolitan transportation plan, Visualize 2050. The completed project will improve multimodal safety, enhance freight and passenger transportation reliability, strengthen regional connectivity, and support the efficient movement of people and goods throughout the National Capital Region. The project also supports broader regional and state efforts to improve rail system performance and resiliency while advancing long-term transportation planning goals identified in Visualize 2050.

The TPB requests your favorable consideration of this request by Prince William County. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

A handwritten signature in black ink that reads "Neil Harris".

Neil Harris
Chair, National Capital Region Transportation Planning Board

Cc: Ms. Meagan Landis, Policy and Programming Manager, Prince William County



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: June 11, 2026

The attached documents provide updates on activities that are not included as separate items on the TPB agenda.



FY26 SS4A Grant

V2X DC: Vehicle to Everything (V2X) Reference Deployment to Advance Vulnerable Road User Safety in Washington, D.C.

Submitted by: Metropolitan Washington Council of Governments (MWCOG) on behalf of the National Capital Region Transportation Planning Board (TPB)

Project Overview and Safety Context

Executive Summary: The National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington region, in partnership with the District Department of Transportation (DDOT), is requesting \$3.22 M in FY26 Safe Streets and Roads for All (SS4A) Demonstration Grant funding for the V2X DC: Vehicle to Everything (V2X) Reference Deployment to Advance Vulnerable Road User Safety (Project) in Washington, D.C., herein referred to as DC. The Project will deploy micromobility (two-wheeled vehicles such as bicycles, scooters, e-bikes, etc.) and vehicle-mounted alerting devices and roadside units for data collection purposes at selected high-risk corridors to test network-based Vehicle-to-Network (V2N) communications and direct Vehicle-to-Everything (V2X) messaging to demonstrate and evaluate their potential to improve safety for vulnerable road users.

If successful, the Metropolitan Washington Council of Governments (MWCOG) will be TPB's administrative and fiscal agent in administering the grant funding. The TPB/MWCOG team will utilize the demonstration project to produce a concise set of deployments, evaluation, and implementation lessons that can inform future connected safety applications across the metropolitan area and United States.

Action Plan Connection: The Project aligns with [DDOT's Vision Zero and Safe System](#) priorities by targeting locations where bicyclists face elevated risk from turning movements, constrained visibility, and access conflicts, and by testing proactive technology-based countermeasures that can reduce the likelihood and severity of crashes involving vulnerable road users. The Project directly advances implementation of the District's original [Vision Zero Plan](#) and [2022 Update](#) by testing technology-enabled countermeasures at high-injury corridors and conflict locations identified through DDOT's data-driven [Safe System Approach](#). The demonstration activities will generate site-specific evidence on roadway risk, user behavior, and countermeasure effectiveness to inform the Action Plan's safety analysis, strategy selection, and implementation priorities and identify scalable, evidence-based strategies that improve safety for all road users.

Safety Need: The Project's corridors show a concentrated micromobility safety need at locations where turning vehicles, constrained sightlines, and access activity create recurring conflict risk. The proposed four corridors have experienced 995 injury crashes, including two (2) fatal and 147 incapacitating injury crashes between 2011 and 2026 pulled from the DDOT crash dashboard. These conditions support a targeted demonstration focused on high-risk urban conflict points where proactive warnings may reduce severe outcomes involving vulnerable road users.

Technology Pilot Experience: The Project aligns with concurrent technology pilots in DC that are advancing real-time, data-driven safety solutions. The [US Ignite AVO Zone Challenge](#) is monitoring interactions between emerging vehicle technologies and other road users, while the [ITS America M Street Pilot](#) tests digital infrastructure and ITS solutions to address multimodal safety risks. Together, these efforts reinforce the value of layered safety approaches. The Project adds a complementary user-level component by deploying direct micromobility-vehicle alerting at conflict points, strengthening the overall safety ecosystem.

Jurisdiction Profile and High-Injury Network: DC is a dense, multimodal urban jurisdiction with frequent intersections, curb access points, transit, and micromobility travel in close proximity. DDOT's [High Injury Network \(HIN\)](#) and micromobility priority network make the DC area an



appropriate setting for a micromobility-focused safety technology pilot due to its micromobility demand and serious-crash risk overlap.

Location-Specific: The Project’s corridors are part of or directly connected to DDOT’s bicycle priority network and include facilities intended to support low-stress micromobility travel. The following table provides a list of the four (4) proposed corridors. Maps of the Project area are also attached.

Table 1. Project Corridors

Corridor	Bicycle Facilities	Injuries/Fatalities
I St SE (I St SE to Potomac Ave SE)	Bicycle Access Corridor	94 injury crashes
I St SE (4th St SE to 7th St SW)	Protected Bicycle Lanes	367 injury crashes
M St SE (10th St SE to S Capitol St SW)	Bicycle Access Corridor	436 injury crashes, 2 fatalities
New Jersey Ave SE (H St SE to Tingey Sq SE)	Protected Bicycle Lanes	98 injury crashes

Demonstration Activities/Pilot Project

The Demonstration Activities will include site selection and field validation; final deployment design; procurement, installation, testing, and operation of roadside, vehicle, and micromobility alerting equipment; establishment of data governance and privacy protocols; participant recruitment and onboarding; baseline data collection; system monitoring and maintenance; post-deployment analysis and evaluation; and preparation of findings and recommendations to inform Action Plan development, implementation, and future safety investments.

TPB/MWCOG and DDOT will implement a temporary, pilot-scale connected micromobility-vehicle alerting demonstration at selected high-risk corridors and access points identified through corridor crash patterns, DDOT’s High Injury Network, the bicycle priority network, and field confirmation of conflict conditions. The pilot will test both network-based V2N communications and direct V2X alerts to assess the safety value of each approach in real-world operating conditions. The project also involves private sector participation (WSP, Audi of America, General Motors, Spoke Safety, and Qualcomm among others) who wish to demonstrate the effectiveness in DC and show the potential of scaling beyond DC.

The demonstration will recruit participating bicyclists, shared micromobility users where feasible, and DDOT fleet or other participating vehicles consistent with the pilot design. Participants will be equipped with the user-facing applications, devices, or in-vehicle interfaces needed to receive alerts. The pilot is intended to be limited in scale and duration to evaluate feasibility, operational performance, and potential safety benefits before broader deployment is considered

Evaluation Approach

Evaluation Design: Compare baseline conditions, V2N-enabled operations, and direct V2X-enabled operations to assess safety effects and the incremental value of layered connected warnings.

Privacy/Data Governance: Minimize and protect sensitive information by using privacy-by-design data handling (limited data collection, encryption where applicable, access controls, retention limits, and de-identified reporting to the maximum extent feasible).





Surrogate Safety Measures: Time-to-collision and post-encroachment time; frequency and severity of vehicle–bicyclist conflicts; unsafe passing distance (where measurable); hard braking/rapid deceleration events; and near-miss rates by crash typology.

Data Sources & Analytics: Device logs, vehicle telemetry (as available), roadside sensing, and cloud-based risk data will be integrated to evaluate changes in conflicts, driver response, and system performance across pilot phases.

Behavioral & Operational Metrics: Changes in approach speed near bicyclists; yielding and gap-acceptance behavior; and driver response rates to V2N versus direct V2X messages.

System Performance Metrics: Message latency and delivery reliability; device/roadside unit (RSU) uptime; data completeness; and interoperability across participating device types and fleets.

Schedule

The following table provides the tentative schedule for the Project.

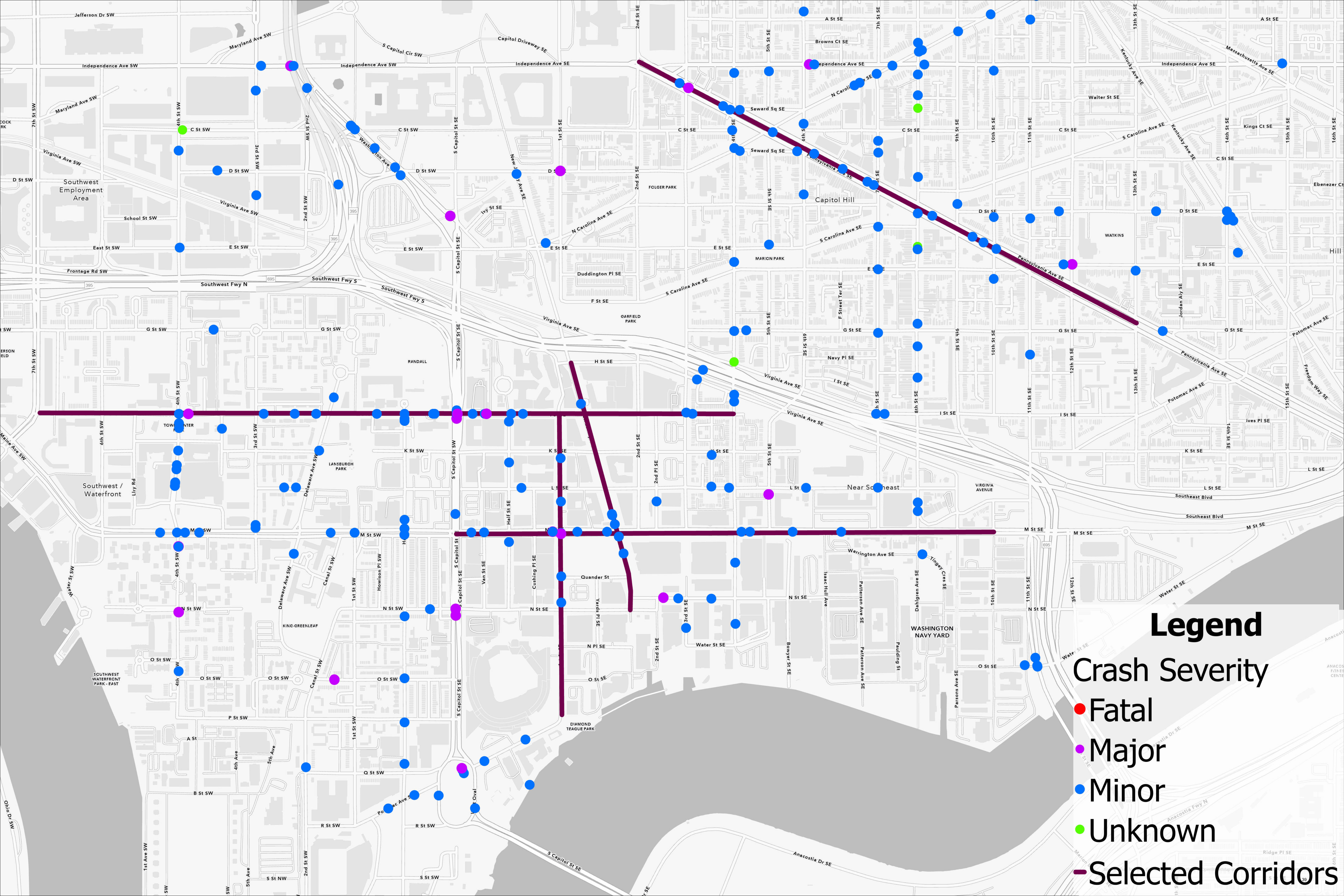
Table 1. Project Schedule

Milestone/Activity	Project Period
Confirm Pilot Sites, Finalize Deployment Design, & Establish Data Governance Procedures	Months 1 - 3
Baseline Data Collection & Participant Recruitment/Onboarding	Months 4 – 6
Active Deployment & Field Operation	Months 7 – 12
Post-Deployment Analysis	Months 13 - 15
Integrate Lessons Learned into Action Plan Implementation & Complete Final Reporting	Months 16 - 18

Stakeholder Engagement and Coordination

Engagement will focus on validating candidate conflict locations, coordinating deployment logistics, recruiting participants, and incorporating community insight on how bicycle facilities, turning movements, and access conditions affect perceived and observed safety. Participant recruitment will be designed to reach riders and vehicle operators who reflect the operating conditions and user types represented in the pilot area. TPB/MWCOG and DDOT will coordinate targeted outreach through community-based bicycling and safety organizations, employer and commuter networks, bicycle and micromobility partners, DDOT-supported communications channels, and direct engagement near candidate corridors to recruit volunteer participants. Recruitment will include outreach to bike commuters who regularly travel through the pilot area; bikeshare and scooter-share companies to engage users and, where feasible, support participation by shared micromobility riders; delivery partners and fleets such as Amazon DSPs, USPS, UPS, FedEx, and other urban delivery operators whose vehicles frequently navigate turning movements and curb access conditions along the study corridors; and DDOT fleet divisions whose vehicles may be equipped to participate in the demonstration. This broader recruitment approach will help ensure the pilot captures interactions among bicyclists, micromobility users, fleet vehicles, and urban delivery operators in the types of real-world conditions the demonstration is intended to address.





Legend

Crash Severity

- Fatal
- Major
- Minor
- Unknown

— Selected Corridors



National Capital Region
Transportation Planning Board

May 22, 2026

The Honorable Sean Duffy
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: FY 2026 SS4A TPB/MWCOG Connected Bicycle-Vehicle Alerting Demonstration

Dear Secretary Duffy:

On behalf of the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington region, we are pleased to formally submit this FY 2026 Safe Streets and Roads for All (SS4A) Planning and Demonstration Grant application, in partnership with the District Department of Transportation (DDOT), for the **V2X DC: Vehicle to Everything (V2X) Reference Deployment to Advance Vulnerable Road User Safety (Project) in Washington, D.C.** TPB is committed to participating as the lead applicant with the Metropolitan Washington Council of Governments (MWCOG) serving as TPB's administrative and fiscal agent in administering the grant funding.

TPB has identified roadway safety and the protection of vulnerable road users as a top policy priority and TPB/MWCOG staff currently lead a robust program of safety planning, analysis, technical assistance, and coordination across the entire region. The TPB/MWCOG team will utilize the demonstration to produce a concise set of deployments, evaluation, and implementation lessons that can inform future connected safety applications across the metropolitan area and guide future policy and investment. This application reflects strong interjurisdictional coordination and the unique capacity of TPB/MWCOG to convene transportation, public safety, and community partners across the region.

On May 1st, the TPB Steering Committee adopted the attached resolution SR31-2026 approving the submission of FY 2026 grant application for a connected bicycle-vehicle demonstration project in the District of Columbia to protect vulnerable riders under the federal SS4A program. The resolution notes that this proposed project will have regional benefits and that a successful demonstration of this technology can be applied in the future to other parts of the region.

We appreciate the opportunity to collaborate with DDOT and the broader project team to advance the U.S. DOT's Safe System Approach and improve safety outcomes for vulnerable road users. If you have any questions regarding this commitment, please contact me at 202-962-3257 or by email at ksrikanth@mwkog.org.

Sincerely,

A handwritten signature in green ink that reads "Kanti Srikanth" with "K.S." written below it.

Mr. Kanti Srikanth
Executive Director, TPB

Attachment

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS

777 NORTH CAPITOL STREET NE, SUITE 300, WASHINGTON, DC 20002 MWCOG.ORG/TPB (202) 962-3200

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

**RESOLUTION APPROVING THE SUBMISSION OF A SS4A APPLICATION FOR CONNECTED
VEHICLE DEMONSTRATION PROJECT IN THE DISTRICT OF COLUMBIA**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the Infrastructure Investment and Jobs Act (IIJA) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the safety of all users is a core goal of the TPB that, in July 2020, adopted Resolution R3-2021 establishing a policy on roadway safety that reaffirms road user safety as a top priority; and

WHEREAS, TPB's recent assessments of regional roadway safety performance have shown that the region is not meeting its targets for reducing fatalities and serious injuries on the region's roadways; and

WHEREAS, the Secretary of Transportation, United States Department of Transportation, is authorized to make grants for transportation projects; and

WHEREAS, the Safe Streets and Roads for All (SS4A) Grant Program FY 2026 Notice of Funding Opportunity (NOFO) is funded to award up to \$993,488,194 for FY 2026 grants, with \$687,809,874 available for Implementation Grants and \$305,678,320 for Planning and Demonstration Grants to be awarded by the United States Department of Transportation for federal fiscal year 2026; and

WHEREAS, funds for the SS4A Grant Program are to be awarded on a competitive basis to support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians, bicyclists, public transportation, personal conveyance, micro mobility users, motorists, and commercial vehicle operators; and

WHEREAS, the SS4A grant program provides federal funds to eligible applicants for supplemental planning and demonstration projects that include pilots of new technology; and

WHEREAS, the SS4A grant program is eligible to Metropolitan Planning Organizations (MPOs) and local governments but does not allow applications from state DOTs such as the District Department of Transportation (DDOT); and

WHEREAS, the TPB staff have collaborated with DDOT and private industry partners to develop a demonstration project proposal to design, deploy, and evaluate the use of Vehicle-to-everything (V2X) connected vehicle technology to alert drivers about the general presence of bicyclists in the vicinity of the vehicle and provide critical safety information to drivers to prevent collisions and to improve the safety of cyclists and other riders of micromobility devices; and

WHEREAS, the project will have regional benefits given that the travelers on the District of Columbia roads are often not District residents and that a successful demonstration of this technology can be applied in the future to other parts of the region; and

WHEREAS, grant applications to the federal SS4A program are due by May 26, 2026.

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board approves the submission of a FY 2026 grant application for a connected vehicle demonstration project in the District of Columbia to protect vulnerable riders under the federal SS4A program, subject to staff being able to reach acceptable arrangements on the role, responsibility and resources for TPB staff to administer the project and fulfill its obligations as a federal grant recipient.

Adopted by the TPB Steering Committee at its meeting on Friday, May 1, 2026.

Government of the District of Columbia

Department of Transportation



May 26, 2026

US Department of Transportation
Office of the Secretary of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: Safe Streets and Roads for All Grant (SS4A) for the V2X DC: Vehicle to Everything (V2X) Reference Deployment to Advance Vulnerable Road User Safety in Washington, D.C. project

Dear Secretary Duffy:

I am writing to establish the understanding between the District Department of Transportation (DDOT) and the National Capital Region Transportation Planning Board (TPB) for the **V2X DC: Vehicle to Everything (V2X) Reference Deployment to Advance Vulnerable Road User Safety in Washington, D.C. project**. As the agency responsible for the planning, design, construction, and maintenance of the District's roadway network, DDOT recognizes the significance of this initiative and is committed to supporting its successful implementation.

The District of Columbia adopted its first Vision Zero action plan in 2015 and released an updated plan in 2022. Through this commitment, the District Department of Transportation has made safety our number one priority and has launched an effort to implement safety improvements on every corridor in the District's High-Injury Network (HIN).

The proposed project will evaluate multimodal traffic sensing technologies, particularly those that enhance the detection and protection of vulnerable road users, and identify pathways to translate these innovations into practical, deployable safety solutions. Through real-world demonstrations, the project will generate strong, evidence-based insights into the effectiveness and feasibility of advanced sensing and V2X applications from three critical perspectives: network-level safety, vehicle safety, and vulnerable road user safety. These findings will not only validate the technologies' safety benefits but also highlight actionable strategies and countermeasures that can be readily replicated and scaled across Washington, DC, and throughout the greater Washington metropolitan area.

If successful, the TPB will act as the grant recipient and Metropolitan Washington Council of Governments (MwCOG), acting as TPB's administrative agent, will administer the grant including payments to DDOT and other contractors for eligible project activities. DDOT will serve as a technical partner in all phases of the project to ensure successful delivery. TPB will

engage a private industry partner to lead the technological and operational aspects of the demonstration project.

DDOT will also provide the necessary financial and other reporting documentation to TPB to meet the federal requirements of the SS4A grant implementation. The specifics of this relationship will be established by a formal agreement between DDOT and TPB once an award is made.

Thank you for your consideration of the V2X DC: Vehicle to Everything (V2X) Reference Deployment to Advance Vulnerable Road User Safety in Washington, D.C. project for the SS4A grant.

Sincerely,

A handwritten signature in black ink, appearing to read 'Sharon Kershbaum', with a long horizontal flourish extending to the right.

Sharon Kershbaum

Director, District Department of Transportation



May 21, 2026

The Honorable Sean Duffy
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Safe Streets and Roads for All Grant (SS4A) for the V2X DC: Vehicle to Everything (V2X) Reference Deployment to Advance Vulnerable Road User safety in Washington, D.C.

Dear Secretary Duffy,

WSP is pleased to provide this Letter of Commitment in support of the Metropolitan Washington Council of Governments (MWCOG)/Transportation Planning Board (TPB) FY 2026 Safe Streets and Roads for All (SS4A) Planning and Demonstration Grant application, submitted in partnership with the District Department of Transportation (DDOT), for the V2X DC: Vehicle to Everything (V2X) Reference Deployment to Advance Vulnerable Road User Safety in Washington D.C. WSP is committed to participating as a project partner and to expertise, and coordination support as described below to help deploy and evaluate a scalable connected safety demonstration that reduces bicyclist, scooter and motorist conflicts in complex urban environments

Once the award is made, WSP will work on a Memorandum of Agreement with MWCOG/TCB. While the specifics of his relationship will be formalized at that time, in general WSP will conduct project management, planning and design of the concept, deployment of the pilot demonstration and evaluation of its effectiveness. WSP will be lead and coordinate the industry partners needed to carry out the demonstration project. Additionally, WSP will ensure compliance with 2 CRF 200 and other grant requirements such as reporting.

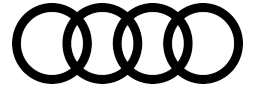
WSP has the managerial and technical skillset and relevant skillset necessary experience to contribute to the project's success. We appreciate the opportunity to collaborate with MWCOG, DDOT, and the broader project team to advance the U.S. DOT's Safe System Approach and improve safety outcomes for vulnerable road users.

If you have any questions regarding this commitment, please contact me at jag.mallela@wsp.com, 1-202-661-5317.

Sincerely,

Yours sincerely,

Jagannath Mallela
Senior Vice President
WSP USA, Inc



Audi of America, Inc. • 1950 Opportunity Way • Reston, VA 20190

Brad Stertz
Director
External Affairs
+1 703-344-1320
brad.stertz@audi.com

May 6, 2026

The Honorable Sean Duffy
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: FY 2026 SS4A Letter of Commitment for MWCOG's Connected Bicycle-Vehicle Alerting Demonstration

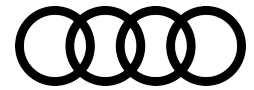
Audi of America
1950 Opportunity Way
Reston, VA 20190
+1 703 364 7000
www.audiusa.com

Dear Secretary Duffy,

On behalf of Volkswagen Group of America, Inc., I am pleased to provide this Letter of Commitment in support of the Metropolitan Washington Council of Governments (MWCOG) FY 2026 Safe Streets and Roads for All (SS4A) Planning and Demonstration Grant application, submitted in partnership with the District Department of Transportation (DDOT), for the **Connected Bicycle-Vehicle Alerting Demonstration** in Washington, DC. Volkswagen Group and its Audi brand are committed to participating as a project partner and to contributing resources, expertise, and coordination support as described below to help deploy and evaluate a scalable connected safety demonstration that reduces bicyclist, scooter and motorist conflicts in complex urban environments

Partner Commitments and Contributions

- **Role in the demonstration:** Serve as vehicle and application partner to support the design, integration, deployment, and evaluation of connected bicycle-vehicle alerting capabilities.
- **Technical resources:** Provide access to or support for vehicle integration and communications interoperability needed for V2N awareness messaging and/or direct V2X (5.9 GHz ITS) communications in safety-critical scenarios.
- **Vehicle participation:** Provide 1 participating vehicle(s) for data collection and reference deployment validation purposes, plus support for a second Audi vehicle on loan to a participating partner.
- **Data and evaluation support:** Support the projects evaluation plan by providing appropriate system logs, performance information, and user feedback mechanisms, consistent with the projects privacy and data governance requirements and any applicable corporate policies.
- **Project coordination:** Participate in project management meetings, technical working sessions, and demonstration planning activities; designate a



primary technical point of contact and an alternate; and collaborate on implementation planning and risk management.

We appreciate the opportunity to collaborate with MWCOG, DDOT, and the broader project team to advance the U.S. DOT's Safe System Approach and improve safety outcomes for vulnerable road users. If you have any questions regarding this commitment, please contact Brad Stertz, Director, External Affairs, Audi/ VW Group at +1 703-344-1320 and brad.stertz@audi.com.

Sincerely,

A handwritten signature in black ink that reads "BRAD STERTZ".

Brad Stertz



Re: Support for Protecting the VRU with V2X Deployment Framework

To Whom It May Concern,

Blue Jay Transit Inc dba Bird (Bird) is pleased to express its support for the proposed initiative currently being explored in collaboration with industry stakeholders and the U.S. Department of Transportation to evaluate the real-world safety impacts of Network- and Direct- Vehicle-to-Everything (V2X) communications.

As a leading provider of micromobility solutions serving millions of riders in urban environments, Bird is deeply aligned with efforts that seek to improve the safety, confidence, and operational awareness of vulnerable road users (VRUs). The proposed scope's focus on:

- Evaluating the comparative effectiveness of Network and Direct V2X communication technologies and approaches
- Measuring both objective safety outcomes with surrogate metrics
- Assessing user perception and behavioral impact

This represents an important step toward accelerating scalable safety solutions for mixed-mode transportation ecosystems.

We believe that advancing interoperable safety technologies that enhance interaction between vehicles and micromobility riders aligns strongly with our long-term commitment to rider safety, city partnerships, and responsible system integration within the broader transportation network.

Based on our understanding of the concept currently under development, we are supportive of continued exploration of this initiative and its potential to generate actionable insights that could inform adoption and scalable deployment strategies across the industry.

Subject to final program structure, scope, and partnership decisions, Bird would be open to exploring potential avenues for participation in future phases of this effort.

We appreciate the collaborative leadership demonstrated by the proposing organizations and recognize the importance of convening a cross-sector ecosystem to address VRU safety challenges at scale.

Sincerely,

A handwritten signature in black ink, appearing to read "John Lankford".

John Lankford
Blue Jay Transit, Inc. dba Bird
Senior Director, Government Partnerships



May 12, 2026

**The Honorable Secretary Duffy
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590**

Re: FY 2026 SS4A Letter of Commitment for MWCOG's Connected Bicycle-Vehicle Alerting Demonstration

Dear Secretary Duffy,

On behalf of General Motors LLC (GM), I am pleased to provide this Letter of Commitment in support of the Metropolitan Washington Council of Governments (MWCOG) FY 2026 Safe Streets and Roads for All (SS4A) Planning and Demonstration Grant application, submitted in partnership with the District Department of Transportation (DDOT), for the **Connected Bicycle-Vehicle Alerting Demonstration** in Washington, DC. GM is committed to participating as a project partner and to contributing resources, expertise, and coordination support as described below to help deploy and evaluate a scalable connected safety demonstration that reduces bicyclist, scooter and motorist conflicts in complex urban environments.

Were the team selected for an award, GM plans to focus on integrating connected vehicles with roadside infrastructure to enhance system capabilities and lay the groundwork for future safety and mobility applications.

GM activities under the project include:

- **Demonstration vehicle:** Develop and build one vehicle with integrated connectivity platform and cyclist safety applications including HMI to be used for application and system performance assessment and demonstration in the deployed environment to support product deployment readiness.
- Develop in-vehicle software (applications and HMI) that can receive and process the communicated information from the deployed area and bicycles.
- Provide engineering and technical support in collaboration with the project team to develop systems specifications, test procedures and conduct compliance testing to ensure that the V2X deployments comply with the minimum



performance requirements of vehicular applications planned for the day one vehicle product deployments.

- **Data and evaluation support:** Support the projects evaluation plan by providing appropriate system logs, performance information, and user feedback mechanisms, consistent with the projects privacy and data governance requirements and any applicable corporate policies.

GM's commitment is contingent upon MWCOG receiving an award and successful negotiation of terms and conditions of a project agreement. GM appreciates the opportunity to collaborate with MWCOG, DDOT, and the broader project team to advance the U.S. DOT's Safe System Approach and improve safety outcomes for vulnerable road users.

Sincerely,

Dr. Alon Capua
Director, Connected Experience and Agentic Systems Research
General Motors Research & Development

A handwritten signature in black ink that reads 'Alon Capua' in a cursive script.



Spoke Corporation USA
201 Columbine Street, Suite 150
Denver, CO 80206

www.spokesafety.com

May 18, 2026
The Honorable Sean Duffy
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

cc: WSP USA, Dr. Nithin Agarwal WSP PM

Re: Spoke Safety, Inc., Letter of Commitment - Washington Council of Governments (MWCOG) FY 2026 Safe Streets and Roads for All (SS4A) Planning and Demonstration Grant application, submitted in partnership with the District Department of Transportation (DDOT), for the Connected Bicycle-Vehicle Alerting Demonstration in Washington, DC.

Dear Mr. Duffy,

On behalf of Spoke Safety, Inc., I am pleased to provide this Letter of Commitment in support of the Metropolitan Washington Council of Governments (MWCOG) FY 2026 Safe Streets and Roads for All (SS4A) Planning and Demonstration Grant application, submitted in partnership with the District Department of Transportation (DDOT), for the Connected Bicycle-Vehicle Alerting Demonstration in Washington, DC. Spoke Safety, Inc. is committed to participating as a project partner and to contributing resources, expertise, and coordination support as described below to help deploy and evaluate a scalable connected safety demonstration that reduces bicyclist, scooter and motorist conflicts in complex urban environments.

Partner Commitments and Contributions

Role in the demonstration: Serve as technology provider of On-board Units for bicycles, scooters and vehicles, provide licenses to Spoke VRU2X network and direct system communications with Spoke HUB, connection to RSU's and infrastructure and licenses to the Spoke Hub access portal for data to support the design, integration, deployment, and evaluation of connected bicycle-vehicle alerting capabilities.

SS4A Non-Federal Match:

- **Construction of custom application and human machine interface (HMI)** (implementation specific to the MWCOG / DDOT SS4A Federal Grant and its Participants). This application and HMI will be provided for both (Spoke VUE™ and Connect™) or (Non-Spoke) OBU/RSU hardware. **Including: Rider App Specification and Approach, Fleet Integration App Approach, and Portal for Agency Network Operating Center.**
- **VRU2X™ Network-Direct-Digital Infrastructure:** Software Licenses, HUB Portal Access, SS4A software licenses, testing validation and support for all project devices both (Spoke VUE™ and Connect™) or (3rd party) OBU/RSU hardware to the **Spoke Proprietary, Patented and Patent Pending VRU2X™ software platform** including the Spoke HUB.
- **Supporting Mounting Installation Hardware** of OBU's on bicycles, scooters, vehicles and integration with RSU's and infrastructure.

These relevant developments and services constitute **\$507,500** of commercial value.

SS4A Federal Request:

- **Equipment and support: 50 Total OBU units** (15 Cyclist OBUs, 15 Scooter OBUs, 20 Vehicle OBU's) and integration and support for devices, **VRU2X software including the Spoke HUB and SS4A custom human machine interface (HMI)** and support for recruitment, **installation and validation of OBU's on bicycles, scooters, vehicles and integration with RSU's and infrastructure.**
- **Technical resources:** Provide access, integration and support for On-board Units, software, API's and access to Spoke HUB portal V2N awareness messaging and/or direct V2X (5.9 GHz ITS) communications in safety-critical scenarios.
- **Vehicle participation:** Provide one (1) pre-production demonstration vehicle to showcase the driver in-vehicle experience
- **Data and evaluation support:** Support the projects evaluation plan by providing appropriate system logs, performance information, and user feedback mechanisms, consistent with the projects privacy and data governance requirements and any applicable corporate policies.
- **Project coordination:** Participate in project management meetings, technical working sessions, and demonstration planning activities; designate a primary technical point of contact and an alternate; and collaborate on implementation planning and risk management.

These equipment, development, products and services constitute **\$1,495,600** of commercial value.

Implementation Total:

- In-Kind Contribution (Non-Federal Match): **\$507,500** (25.34%)
- SS4A Federal Request: **\$1,495,600** (74.66%)
- Total Project: **\$2,003,100** (100%)

SS4A Efficacy: the combined In-Kind Contribution and Federal Request deliver the network, direct, and digital infrastructure necessary to prove efficacy and supports the Connected Awareness on DDOT's Network, serving as the basis for national deployment.

We appreciate the opportunity to collaborate with MWCOG / DDOT, and the broader project team to advance the U.S. DOT's Safe System Approach and improve safety outcomes for vulnerable road users. If you have any questions regarding this commitment, please contact Reid Sigety, Chief Strategy Officer, Spoke Safety, Inc., (720) 296-7220, reid.sigety@spokesafety.com.

Sincerely,



R. Reid Sigety
Chief Strategy Officer
Spoke Safety, Inc.



Re: Support for Protecting the VRU with V2X Deployment Framework

To Whom It May Concern,

Veo is pleased to express its support for the proposed initiative currently being explored in collaboration with industry stakeholders and the U.S. Department of Transportation to evaluate the real-world safety impacts of Network- and Direct- Vehicle-to-Everything (V2X) communications.

As a leading operator of shared bicycle and scooter systems serving millions of riders in cities and towns across the United States, VEO is deeply aligned with efforts that seek to improve the safety, confidence, and operational awareness of vulnerable road users (VRUs). The proposed scope’s focuses on:

- Evaluating the comparative effectiveness of Network and Direct V2X communication technologies and approaches
- Measuring both objective safety outcomes with surrogate metrics
- Assessing user perception and behavioral impact represents an important step toward accelerating scalable safety solutions for mixed-mode transportation ecosystems.

Advancing interoperable safety technologies that enhance interaction between vehicles and micromobility riders aligns strongly with our long-term commitment to rider safety, city partnerships, and responsible system integration within the broader transportation network.

Based on our understanding of the concept currently under development, we are supportive of continued exploration of this initiative and its potential to generate actionable insights that could inform adoption and scalable deployment strategies across the industry.

Subject to final program structure, scope, and partnership decisions, Veo would be open to exploring potential avenues for participation in future phases of this effort.

We appreciate the collaborative leadership demonstrated by the proposing organizations and recognize the importance of convening a cross-sector ecosystem to address VRU safety challenges at scale.

Sincerely,

Alex Keating
Vice President, Policy and Partnerships
Veo



May 20, 2026

The Honorable Sean Duffy
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: FY 2026 SS4A Letter of Support for MWCOG/DDOT's Planning and
Demonstration Grant Application; Connected Bicycle–Vehicle Alerting
Demonstration

Dear Secretary Duffy,

On behalf of the Washington Area Bicyclist Association (WABA), I am writing in support of the Metropolitan Washington Council of Governments' (MWCOG) FY 2026 Safe Streets and Roads for All (SS4A) Planning and Demonstration Grant application, submitted in partnership with the District Department of Transportation (DDOT). This effort seeks federal support to deploy and evaluate a connected bicycle–vehicle alerting demonstration to reduce bicyclist–motorist conflicts at complex urban environments in Washington, DC.

This proposed demonstration project advances U.S. DOT's Safe System Approach by improving situational awareness, road safety, and traffic efficiency by designing for human mistakes, prioritizing the protection of vulnerable road users, and using measurable safety outcomes to guide future policy and investment. As the regional membership organization for bicyclists, we are all too aware of the risks that people on bikes face from dangerous interactions with drivers in Washington, DC's busy streets, particularly where sightlines are constrained and decision time is limited—conditions under which drivers can endanger people walking and biking through right-hook/left-hook turning conflicts, turning encroachments into bicycle space, and unexpected bicycle approach at complex locations.

The project's focus on better understanding these high-risk interaction points also aligns with the District's Vision Zero priorities and provides an opportunity to reduce serious injuries and fatalities while generating transferable lessons for peer jurisdictions.



MWCOG and DDOT’s proposed layered, evidence-based approach progresses from network-based vehicle-to-network (V2N) awareness messaging to direct V2X (5.9 GHz ITS) communications for safety-critical, crash-imminent scenarios. Importantly, the project will produce a replicable approach including site selection criteria, performance measures (e.g., surrogate safety measures such as time-to-collision and post-encroachment time), deployment considerations, and an implementation playbook that other member agencies of the Metropolitan Planning Organization can apply to accelerate Safe System outcomes. WABA encourages the project team to evaluate the impact of the project on changes to vehicle miles traveled to better understand the broader impact of the technology.

This application reflects strong interjurisdictional coordination and leverages the experience and capacity of MWCOG to convene transportation, public safety, and community partners across the region. The demonstration’s commitment to responsible privacy and data governance (including limited data collection, de-identification to the maximum extent feasible, retention limits, and access controls) will help ensure the project can be implemented effectively and serve as a model for future connected safety deployments. By focusing on conflict-prone locations and engaging stakeholders this effort also supports safety outcomes for all road users, especially vulnerable road users.

For these reasons, WABA supports MWCOG’s grant application and respectfully encourages the U.S. Department of Transportation to give it full consideration. Thank you for your continued leadership and commitment to improving roadway safety nationwide.

Sincerely,

Elizabeth Kiker
Executive Director
Washington Area Bicyclist Association
Washington, DC

Friday, May 22, 2026

The Honorable Sean Duffy
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: FY2026 SS4A Letter of Support for the MWCOG Planning and Demonstration Grant
Application for Connected Bicycle–Vehicle Alerting Demonstration

Dear Secretary Duffy,

On behalf of the [Intelligent Transportation Society of America](#) (ITS America), I am writing in strong support of the Metropolitan Washington Council of Governments (MWCOG) FY 2026 Safe Streets and Roads for All (SS4A) Planning and Demonstration Grant application, submitted in partnership with the District Department of Transportation (DDOT). This effort seeks federal support to deploy and evaluate a connected bicycle–vehicle alerting demonstration that reduces bicyclist–motorist conflicts at complex urban environments in Washington, DC. This brings together several great partners in the road safety technology space, including active ITS America members DDOT, Spoke Safety, and Audi, to apply technology as a layer of protection through the Safe System Approach.

We applaud this SS4A demonstration project bringing together proven vehicle-to-everything (V2X) road safety technologies to improved attentiveness and awareness of vulnerable road users to help prevent a crash from occurring and finetune the widespread use of V2X for vulnerable road users in the DC region. We feel this demonstration project bring together another exciting [M Street Road Safety Technology Reverse Pitch And Pilot](#) that ITS America is currently lead and where ITS America is based in the Navy Yard neighborhood across from USDOT.

In a dense, multimodal street network like our city and region, bicyclists face heightened risk, particularly where sightlines are constrained and decision time is limited—conditions that can contribute to right-hook/left-hook turning conflicts, turning encroachments into bicycle space, and unexpected bicycle approach at complex locations. The project focus

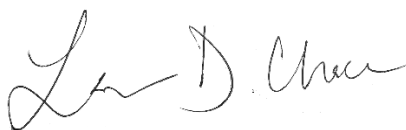
on these high-risk interaction points aligns with the District’s Vision Zero priorities and provides an opportunity to reduce serious injuries and fatalities while generating transferable lessons for peer jurisdictions.

MWCOG with DDOT propose a layered, evidence-based approach that progresses from network-based vehicle-to-network (V2N) awareness messaging to direct V2X (5.9 GHz ITS) communications for safety-critical, crash-imminent scenarios. The demonstration will integrate a cloud-based digital safety platform with bicycle- and vehicle-mounted components and roadside detection systems at selected conflict locations, supported by structured before/after evaluation. Importantly, the project will produce a replicable approach including site selection criteria, performance measures (e.g., surrogate safety measures such as time-to-collision and post-encroachment time), deployment considerations, and an implementation playbook that other regional member agencies can apply to accelerate improving road safety.

This application reflects strong interjurisdictional coordination and the unique capacity of MWCOG to convene transportation, public safety, and community partners across the region. The demonstration’s commitment to responsible privacy and data governance (including limited data collection, de-identification to the maximum extent feasible, retention limits, and access controls) will help ensure the project can be implemented effectively and serve as a model for future connected safety deployments. By focusing on conflict-prone locations and engaging stakeholders this effort also supports safety outcomes for all road users.

For these reasons, ITS America strongly supports this MWCOG grant application and respectfully encourages the United States Department of Transportation (U.S. DOT) to give it full consideration. Thank you for your continued leadership and commitment to improving roadway safety nationwide.

Regards,



Laura D. Chace
President and CEO
ITS America