

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

777 North Capitol Street, N.E.

Washington, D.C. 20002

**RESOLUTION TO AMEND THE FY 2026 UNIFIED PLANNING WORK PROGRAM (UPWP)
TO REVISE THE BUDGET**

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

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

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

WHEREAS, the FY 2026 UPWP for the Washington Metropolitan Area was approved by the TPB on March 19, 2025 and was approved by USDOT on June 17, 2025; and

WHEREAS, revised available funding information was provided by the Virginia Department of Rail and Public Transportation after the TPB approved the FY 2026 UPWP, and

WHEREAS, the preliminary indirect and overhead cost rates assumed in the FY 2026 UPWP approved by the TPB were subsequently updated and approved by FTA, and

WHEREAS, staff revised the total UPWP budget and activities accordingly.

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board amends the FY 2026 UPWP to increase the total budget/activities by \$42,118, as described in the attachment.

UNIFIED PLANNING WORK PROGRAM

FY 2026

Unified Planning Work Program (UPWP) for Transportation Planning for the Washington Metropolitan Region for FY 2026

Approved March 2025

DRAFT TO BE AMENDED JULY 2025

Table 1: Revenue - FY 2026 TPB Proposed Funding by Federal, State, and Local Sources
(July 1, 2025, to June 30, 2026)

	FTA SECT 5303	FHWA PL FUNDS	FHWA PL FUNDS	OTHER CASP & SPR	
	80% FED & 20% STATE/ LOCAL	80% FED & 20% STATE/ LOCAL	SAFE & ACCESSIBLE TRANSP. OPTIONS SET-ASIDE ¹	CASP 90% FAA & 10% LOCAL SPR 80% FHWA & 20% LOCAL	TOTALS
DDOT ALLOCATIONS					
NEW FY 2026	\$873,312	\$3,028,279	\$77,648		\$3,979,239
PRIOR UNEXPENDED	\$267,234	\$1,037,742	\$0		\$1,304,976
CARRYOVER FY 2025	\$80,418	\$309,340	\$0		\$389,758
SUBTOTAL – DC	\$1,220,964	\$4,375,361	\$77,648		\$5,673,973
MDOT ALLOCATIONS					
NEW FY 2026	\$1,936,376	\$5,378,304	\$137,689		\$7,452,369
PRIOR UNEXPENDED	\$798,561	\$1,876,058	\$0		\$2,674,619
CARRYOVER FY 2025	\$204,326	\$560,093	\$0		\$764,419
SUBTOTAL – MD	\$2,939,263	\$7,814,455	\$137,689		\$10,891,407
VDRPT & VDOT ALLOCATIONS					
NEW FY 2026	\$1,815,860	\$4,734,884	\$121,407		\$6,672,151
PRIOR UNEXPENDED	\$679,118	\$1,844,285	\$0		\$2,523,403
CARRYOVER FY 2025	\$180,192	\$465,632	\$0		\$645,823
SUBTOTAL – VA	\$2,675,170	\$7,044,800	\$121,407		\$9,841,377
TOTAL FHWA/FTA FUNDING ALLOCATIONS					
NEW FY 2026	\$4,625,548	\$13,141,466	\$336,744		\$18,103,759
PRIOR UNEXPENDED	\$1,744,913	\$4,758,085	\$0		\$6,502,998
CARRYOVER FY 2025	\$464,936	\$1,335,064	\$0		\$1,800,000
SUBTOTAL – FHWA-FTA	\$6,835,397	\$19,234,616	\$336,744		\$26,406,756
TOTAL BASIC UPWP	\$6,835,397	\$19,234,616	\$336,744		\$26,406,756
FAA - CASP PROGRAM				\$584,793	\$584,793
State Planning & Research (SPR)				\$248,000	\$248,000
GRAND TOTAL UPWP	\$6,835,397	\$19,234,616		\$832,793	\$27,239,549

1. The November 15, 2021 Infrastructure Investment and Jobs Act (a.k.a. Bipartisan Infrastructure Law) requires each MPO to use at least 2.5% of its PL funds (under 23 U.S.C. 505) on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities.
2. "New FY2026" funding amounts are yet to be confirmed by the DOTs and are likely to change.
3. "Prior Unexpended" funding amounts are from FY 2024 UPWP and are yet to be confirmed by funding agencies and may change.
4. "Carryover FY2025 funds" are funds budgeted for Core and Technical Assistance work program activities in FY 2025 UPWP are not anticipated to be spent in FY 2025. As such, these funds will be carried over to the FY 2026 UPWP and used to perform Core program and Technical Assistance activities.

Table 2: FY 2026 UPWP Expenditures

WORK ACTIVITY	FY 2026 TOTAL COST ESTIMATE
CORE PROGRAMS	
1. Long-Range Transportation Planning	\$1,921,628
2. Transportation Improvement Program	\$723,377
3. Multimodal Planning	\$3,625,639
4. Public Participation	\$748,137
5. Travel Forecasting	\$3,781,835
6. Mobile Emissions and Emissions Reduction Planning	\$3,348,133
7. Transportation Research and Data Programs	\$7,000,947
8. Regional Land Use and Transportation Planning Coordination	\$1,205,181
9. Mobility and Enhancement Programs (EM, TLC, TAP, RSP)	\$807,498
10. TPB Management and Support	\$1,652,699
Sub-total: Core Program	\$24,815,077
TECHNICAL ASSISTANCE	
A. District of Columbia	\$302,828
B. Maryland	\$537,830
C. Virginia	\$473,488
D. Public Transportation (D.C./MD/VA Combined)	\$277,533
Sub-total: Technical Assistance Program	\$1,591,680
Total - Basic UPWP	\$26,406,756
OTHER TPB PROGRAMS	
1. Continuous Airport System Planning (CASP) ¹	\$584,793
2. State Planning & Research Program (For DDOT) ²	\$248,000
Sub-total: CASP and SPR	\$832,793
GRAND TOTAL UPWP	\$27,239,549
<ol style="list-style-type: none"> 1. CASP work activities are based on anticipated FAA grants to conduct airport ground access planning as part of the CASP program. 2. SPR program activities are funded through a separate grant from the District of Columbia's Department of Transportation to assist in DDOT's HPMS program. 	

Table 3: TPB FY 2026 Work Program by Funding Sources

UPWP - Work Activity	COG Labor Cost		Total	COG Labor	Supplemental		Total Labor	Total	Direct Costs (Implementation)			Total Prgrm.	Grand
	DTP	Other	COG	Fringe	Labor		& Fringe	Indirect	Computers, Data	Studies Programs	Other Costs	(Implmntn.) Direct Cost	Total Cost
	Staff	Staff	Staff	Cost	Interns	Temps	Cost	Cost					
CORE PROGRAMS													
1. Long-Range Transportation Planning	\$697,472	\$0	\$697,472	\$181,622	\$0	\$0	\$879,094	\$471,634	\$5,000	\$539,000	\$26,900	\$570,900	\$1,921,628
2. Transportation Improvement Program	\$231,011	\$0	\$231,011	\$60,155	\$0	\$0	\$291,166	\$156,211	\$255,000	\$0	\$21,000	\$276,000	\$723,377
3. Multimodal Planning	\$1,199,582	\$40,055	\$1,239,638	\$322,802	\$0	\$0	\$1,562,439	\$838,249	\$7,500	\$1,100,585	\$116,866	\$1,224,951	\$3,625,639
4. Public Participation	\$209,716	\$0	\$209,716	\$54,610	\$0	\$0	\$264,326	\$141,811	\$2,000	\$220,000	\$120,000	\$342,000	\$748,137
5. Travel Forecasting	\$1,256,237	\$0	\$1,256,237	\$327,124	\$0	\$0	\$1,583,362	\$849,474	\$536,000	\$650,000	\$163,000	\$1,349,000	\$3,781,835
6. Mobile Emissions	\$1,256,142	\$115,400	\$1,371,541	\$357,149	\$0	\$0	\$1,728,690	\$927,442	\$142,000	\$390,000	\$160,000	\$692,000	\$3,348,133
7. Transportation Research and Data Programs	\$1,288,826	\$0	\$1,288,826	\$335,610	\$0	\$0	\$1,624,436	\$871,510	\$1,315,000	\$3,125,000	\$65,000	\$4,505,000	\$7,000,947
8. Regional Land Use and Transportation Planning Coordination	\$126,875	\$304,386	\$431,261	\$112,300	\$0	\$0	\$543,561	\$291,620	\$75,000	\$200,000	\$95,000	\$370,000	\$1,205,181
9. Mobility Enhancement Programs	\$141,107	\$0	\$141,107	\$36,744	\$20,000	\$0	\$197,851	\$106,147	\$1,000	\$480,000	\$22,500	\$503,500	\$807,498
10. TPB Support and Management	\$526,574		\$526,574	\$137,120	\$20,000	\$0	\$683,694	\$366,802	\$2,500	\$350,936	\$248,767	\$602,203	\$1,652,699
UPWP Core Program Total	\$6,933,543	\$459,840	\$7,393,383	\$1,925,237	\$40,000	\$0	\$9,358,620	\$5,020,900	\$2,341,000	\$7,055,521	\$1,039,033	\$10,435,554	\$24,815,077
TECHNICAL ASSISTANCE PROGRAM													
A. District of Columbia	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$262,828	\$302,828	\$302,828
B. Maryland	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$495,000	\$42,830	\$537,830	\$537,830
C. Virginia	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$370,000	\$103,488	\$473,488	\$473,488
D. Public Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000	\$27,533	\$277,533	\$277,533
Technical Assistance Program Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,155,000	\$436,680	\$1,591,680	\$1,591,680
Total Basic Program	\$6,933,543	\$459,840	\$7,393,383	\$1,925,237	\$40,000	\$0	\$9,358,620	\$5,020,900	\$2,341,000	\$8,210,521	\$1,475,713	\$12,027,234	\$26,406,756
OTHER PROGRAMS													
Continuous Air Systems Planning	\$141,809	\$0	\$141,809	\$36,927	\$0	\$0	\$178,736	\$95,892	\$0	\$300,000	\$10,165	\$310,165	\$584,793
State Planning & Research Program (DC)	\$81,349	\$0	\$81,349	\$21,183	\$0	\$0	\$102,532	\$55,009	\$0	\$90,459	\$0	\$90,459	\$248,000
GRAND TOTAL	\$7,156,701	\$459,840	\$7,616,541	\$1,983,347	\$40,000	\$0	\$9,639,888	\$5,171,800	\$2,341,000	\$8,600,980	\$1,485,878	\$12,427,857	\$27,239,549



MEMORANDUM

TO: TPB Steering Committee
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: FY 2026 UPWP Amendment to Adjust the Budget to Match Available/Confirmed Federal and State Funding and Newly Approved Indirect Rate
DATE: July 2, 2025

The Transportation Planning Board (TPB) approved the FY 2026 Unified Planning Work Program (UPWP) on March 19, 2025. USDOT approved the FY 2026 UPWP on May 28, 2025. Since the TPB approved the UPWP, the Virginia Department of Rail and Public Transportation (DRPT) provided new available funding information and has asked that the UPWP be amended to reflect the available funding. In addition, the Federal Transit Agency approved new indirect overhead and cost rates and the budget was updated accordingly. The total UPWP budget will be increased by \$42,118 and the new total budget is \$27,239,549.

BACKGROUND

UPWP funding comes from federal, state, and local sources. With the TPB, 80 percent of the funding is made up of Federal FHWA PL funds and FTA Section 5303 funds, with each state providing a 10 percent match, and local government members providing (through COG) another 10 percent match. In Virginia, DRPT is the direct recipient of the Virginia FTA 5310 funding and is responsible for giving TPB the final budget amounts for all funding. DRPT has provided the final, corrected budget numbers after the UPWP was approved by the TPB in March and has asked that the FY 2026 UPWP total budget be updated.

In addition, the Federal Transit Agency approved new indirect overhead and cost rates and the budget was updated accordingly with no net change to the total UPWP funding.

Tables 1, 2, and 3 have been adjusted and are attached for approval. DRPT has identified a total amount that is \$42,118 higher than what was originally provided. The total UPWP budget will be increased by \$42,118 and the new total budget is \$27,239,549. Overall, this amendment will not alter any UPWP projects that are currently underway or that have been presented to the TPB.