



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: October 10, 2024

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: October 10, 2024

At its meeting on Friday, October 4, the TPB Steering Committee adopted two resolutions that updated the functional classifications of highway systems in Maryland and Virginia, and three resolutions approving amendments to the FY 2023-2026 Transportation Improvement Program (TIP) that are exempt from the air quality conformity requirement. This meeting was chaired by TPB Vice Chair James Walkinshaw.

The Steering Committee first approved resolution SR13-2025, as requested by the Maryland Department of Transportation (MDOT). This resolution updates the Federal Functional Classification from a Local Road to a Minor Arterial Road for a 1.2-mile segment of MD 114, Watkins Mill Road located between MD 117, Clopper Road and MD 355, North Frederick Avenue, within the City of Gaithersburg. This reclassification was based on the Federal Highway Administration's *Highway Functional Classification: Concepts, Criteria, and Procedures (2023)* and follows significant high-density commercial development that has and is further planned to occur after the opening of an interchange I-270.

Next, the committee approved resolution SR14-2025 to update the Federal Functional Classification for multiple facilities in Northern Virginia. As a part of its statewide update, the Virginia Department of Transportation (VDOT) has asked each of its 14 MPOs to review and concur with the proposed updates in their regions. All facilities proposed for updating are mapped online at <https://arcg.is/104LCv0>. VDOT has followed the same 2023 guidelines previously referenced by MDOT, and staff has reviewed and concurs with the proposed updates.

The final three resolutions adopted by the Steering Committee approved amendments to the FY 2023-2026 TIP, as requested by the District Department of Transportation (DDOT), Prince George's County Department of Public Works & Transportation (DPW&T), and VDOT. These TIP amendments are summarized in the following bullets:

- TPB SR15-2025 approved DDOT's request to add three new projects and reprogram funds on 34 existing project and program records, adding a net total of approximately \$97 million to the District's portion of the TIP. The three new projects are:
 - Wheeler Road Multimodal Safety and Access Project (T13646) – \$31.25 million
 - Francis Scott Key Bridge Rehabilitation II (T13645) – \$4.34 million
 - 27th Street Bridge over Broad Branch Rehabilitation (T13623) – \$3.67 million

This amendment includes \$50 million in Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant funding that was awarded to DDOT. This funding was split even between the new Wheeler Road Multimodal Safety and Access Project listed above, and the New York Ave. NE Bridge over Anacostia River project (T6657).

All projects included in this amendment were either included in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP or were exempt from the air quality requirement.

- TPB SR16-2025 approved Prince George’s County DPW&T’s request to include \$120,000 in Bridge Formula and local funding to FY 2025 and 2026 (with an additional \$60,000 to be included in FY 2027, beyond the current out-year of the TIP, for a total of \$180,000) to fund the Bridge Program Manager who is responsible for managing the county’s National Bridge Inspection Standards (NBIS) program. Funding for this position is exempt from the air quality conformity requirement.
- TPB SR17-2025 approved VDOT’s request to add \$2 million in state funding for the infrastructure construction and operation of an express bus service between Tysons, Virginia and Bethesda, Maryland. Bus route 798 will be operated by Fairfax Connector. This new transit service was included in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP as part of the transit service associated with the I-495 NEXT project.

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.” 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:

- October 4, 2024 TPB Steering Committee Attendance (Members and alternates only)
- Adopted resolution SR13-2025 approving an update to the FFC for a segment of MD 114 in the City of Gaithersburg, as requested by MDOT
- Adopted resolution SR14-2025 approving updates to the FFC for multiple facilities in Northern Virginia, as requested by VDOT
- Adopted resolution SR15-2025 approving an amendment to the TIP, as requested by DDOT
- Adopted resolution SR16-2025 approving an amendment to the TIP, as requested by Prince George’s County DPW&T
- Adopted resolution SR17-2025 approving an amendment to the TIP, as requested by VDOT

TPB Steering Committee Attendance – October 4, 2024
(only voting members and alternates listed)

TPB Vice Chair/VA Rep.: James Walkinshaw

TPB Vice Chair/MD Rep.: Neil Harris

Previous TPB Chair: Reuben Collins

DDOT: Mark Rawlings

MDOT: Kari Snyder

VDOT: Maria Sinner
Regina Moore

Technical Committee Chair: Amy Garbarini

WMATA: Mark Phillips

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

**RESOLUTION TO UPDATE THE HIGHWAY SYSTEMS FUNCTIONAL CLASSIFICATION FOR MD 114
WATKINS MILL ROAD**

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 Bureau of the Census March 17, 2022 Notice issued decennial 2020 urbanized area information, and each State is federally directed (FHWA 23 CFR 450.312, 470.105 and 109, and guidance) to use the information and undertake a thorough update, as appropriate, of urban/urbanized area boundaries and/or highway system functional classifications in cooperation with Metropolitan Planning Organizations and/or localities; and

WHEREAS, functional classifications of highway systems affect transportation planning in that the categories (local, minor collector, major collector, minor arterial, principle arterial, principle arterial freeway, or principle arterial interstate) are used with highway design standards, highway construction funds or maintenance payments, access management standards, traffic calming eligibility, statistical reporting, and certain outdoor advertising controls; and

WHEREAS, periodic reviews and, as appropriate, updates of urban/urbanized area boundaries and/or functional classifications of highway systems generally are warranted in concert with U.S. Census updates for urbanized areas; and

WHEREAS, the Maryland Department of Transportation has proposed an update to MD 114 Watkins Mill Road to the functional classification of highways that reflect the 2020 Census information, and the TPB staff has reviewed and recommended approval of these update presented in the accompanying summary map.

NOW, THEREFORE, BE IT RESOLVED that the National Capital Region Transportation Planning Board approves the proposed updates to the highway system functional classifications presented in the attached materials.

Approved by the TPB Steering Committee at its meeting on Friday, October 4, 2024.
Final approval following review by the Transportation Planning Board at its meeting on October 16, 2024.

September 24, 2024

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

Dear Ms. Henderson:

The Maryland Department of Transportation (MDOT) requests the National Capital Region Transportation Planning Board's (TPB) concurrence of recommended changes to the Federal Highway Administration's (FHWA) roadway functional classification of MD 114 (Watkins Mill Road) located in Gaithersburg, Maryland.

The opening of the MD 114/I-270 interchange has significantly increased the traffic volumes along MD 114, and high-density commercial development has been approved and is under development in that area. Based on FHWA's 2023 Highway Functional Classification: Concepts, Criteria and Procedures, this warrants a reclassification.

Following FHWA's guidance for the interim adjustment to change the functional classification of roads, the Maryland State Highway Administration (SHA) worked collaboratively with the City of Gaithersburg to determine the appropriate functional classification adjustment for MD 114 between MD 117 (Clopper Road) and MD 355 (North Frederick Avenue). This 1.2-mile-section of Watkins Mill Road is currently classified as a Local Road. With these new conditions, the City of Gaithersburg and SHA recommend the functional classification for MD 114 change from a Local Road to a Minor Arterial Road.

Enclosed with this letter is the supporting documentation for the functional classification change, including site maps, an interim adjustment form with the roadway description, and a concurrence letter from the City of Gaithersburg. Based on the provided information, the MDOT requests that TPB concur with the proposed functional classification for MD 114 (Watkins Mill Road) at the October 4, 2024 Steering Committee meeting. Following TPB's review and approval, the proposed functional classification change will be submitted to FHWA for final approval, anticipated later this year.

Ms. Christina Henderson
Page Two

Please note that based on the 24th decennial U.S. Census taken in 2020, SHA and FHWA are updating the urban and rural boundary for the State of Maryland. This boundary change could affect the functional classification of select roadways across the state. Once the boundary is determined, SHA will coordinate with local jurisdictions for any roadway functional classification changes to their respective roadways. After which, SHA will submit one functional classification concurrence request to the TPB for changes occurring within the TPB's planning area.

Thank you for your consideration on this subject. If you have any additional questions, please contact SHA Regional and Intermodal Planning Division (RIPD) Functional Classification Program Manager, Mr. Darren Bean, at 410-545-0071 or dbean@mdot.maryland.gov.

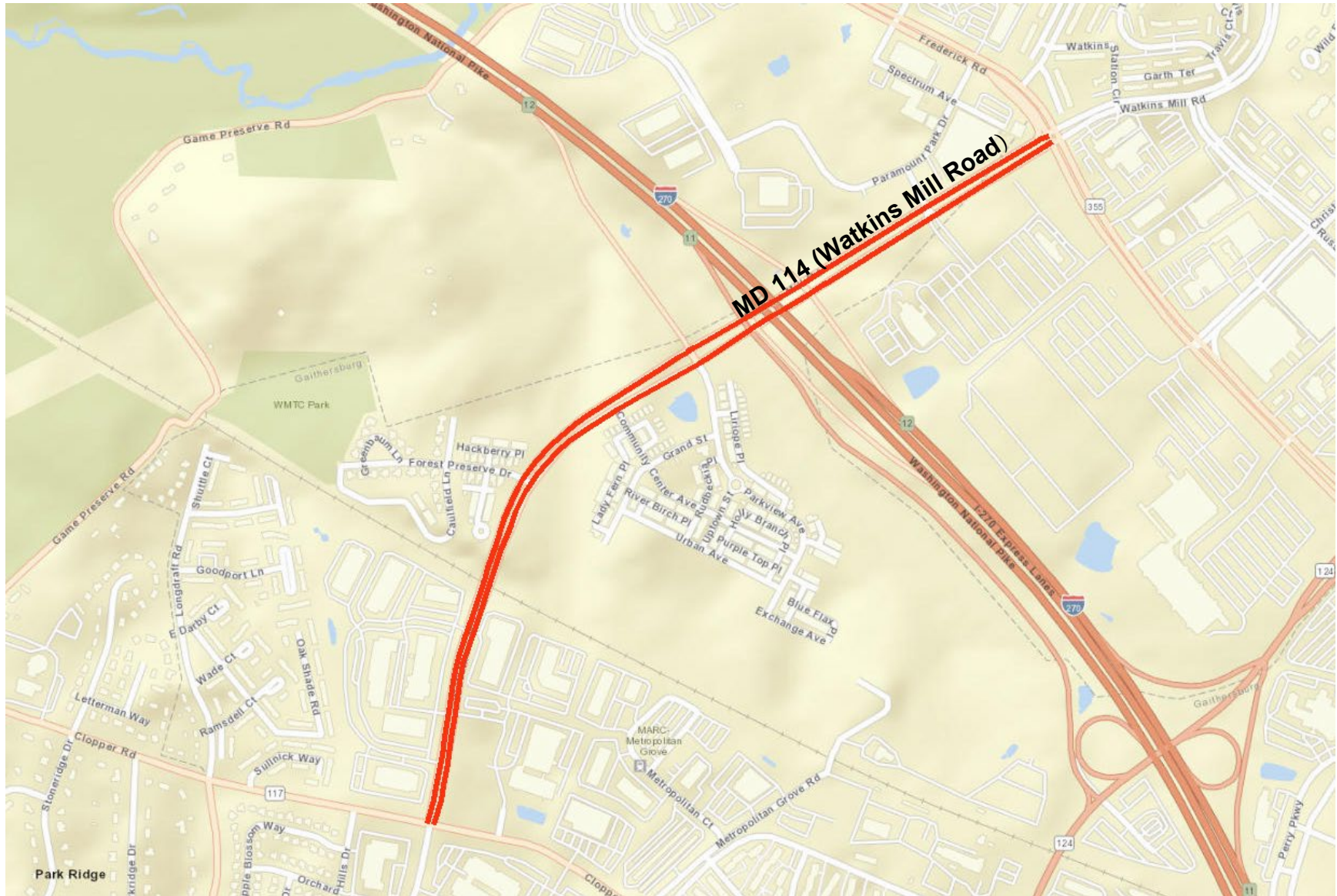
Sincerely,



Raymond L. Moravec, P.E.
Director
Office of Planning and Preliminary Engineering

cc: Mr. Darren Bean, Functional Classification Program Manager, RIPD, SHA
Mr. Nate Evans, Assistant Chief, RIPD, SHA
Ms. Tara Penders, Chief, RIPD, SHA

MD 114 (Watkins Mill Road) Location Map



Current Functional Classification: Local Road
Proposed Functional Classification: Major Arterial



May 29, 2024

Ray Moravec, P.E.
Director of Office of Planning and Preliminary Engineering
Maryland State Highway Administration
707 North Calvert Street MS C-502
Baltimore, MD 21202-3601

Subject: Functional Classification Adjustment for MD 114 (Watkins Mill Road)

Dear Mr. Moravec:

The City of Gaithersburg staff has collaborated with the Maryland Department of Transportation State Highway Administration (MDOT SHA) regarding a functional classification adjustment for the following road segment:

- MD 114 (Watkins Mill Road), between MD 117 (Clopper Road) and MD 355 (Frederick Avenue)

This road segment, in the City of Gaithersburg, is currently classified as a Local Road and concurrence is sought to change its classification to Minor Arterial.

Based on FHWA's 2023 Highway Functional Classification: Concepts, Criteria and Procedures manual, the density of residential and commercial areas along Watkins Mill Road warrants a reclassification from Local Road to Minor Arterial. Watkins Mill Road provides direct access to MD 117 (Clopper Road), a Minor Arterial; MD 355 (Frederick Road), an Other Principal Arterial; and the I-270 Interstate ramps. For these reasons, we are proposing to change the Federal Functional Classification of the road segment from Local Road to Minor Arterial.

Thank you for your consideration of this proposed functional classification change.

Sincerely,

Anthony Berger, P.E.
Director of Public Works
City of Gaithersburg

City of Gaithersburg • 800 Rabbitt Road, Gaithersburg, Maryland 20878
301-258-6370 • FAX 301-258-6375 • publicworks@gaitthersburgmd.gov • gaitthersburgmd.gov

MAYOR
Jud Ashman

COUNCIL MEMBERS
Neil Harris
Lisa Henderson
Yamil Hernández
Jim McNulty
Robert T. Wu

CITY MANAGER
Tanisha R. Briley



cc: Darren Bean, Functional Classification Program Manager, SHA
Matt Baker, Deputy Administrator for Project Development, SHA
Eric Beckett, Deputy Director, Office of Planning and Preliminary Engineering, SHA
Tara Penders, Acting Chief, Regional and Intermodal Planning Division, SHA
Lisa Shemer, Deputy Director, Data Collection and Performance, SHA
Derek Gunn, P.E., District 3 Engineer, SHA
Rob Robinson, Long Range Planning Manager, City of Gaithersburg

File

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MAYOR
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Robert T. Wu

CITY MANAGER
Tanisha R. Briley

Maryland Functional Classification Change Request Form

1. Date request submitted	County Montgomery	Municipality/City City of Gaithersburg
2. Road name Watkins Mill Road	Route number <small>if applicable</small>	Begin point/ End point MD 117 Clopper Road/MD 355 Frederick Ave
3. Current Classification Local	Proposed Classification Minor Arterial	Mileage to be re-classified 1.17 (SB) 1.16 (NB)
4. Description of road segment <small>(include proposed or existing)</small>		
<p>Watkins Mill Road is a six to four-lane roadway consisting of blank foot-wide lanes. Watkins Mill Road provides access to MD 117 (Clopper Road) which is classified as a minor arterial, MD 355 (Frederick Avenue) which is classified as a principal arterial and the I-270 Interstate ramps. Watkins Mill Road also provides access to both residential and commercial areas. The estimated Annual Average Daily Traffic for Watkins Mill Road is 28,000. The speed limit along Watkins Mill Road is 35 mph.</p>		
6. Reason for change in classification <small>(include state project number if applicable)</small>		
<p>Based on FHWA's 2023 Highway Functional Classification: Concepts, Criteria and Procedures, the density of residential and commercial areas along Watkins Mill Road and the completion of the I-270 at Watkins Mill Interchange warrants a reclassification from Local Road to Minor Arterial. Watkins Mill Road provides direct access to MD 117 (Clopper Road), a Minor Arterial, MD 355 (Frederick Road), an Other Principal Arterial, and the I-270 Interstate ramps. Watkins Mill Road also serves both residential and commercial areas.</p>		
8. City/County DOT signature		Date
9. MPO Board signatures <small>(include if applicable)</small>		Date
10. MDOT SHA Office of Planning and Preliminary Engineering (OPPE) Director Signature		Date

Classification change request steps:

1. County/City coordinates request with MDOT SHA OPPE.
2. County/City submits functional classification change request form with sections 1-8 completed and returns form to MDOT SHA OPPE.
3. MDOT SHA OPPE coordinates request with MPO (if applicable)
4. MPO returns completes section 9 and returns form to MDOT SHA OPPE (if applicable)
5. MDOT SHA OPPE completes section 10 and submits form along with supplemental map and mileage tables to FHWA for review and approval.

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

**RESOLUTION TO UPDATE THE HIGHWAY SYSTEMS FUNCTIONAL CLASSIFICATION FOR
NORTHERN VIRGINIA**

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 Bureau of the Census March 17, 2022 Notice issued decennial 2020 urbanized area information, and each State is federally directed (FHWA 23 CFR 450.312, 470.105 and 109, and guidance) to use the information and undertake a thorough update, as appropriate, of urban/urbanized area boundaries and/or highway system functional classifications in cooperation with Metropolitan Planning Organizations and/or localities; and

WHEREAS, functional classifications of highway systems affect transportation planning in that the categories (local, minor collector, major collector, minor arterial, principle arterial, principle arterial freeway, or principle arterial interstate) are used with highway design standards, highway construction funds or maintenance payments, access management standards, traffic calming eligibility, statistical reporting, and certain outdoor advertising controls; and

WHEREAS, periodic reviews and, as appropriate, updates of urban/urbanized area boundaries and/or functional classifications of highway systems generally are warranted in concert with U.S. Census updates for urbanized areas; and

WHEREAS, the Maryland Department of Transportation has proposed an update to MD 114, Watkins Mill Road to the functional classification of highways that reflect the 2020 Census information, and the TPB staff has reviewed and recommended approval of these update presented in the accompanying summary map.

NOW, THEREFORE, BE IT RESOLVED that the National Capital Region Transportation Planning Board approves the proposed updates to the highway system functional classifications presented in the attached materials.

Adopted by the TPB Steering Committee at its meeting on October 4, 2024.
Final approval following review by the full TPB at its meeting on October 16, 2024.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219 2000

Stephen Brich
Commissioner

September 26, 2024

MEMORANDUM

To: National Capital Region Transportation Planning Board
CC: VDOT Northern Virginia District Planning Manager
From: Marsha C. Fiol, Transportation and Mobility Planning Director
Marsha C. Fiol
Subject: Federal Functional Classification Update – MPO Resolution

I recently sent an email to all Virginia MPO Directors, dated April 9th, sharing the Virginia Department of Transportation's (VDOT) plans to conduct a major statewide update to the federal functional classification system (FFC). As part of that effort, we've asked that each MPO approve a simple resolution acknowledging the coordination effort within Virginia on the FFC Update. This memo is intended to supplement the information that was shared earlier, providing additional information to support your adoption of the requested resolution.

The FFC system is managed in accordance with 23 CFR 470.105 (b) Highway functional classification.¹

(1) The State transportation agency shall have the primary responsibility for developing and updating a statewide highway functional classification in rural and urban areas to determine functional usage of the existing roads and streets. Guidance criteria and procedures are provided in the FHWA's Functional Classification Guidelines. The State shall cooperate with responsible local officials, or appropriate Federal agency in the case of areas under Federal jurisdiction, in developing and updating the functional classification.

(2) The results of the functional classification shall be mapped and submitted to the Federal Highway Administration (FHWA) for approval and when approved shall serve as the official

¹ <https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-470/subpart-A/section-470.105>

record for Federal-aid highways and the basis for designation of the National Highway System.

As noted above, the process for managing the FFC system is set forth in the FHWA's Functional Classification Guidelines², which stipulate that state DOTs should engage with a variety of partners during the FFC revision process and recognize MPOs as the primary local contact for the DOTs in Urbanized Areas. As part of their involvement in the FFC revision process, MPOs are expected to submit their recommendations for approval or disapproval to the state DOT.

The FFC Guidelines also stipulate that, as a best practice, states should review their FFC systems every 10 years to coincide with the decennial census. In March 2022, the USDOT released the 2020 Census data. FHWA subsequently released the latest version of the FFC Guidelines in February 2023. VDOT district staff have been engaged with each MPO in the FFC revision process since April, and we have asked that each MPO provide the approved resolution for the agreed upon FFC revision by October 31st. VDOT will include those resolutions in the final FFC update package that will be submitted to FHWA by the end of this year.

The existing and proposed Functional Class designations for your area can be found on our ArcGIS online portal: <https://arcg.is/104LCv0>

If you have specific questions, contact Robert Williams at RobertJ.Williams@vdot.virginia.gov.

Thank you in advance for your coordination.

² <https://www.fhwa.dot.gov/planning/processes/statewide/related/hwy-functional-classification-2023.pdf>

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

RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-47.1 WHICH ADDS FUNDS FOR ONE NEW MULTIMODAL SAFETY AND ACCESS PROJECT AND TWO NEW BRIDGE REHABILITATION PROJECTS AND REPROGRAMS FUNDS FOR 34 EXISTING PROJECT AND PROGRAM RECORDS, AS REQUESTED BY THE DISTRICT DEPARTMENT 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 June 15, 2022, the TPB adopted the FY 2023-2026 TIP; and

WHEREAS, DDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-47.1, which adds a net total of approximately \$97 million to the District's portion of the TIP, including \$39.25 million for one new multimodal safety and access project and two new bridge rehabilitation projects, and a net increase of \$57.75 million in funding for 34 existing roadway, bridge, transit, bicycle and pedestrian project records, as well as operational and administrative programs, listed in the abbreviated amendment summary at the end of this resolution, as described in the attached materials.

WHEREAS, the attached materials include:

- ATTACHMENT A) Programming Overview report showing how the amended record will appear in the TIP following approval,
- ATTACHMENT B) Amendment Summary report showing the total project cost or 4-year program total before and after the amendment, the delta, and the percentage change from the initial amount, the reason for the amendment, and a Change Narrative, providing line-item changes to every programmed amount by fund source, fiscal year, and the project phase, and
- ATTACHMENT C) Letter from DDOT dated September 20, 2024, requesting the amendment,s and

WHEREAS, this amendment has been entered into the TPB's Project InfoTrak database under TIP Action 23-47.1, creating the 47th amended version of the FY 2023-2026 TIP, which supersedes all previous versions and can be found online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, all projects and programs included in this amendment are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency’s (EPA) Transportation Conformity Regulations as of April 2012; and

WHEREAS, record titles that include the word “INFORMATIONAL” in the list below and in the attached materials are those where funding was previously programmed in the current four-year span of the TIP, but is being reprogrammed beyond the fiscal years of the current TIP by this amendment; and

WHEREAS, this resolution and the amendments to the FY 2023-2026 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review and accept 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 2023-2026 TIP to include TIP Action 23-47.1 which adds a net total of approximately \$97 million to the District’s portion of the TIP, including \$39.25 million for one new multimodal safety and access project and two new bridge rehabilitation projects, and a net increase of \$57.75 million in funding for 34 existing roadway, bridge, transit, bicycle and pedestrian project records, as well as operational and administrative programs, listed in the abbreviated amendment summary at the end of this resolution), as described in the attached materials.

Adopted by the TPB Steering Committee at its meeting on Friday, October 4, 2024.

Final approval following review by the Transportation Planning Board at its meeting on October 16, 2024.

ABBREVIATED AMENDMENT SUMMARY TABLE

TIP ID	PROJECT TITLE	COST BEFORE	COST CHANGE	COST AFTER
New Projects				
T13646	Wheeler Road Multimodal Safety and Access Project	\$-	\$31,250,000	\$31,250,000
T13645	Francis Scott Key Bridge Rehabilitation II	\$-	\$4,340,000	\$4,340,000
T13623	27th Street Bridge over Broad Branch Rehabilitation	\$-	\$3,667,300	\$3,667,300
Bicycle & Pedestrian Projects				
T3212	Safety Improvements Citywide	\$68,384,709	\$1,613,542	\$69,998,251
T6315	East Capitol Street Corridor Mobility & Safety Plan	\$65,469,301	(\$693,238)	\$64,776,063
T2796	National Recreational Trails	\$3,068,694	\$0	\$3,068,694
Bridge Projects and Programs				
T5433	Bridge Management	\$1,497,300	\$800,000	\$2,297,300
T3202	Bridge Design	\$9,277,930	(\$1,082,349)	\$8,195,581
T3243	Bridge Inspection	\$10,795,453	\$96,997	\$10,892,450
T2927	Highway Structures Preventive Maintenance and Repairs	\$27,902,447	\$15,000,000	\$42,902,447
T6657	New York Ave NE Bridge over Anacostia River	\$36,500,000	\$29,725,000	\$66,225,000
T5346	Theodore Roosevelt Bridge Rehabilitation	\$224,420,843	\$0	\$224,420,843
T11596	10th Street Bridge over I-395	\$6,500,000	\$3,038,000	\$9,538,000
T11598	Rehabilitation of Whitehurst Freeway Bridge	\$45,000,000	\$3,472,000	\$48,472,000
T13571	New York Avenue Bridge, NE over CSX RR-INFORMATIONAL	\$38,406,250	(\$1,500,000)	\$36,906,250
Roadway and Traffic Operations Projects and Programs				
T3216	Traffic Operations Improvements Citywide	\$60,473,481	\$651,404	\$61,124,885
T11625	Traffic Safety Input	\$29,500,000	(\$1,999,998)	\$27,500,002
T5316	Guardrails and Attenuators	\$11,361,934	\$162,700	\$11,524,634
T2699	Asset Preservation of Tunnels in the District of Columbia	\$111,696,179	\$5,249,500	\$116,945,679
T5347	Traffic Signal Maintenance	\$171,356,705	\$2,400,000	\$173,756,705
T6644	LED Signage Procurement and Installation	\$4,679,297	(\$35,366)	\$4,643,931
T5323	Roadway Pavement Condition Assessment	\$5,290,458	\$143,921	\$5,434,379

ABBREVIATED AMENDMENT SUMMARY TABLE (CONTINUED)

T6610	Citywide Large Guide Sign Maintenance	\$22,826,120	(\$4,040,005)	\$18,786,115
T3213	Planning and Management Systems	\$44,140,178	\$5,219,206	\$49,359,384
T6502	Subsurface Investigation & AM Program Support	\$4,107,827	\$28,782	\$4,136,609
Transit Projects and Other Programs				
T5754	Benning Rd Bridges and Transportation Improvements	\$202,664,372	(\$6,719,048)	\$195,945,324
T2633	Size and Weight Enforcement Program	\$26,092,227	\$7,230	\$26,099,457
T5922	Freight Planning Program	\$8,410,235	\$2,270,538	\$10,680,773
T3219	Commuter Connections	\$3,626,234	(\$113,050)	\$3,513,184
T2888	Safe Routes to School	\$11,954,772	\$2,570,554	\$14,525,326
T11591	Clean Air Partners	\$536,000	\$0	\$536,000
T3242	Stormwater-Hydraulic Structures & Flood Mgmt. Works	\$25,994,698	\$1,642,424	\$27,637,122
T5313	Urban Forestry Program	\$2,227,412	\$15,000	\$2,242,412
T11610	EID/OCR Portfolio	\$3,281,540	(\$24,308)	\$3,257,232
T11612	Research Program and Projects	\$6,000,000	\$0	\$6,000,000
T6102	Planning Activities Passthrough (MWCOC)	\$29,154,507	\$0	\$29,154,507
T2945	District TDM (goDCgo)	\$11,160,411	(\$150,000)	\$11,010,411



National Capital Region
Transportation Planning Board

ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-47.1: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
 REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION

TIP ID	T11591	Lead Agency	District Department of Transportation	Project Type	Environmental Only Project
Project Name	Clean Air Partners	County	Washington	Total Cost	\$536,000
Project Limits		Municipality	District of Columbia	Completion Date	2045

Agency Project ID

Description Clean Air Partners strives to improve public health and the environment by working with governmental agencies, businesses, organizations, and individuals throughout the region to raise awareness and reduce air pollution through education and voluntary actions. Clean Air Partners also communicate daily forecasts and real-time air quality to enable residents to change behaviors to protect their health and improve the air in the region.

*Map Has Not Been Marked

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		CMAQ	-	\$66,400	\$68,400	-	-	-	\$134,800	\$134,800
PE		DC	-	\$16,600	\$17,100	-	-	-	\$33,700	\$33,700
		Total PE	-	\$83,000	\$85,500	-	-	-	\$168,500	\$168,500
OTHER		CMAQ	-	-	-	\$70,400	\$72,400	\$151,200	\$142,800	\$294,000
OTHER		DC	-	-	-	\$17,600	\$18,100	\$37,800	\$35,700	\$73,500
		Total Other	-	-	-	\$88,000	\$90,500	\$189,000	\$178,500	\$367,500
		Total Programmed	-	\$83,000	\$85,500	\$88,000	\$90,500	\$189,000	\$347,000	\$536,000

Version History

TIP Document		MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02	Amendment 2023-2026	09/16/2022	N/A	N/A
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending
23-47.1	Amendment 2023-2026	10/16/2024	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost stays the same \$536,000



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ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-47.1: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
 REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION

TIP ID T11596
Project Name 10th Street Bridge over I-395
Project Limits

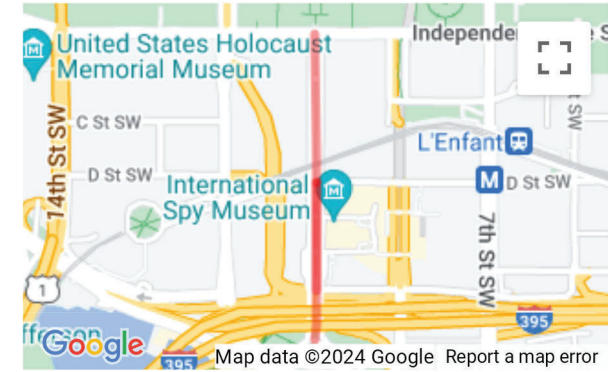
Lead Agency District Department of Transportation
County Washington
Municipality District of Columbia

Project Type Bridge - Rehab
Total Cost \$9,538,000
Completion Date 2029

Agency Project ID

Description The bridge is in poor condition, there is some corrosion and section loss in beams, girders, and stiffeners, bearings are in bad condition, superstructure needs to be rehabilitated/replaced. Cracks, Efflorescence and Spalls with Exposed Corroded, Reinforcing Steel in Concrete Deck Soffit, Section Loss in Steel Girders, Cracks with Efflorescence, Spalls and Delaminated Areas in Backwall and Bridge Seat, Stormwater Drainage inlets, transverse expansion joints, missing bricks, granite gutters need restore/repair

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	NHPP		-	-	-	\$2,430,400	-	-	\$2,430,400	\$2,430,400
PE	DC/ STATE		-	-	-	\$607,600	-	-	\$607,600	\$607,600
	Total PE		-	-	-	\$3,038,000	-	-	\$3,038,000	\$3,038,000
CON	NHPP		-	-	-	-	-	\$5,200,000	-	\$5,200,000
CON	DC/ STATE		-	-	-	-	-	\$1,300,000	-	\$1,300,000
	Total CON		-	-	-	-	-	\$6,500,000	-	\$6,500,000
Total Programmed			-	-	-	\$3,038,000	-	\$6,500,000	\$3,038,000	\$9,538,000



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02 Amendment 2023-2026	09/16/2022	N/A	N/A
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending
23-47.1 Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s), Programming Update

Funding Change(s):

Total project cost increased from \$6,500,000 to \$9,538,000



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ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-47.1: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
 REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION

TIP ID T11598
Project Name Rehabilitation of Whitehurst Freeway Bridge
Project Limits

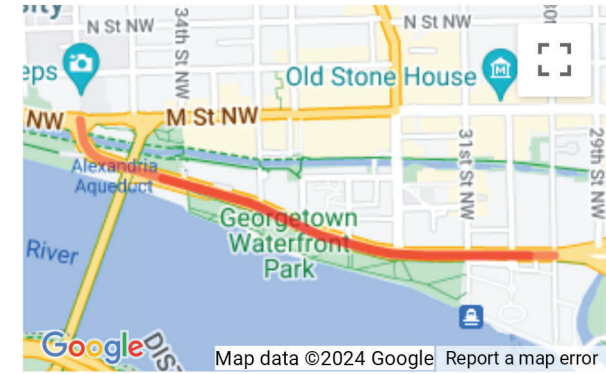
Lead Agency District Department of Transportation
County
Municipality

Project Type Bridge - Rehab
Total Cost \$48,472,000
Completion Date 2028

Agency Project ID

Description "This structure was constructed in 1949 and was last rehabilitated in 1998. The sufficiency rating is 59.4% (3/12). The 2014 inspection report notes a NBI rating of 5 for the superstructure steel cross girders and the substructure intermediate steel columns and anchor bolts with a condition description of section loss due to corrosion on stringers, cross girders, columns, and anchor bolts. The project will perform detailed bridge inspection to assess the bridge condition with deficiencies, followed by engineering design for bridge rehabilitation."

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	BFP		-	-	\$2,000,000	-	-	\$2,000,000	\$2,000,000	\$4,000,000
PE	NHPP		-	-	-	-	\$2,777,600	-	\$2,777,600	\$2,777,600
PE	DC/ STATE		-	-	\$500,000	-	\$694,400	\$500,000	\$1,194,400	\$1,694,400
	Total PE		-	-	\$2,500,000	-	\$3,472,000	\$2,500,000	\$5,972,000	\$8,472,000
CON	NHPP		-	-	-	-	-	\$32,000,000	-	\$32,000,000
CON	DC/ STATE		-	-	-	-	-	\$8,000,000	-	\$8,000,000
	Total CON		-	-	-	-	-	\$40,000,000	-	\$40,000,000
	Total Programmed		-	-	\$2,500,000	-	\$3,472,000	\$42,500,000	\$5,972,000	\$48,472,000



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02 Amendment 2023-2026	09/16/2022	N/A	N/A
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending
23-47.1 Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$45,000,000 to \$48,472,000



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 TIP ACTION 23-47.1: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
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TIP ID T11610
Project Name EID/OCR Portfolio
Project Limits

Lead Agency District Department of Transportation
County Washington
Municipality District of Columbia

Project Type Other
Total Cost \$3,257,232
Completion Date 2045

Agency Project ID

Description This project supports DDOT's Equity and Inclusion initiatives. It includes programming support for the division as well as compliance with federal regulations and civil rights requirements. e. Civil Rights Equity and Inclusion Programming Support i. Civil Rights - On-the-Job Training Supportive Services j. Small Business Compliance

* Map Has Not Been Marked

Phase	AC/ ACCP	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE		DC/STATE	\$160,077	\$160,077	\$159,556	\$121,017	\$600,727	\$600,727
PE		STBG	\$640,308	\$640,308	\$805,021	\$570,868	\$2,656,505	\$2,656,505
		<i>Total PE</i>	\$800,385	\$800,385	\$964,577	\$691,885	\$3,257,232	\$3,257,232
		<i>Total Programmed</i>	\$800,385	\$800,385	\$964,577	\$691,885	\$3,257,232	\$3,257,232

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-05.1 Amendment 2023-2026	11/16/2022	12/14/2022	Pending
23-28 Amendment 2023-2026	11/08/2023	N/A	N/A
23-47.1 Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s), Programming Update

Funding Change(s):

Total project cost decreased from \$3,281,540 to \$3,257,232



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ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-47.1: FORMAL AMENDMENT TO THE
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 REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION

TIP ID	T11612	Lead Agency	District Department of Transportation	Project Type	Study/Planning/Research
Project Name	Research Program and Projects	County	Washington	Total Cost	\$6,000,000
Project Limits		Municipality	District of Columbia	Completion Date	2045

Agency Project ID

Description This project supports the State Planning & Research Program for the District Department of Transportation. It includes management of the research program and the individual projects selected each year. a. Research Development and Technology Transfer b. Research Development and Technology Transfer Projects: 1. Autonomous Vehicle Testbed Pilot Design and Evaluation 2. Residential Parking Permit Boundary Study 4. Low-Income Transit Fare Pilot Program Evaluation 5. Sidewalk Condition Assessment Leveraging Machine Learning/ AI and Mobile LiDAR 6. Evaluation of Different Curb Extension Treatments for Pedestrian Comfort and Safety at Intersections 7. Measuring the effectiveness of DC Commuter Benefits Law and its impact on sustainable mode choices in Washington, DC

*Map Has Not Been Marked

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		SPR	-	\$1,200,000	\$1,200,000	-	-	-	\$2,400,000	\$2,400,000
PE		DC/ STATE	-	\$300,000	\$300,000	-	-	-	\$600,000	\$600,000
		Total PE	-	\$1,500,000	\$1,500,000	-	-	-	\$3,000,000	\$3,000,000
OTHER		SPR	-	-	-	\$1,200,000	\$1,200,000	-	\$2,400,000	\$2,400,000
OTHER		DC/ STATE	-	-	-	\$300,000	\$300,000	-	\$600,000	\$600,000
		Total Other	-	-	-	\$1,500,000	\$1,500,000	-	\$3,000,000	\$3,000,000
		Total Programmed	-	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	-	\$6,000,000	\$6,000,000

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-05.1 Amendment 2023-2026	11/16/2022	12/14/2022	Pending
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending
23-34 Amendment 2023-2026	02/07/2024	N/A	N/A
23-47.1 Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost stays the same \$6,000,000



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 REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION

TIP ID	T11625	Lead Agency	District Department of Transportation	Project Type	Road - Other Improvement
Project Name	Traffic Safety Input	County	Washington	Total Cost	\$27,500,002
Project Limits		Municipality		Completion Date	2050

Agency Project ID

Description This program develops short-term, high-impact measures to improve multi-modal safety and manage and/or calm traffic flow in areas where problems are observed. Through this program, DDOT is able to rapidly investigate, design, and deploy various traffic safety improvements including but not limited to vertical deflections, All-Way Stop Control, Driver Feedback Machines, ATEs, Pedestrian Flashers, Curb Extensions, signs/markings enhancements, roadway conversion (e.g., one-way to two-way), sight distance enhancement measures, road diet etc. The desired outcome is reduction in vehicular speeds, discouraging cut-through traffic, and improving pedestrian safety for bikes, pedestrians, and motorists. a. Traffic Safety Inputs - Design b. Traffic Safety Inputs - Construction

*Various Locations

Phase	AC/ ACCP	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE		HSIP	-	\$900,000	-	-	\$900,000	\$900,000
PE		DC/STATE	-	\$100,000	\$343,584	\$362,540	\$806,124	\$806,124
PE		STBG	-	-	\$1,374,334	\$1,450,159	\$2,824,493	\$2,824,493
		Total PE	-	\$1,000,000	\$1,717,918	\$1,812,699	\$4,530,617	\$4,530,617
CON		HSIP	\$500,000	\$4,950,000	-	-	\$5,450,000	\$5,450,000
CON		DC/STATE	\$4,500,000	\$550,000	\$1,156,417	\$1,337,461	\$7,543,878	\$7,543,878
CON		STBG	-	-	\$4,625,666	\$5,349,841	\$9,975,507	\$9,975,507
		Total CON	\$5,000,000	\$5,500,000	\$5,782,083	\$6,687,302	\$22,969,385	\$22,969,385
		Total Programmed	\$5,000,000	\$6,500,000	\$7,500,001	\$8,500,001	\$27,500,002	\$27,500,002

Version History

TIP Document			MPO Approval	FHWA Approval	FTA Approval
23-13.1	Amendment	2023-2026	03/15/2023	3/28/2023	3/28/2023
23-27.1	Amendment	2023-2026	11/15/2023	Pending	N/A
23-47.1	Amendment	2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s), Programming Update

Funding Change(s):

Total project cost decreased from \$29,500,000 to \$27,500,002



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 TIP ACTION 23-47.1: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
 REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION

TIP ID T13571
Project Name New York Avenue Bridge, NE over CSX RR-**INFORMATIONAL**
Project Limits

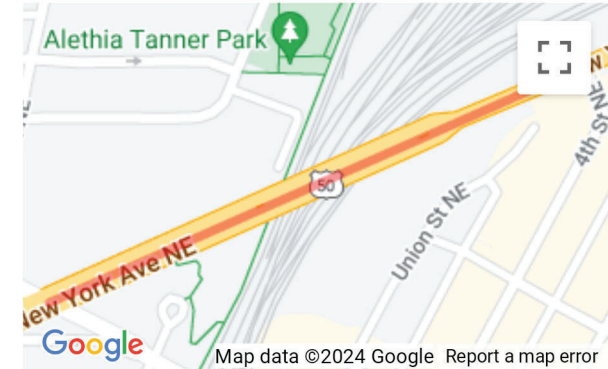
Lead Agency District Department of Transportation
County Washington
Municipality District of Columbia

Project Type Bridge - Rehab
Total Cost \$36,906,250
Completion Date 2030

Agency Project ID

Description The bridge is in poor condition, there is some corrosion and section loss in beams, girders, and stiffeners, bearings are in bad condition, the superstructure needs to be rehabilitated/replaced, substructure has a major scouring problem that must be addressed through rehab.

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	BFP		-	-	-	-	-	\$2,400,000	-	\$2,400,000
PE	DC/STATE		-	-	-	-	-	\$600,000	-	\$600,000
		<i>Total PE</i>	-	-	-	-	-	\$3,000,000	-	\$3,000,000
CON	BFP		-	-	-	-	-	\$27,125,000	-	\$27,125,000
CON	DC/STATE		-	-	-	-	-	\$6,781,250	-	\$6,781,250
		<i>Total CON</i>	-	-	-	-	-	\$33,906,250	-	\$33,906,250
		<i>Total Programmed</i>	-	-	-	-	-	\$36,906,250	-	\$36,906,250



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending
23-47.1 Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost decreased from \$38,406,250 to \$36,906,250



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TIP ID T13623 **Lead Agency** District Department of Transportation
Project Name 27th Street Bridge over Broad Branch Rehabilitation **County** Washington
Project Limits **Municipality** District of Columbia

Project Type Bridge - Rehab
Total Cost \$3,667,300
Completion Date 2028

Agency Project ID

Description This project was replaced/reconstructed in 2015 with GRS-ABS type of Bridge which was the first in its kind in the district. As per the routine inspection by DDOT/Asset Management the eastern abutment was differentially settled and as a result the approach pavement shows cracks which is visible from the top. Therefore this project is to design and construct the long-term remediation measures for the bridge carrying 27th street, NW over Broad Branch.

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	BFP		-	-	-	\$763,840	-	-	\$763,840	\$763,840
PE	DC/ STATE		-	-	-	\$190,960	-	-	\$190,960	\$190,960
	Total PE		-	-	-	\$954,800	-	-	\$954,800	\$954,800
CON	BFP		-	-	-	-	\$2,170,000	-	\$2,170,000	\$2,170,000
CON	DC/ STATE		-	-	-	-	\$542,500	-	\$542,500	\$542,500
	Total CON		-	-	-	-	\$2,712,500	-	\$2,712,500	\$2,712,500
	Total Programmed		-	-	-	\$954,800	\$2,712,500	-	\$3,667,300	\$3,667,300



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-47.1 Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



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TIP ID T13645
Project Name Francis Scott Key Bridge Rehabilitation II
Project Limits

Lead Agency District Department of Transportation
County Washington
Municipality District of Columbia

Project Type Bridge - Rehab
Total Cost \$4,340,000
Completion Date 2032

Description This project is to provide repair and rehabilitate the historical, existing Francis Scott Key bridge.

Agency Project ID

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	DC/ STATE		-	-	-	-	\$868,000	-	\$868,000	\$868,000
PE	STBG		-	-	-	-	\$3,472,000	-	\$3,472,000	\$3,472,000
	Total PE		-	-	-	-	\$4,340,000	-	\$4,340,000	\$4,340,000
	Total Programmed		-	-	-	-	\$4,340,000	-	\$4,340,000	\$4,340,000



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-47.1 Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



TIP ID	T13646	Lead Agency	District Department of Transportation	Project Type	Road - Recons/Rehab/Maintenance/Resurface
Project Name	Sub-Project of G1013 Wheeler Road Multimodal Safety and Access Project	County	Washington	Total Cost	\$31,250,000
Project Limits	Alabama Ave to Southern Ave	Municipality	District of Columbia	Completion Date	2028

Agency Project ID

Description The purpose of the Wheeler Road safety project is to reduce crashes, reduce speeding, and improve safety for all users and transportation modes. The project include multiple safety improvements, roadway design, sidewalk, curb and gutter, signing & pavement markings, street lighting, green infrastructure, drainage, ITS/communications, traffic signals, traffic analysis, concept design, surveying, geotechnical investigations and MOT.

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON	BUILD		-	-	-	\$25,000,000	-	-	\$25,000,000	\$25,000,000
CON	DC/ STATE		-	-	-	\$6,250,000	-	-	\$6,250,000	\$6,250,000
Total CON			-	-	-	\$31,250,000	-	-	\$31,250,000	\$31,250,000
Total Programmed			-	-	-	\$31,250,000	-	-	\$31,250,000	\$31,250,000



Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-47.1	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



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ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
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TIP ID	T2633	Lead Agency	District Department of Transportation	Project Type	Freight - Freight Movements
Project Name	Size and Weight Enforcement Program	County	Washington	Total Cost	\$26,099,457
Project Limits		Municipality	District of Columbia	Completion Date	2045

Agency Project ID CI029A, CI053A

Description This project provides trained personnel to enforce size and weight regulations, as well as increase the number of portable scales at Weigh in Motion sites on and off the Federal-aid System. This project will facilitate reducing weight violations and preventing premature deterioration of pavements and structures in the District, and in turn provide a safe driving environment. a. Weigh in Motion Operations Support b. Weigh in Motion Upgrade and Repair c. Upgrade Existing I-295 SB Weigh Station in the Freight Plan d. Truck Enforcement Equipment

*Map Has Not Been Marked

Phase	AC/ ACCP	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE		NHFP	-	\$200,000	-	-	\$200,000	\$200,000
PE		DC/STATE	-	\$50,000	-	-	\$50,000	\$50,000
		Total PE	-	\$250,000	-	-	\$250,000	\$250,000
CON		NHFP	\$9,122,917	\$149,730	\$160,000	\$160,000	\$9,592,647	\$9,882,247
CON		NHPP	-	\$10,242,400	-	-	\$10,242,400	\$10,242,400
CON		DC/STATE	\$2,280,730	\$2,598,033	\$40,000	\$40,000	\$4,958,763	\$5,031,163
		Total CON	\$11,403,647	\$12,990,163	\$200,000	\$200,000	\$24,793,810	\$25,155,810
OTHER		NHFP	\$554,917	-	-	-	\$554,917	\$554,917
OTHER		DC/STATE	\$138,730	-	-	-	\$138,730	\$138,730
		Total Other	\$693,647	-	-	-	\$693,647	\$693,647
		Total Programmed	\$12,097,294	\$13,240,163	\$200,000	\$200,000	\$25,737,457	\$26,099,457

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-01.1 Amendment 2023-2026	09/21/2022	10/06/2022	06/26/2023
23-02 Amendment 2023-2026	09/16/2022	N/A	N/A
23-15.1 Amendment 2023-2026	04/19/2023	06/26/2023	06/26/2023
23-18 Amendment 2023-2026	05/12/2023	N/A	N/A
23-22 Amendment 2023-2026	08/25/2023	N/A	N/A
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending
23-44 Amendment 2023-2026	08/12/2024	N/A	N/A
23-47.1 Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$26,092,227 to \$26,099,457



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Transportation Planning Board

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 TIP ACTION 23-47.1: FORMAL AMENDMENT TO THE
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TIP ID	T2699	Lead Agency	District Department of Transportation	Project Type	Road - Recons/Rehab/Maintenance/Resurface
Project Name	Asset Preservation of Tunnels in the District of Columbia	County	Washington	Total Cost	\$116,945,679
Project Limits		Municipality	District of Columbia	Completion Date	2045

Agency Project ID CD018A, CD019A

Description Long term performance-based asset preservation and maintenance program through which a private contractor provides maintenance services for the Districts sixteen (16) tunnels. In conjunction with this maintenance contract, FHWA requires the District to engage services of a consultant to provide the DDOT Tunnel Management staff with required technical assistance, asset evaluation support services, IT services, and required tunnel asset inspection services. a. Asset Preservation of Tunnels in the District of Columbia b. Tunnel NTIS inspections; Tunnel operations contract management and oversight c. Tunnels IT Upgrades d. Standpipes for 9th Street Tunnel and 12th Street Tunnel

Phase	AC/ ACCP	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE		LOCAL	-	-	-	-	-	\$292,950
PE		NHPP	\$128,008	-	\$1,996,400	\$1,562,400	\$3,686,808	\$4,858,608
PE		DC/ STATE	\$32,002	-	\$499,100	\$390,600	\$921,702	\$921,702
		Total PE	\$160,010	-	\$2,495,500	\$1,953,000	\$4,608,510	\$6,073,260
CON		LOCAL	-	-	-	-	-	\$9,873,500
CON		NHPP	\$8,411,991	\$9,931,080	\$10,251,080	\$9,824,892	\$38,419,043	\$87,737,935
CON		DC/ STATE	\$2,102,998	\$2,482,770	\$2,562,770	\$2,456,223	\$9,604,761	\$12,060,984
		Total CON	\$10,514,989	\$12,413,850	\$12,813,850	\$12,281,115	\$48,023,804	\$109,672,419
OTHER		NHPP	-	\$320,000	\$320,000	\$320,000	\$960,000	\$960,000
OTHER		DC/ STATE	-	\$80,000	\$80,000	\$80,000	\$240,000	\$240,000
		Total Other	-	\$400,000	\$400,000	\$400,000	\$1,200,000	\$1,200,000
		Total Programmed	\$10,674,999	\$12,813,850	\$15,709,350	\$14,634,115	\$53,832,314	\$116,945,679



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02 Amendment 2023-2026	09/16/2022	N/A	N/A
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending
23-38 Amendment 2023-2026	04/12/2024	N/A	N/A
23-40 Amendment 2023-2026	05/20/2024	N/A	N/A
23-47.1 Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s), Programming Update

Funding Change(s):

Total project cost increased from \$111,696,179 to \$116,945,679



National Capital Region
Transportation Planning Board

ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-47.1: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
 REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION

TIP ID	T2796	Lead Agency	District Department of Transportation	Project Type	Bicycle/Pedestrian - Bike/Ped
Project Name	National Recreational Trails	County	Washington	Total Cost	\$3,068,694
Project Limits		Municipality	District of Columbia	Completion Date	

Agency Project ID AF066A

Description Programs associated with the Recreational Trails Program a program established to develop and maintain recreational trails and trail-related facilities. Mostly small projects; often grants to local groups. Through the D.C. Recreational Trails Program Advisory Committee, the District Department of Transportation will provide or grant funding to non-profits to provide the following services for District trails: maintain and restore existing trails; develop and rehabilitate trailside and trailhead facilities and trail linkages; purchase and lease trail construction and maintenance equipment; construct new trails; acquire easements or property for trails; assess trail conditions for accessibility and maintenance; develop and disseminate publications and operate educational programs to promote safety and environmental protection related to trails (including supporting non-law enforcement trail safety and trail use monitoring patrol programs, and providing trail-related training). a. Friends of Kenilworth Aquatic Gardens b. Student Conservation Association c. Anacostia Riverwalk Trailside Feature on 11th ST SE d. Kenilworth Aquatic Gardens Trail Maintenance and Accessibility e. Kingman and Heritage Islands Trail Maintenance f. Battery Kemble Park and Fort Totten Park Trail Maintenance g. Conditions Assessment of Oxon Run Park h. Trail and Bike Lane Counter Maintenance Program i. Improving Trails and Accessibility at Kenilworth Aquatic Gardens j. Pope Branch Trail Maintenance k. Rock Creek Recreation and Resilience l. 2023 Student Conservation Association Trail Crew

Phase	AC/ACCP	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE		NRT	\$652,800	-	-	-	\$652,800	\$652,800
PE		DC/STATE	\$163,202	-	-	-	\$163,202	\$163,202
		Total PE	\$816,002	-	-	-	\$816,002	\$816,002
PLANNING		NRT	-	\$496,553	\$652,800	\$652,800	\$1,802,153	\$1,802,153
PLANNING		DC/STATE	-	\$124,139	\$163,200	\$163,200	\$450,539	\$450,539
		Total PLANNING	-	\$620,692	\$816,000	\$816,000	\$2,252,692	\$2,252,692
		Total Programmed	\$816,002	\$620,692	\$816,000	\$816,000	\$3,068,694	\$3,068,694



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-01.1 Amendment 2023-2026	09/21/2022	10/06/2022	06/26/2023
23-10 Amendment 2023-2026	01/13/2023	N/A	N/A
23-14 Amendment 2023-2026	03/17/2023	N/A	N/A
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending
23-34 Amendment 2023-2026	02/07/2024	N/A	N/A
23-38 Amendment 2023-2026	04/12/2024	N/A	N/A
23-47.1 Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost stays the same \$3,068,694



National Capital Region
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ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-47.1: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
 REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION

TIP ID	T2888	Lead Agency	District Department of Transportation	Project Type	Enhancement
Project Name	Safe Routes to School	County	Washington	Total Cost	\$14,525,326
Project Limits		Municipality	District of Columbia	Completion Date	2045

Agency Project ID CM086A

Description To enable and encourage children, including those with disabilities, to walk and bicycle to school, to make walking and bicycling to school safe and more appealing, and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. Increase walking and bicycling to school and associated safety through planning, engineering, education, and enforcement. Subprojects: a. Bicycle and Pedestrian Education b. Sidewalk and ADA Construction c. School Area Planning Assistance

Phase	AC/ ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE	DC/ STATE	-	\$130,000	\$79,965	\$79,965	\$289,930	\$289,930
PE	TAP	-	\$520,000	\$319,858	\$319,858	\$1,159,716	\$1,159,716
	Total PE	-	\$650,000	\$399,823	\$399,823	\$1,449,646	\$1,449,646
CON	DC/ STATE	\$400,000	\$400,000	\$600,000	\$600,000	\$2,000,000	\$2,000,000
CON	TAP	\$1,600,000	\$1,600,000	\$2,400,000	\$2,400,000	\$8,000,000	\$8,000,000
	Total CON	\$2,000,000	\$2,000,000	\$3,000,000	\$3,000,000	\$10,000,000	\$10,000,000
PLANNING	DC/ STATE	\$210,955	\$90,000	-	-	\$300,955	\$300,955
PLANNING	TAP	\$843,817	\$360,000	-	-	\$1,203,817	\$1,203,817
	Total PLANNING	\$1,054,772	\$450,000	-	-	\$1,504,772	\$1,504,772
OTHER	DC/ STATE	-	-	\$157,091	\$157,091	\$314,182	\$314,182
OTHER	TAP	-	-	\$628,363	\$628,363	\$1,256,726	\$1,256,726
	Total Other	-	-	\$785,454	\$785,454	\$1,570,908	\$1,570,908
	Total Programmed	\$3,054,772	\$3,100,000	\$4,185,277	\$4,185,277	\$14,525,326	\$14,525,326

*Not Location Specific

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02 Amendment 2023-2026	09/16/2022	N/A	N/A
23-04 Amendment 2023-2026	10/19/2022	N/A	N/A
23-10 Amendment 2023-2026	01/13/2023	N/A	N/A
23-20 Amendment 2023-2026	06/18/2023	N/A	N/A
23-38 Amendment 2023-2026	04/12/2024	N/A	N/A
23-44 Amendment 2023-2026	08/12/2024	N/A	N/A
23-47.1 Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s), Programming Update

Funding Change(s):

Total project cost increased from \$11,954,772 to \$14,525,326



National Capital Region
Transportation Planning Board

ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-47.1: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
 REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION

TIP ID	T2927	Lead Agency	District Department of Transportation	Project Type	Bridge - Preventive Maintenance
Project Name	Highway Structures Preventive Maintenance and Repairs	County	Washington	Total Cost	\$42,902,447
Project Limits		Municipality	District of Columbia	Completion Date	2045

Agency Project ID CD036A, CD042A, CD061

Description This project provides a two-year base contract with two option years for the performance of preventive maintenance activities and initiating emergency repairs on highway structures on an as needed basis. The work includes concrete deck repair, replacement of expansion joints, repair or replacement of beams, girders and other structural steel, maintenance painting, application of low slump concrete overlays on bridge decks, concrete repair, underpinning and shoring of deficient bridge elements, jacking beams and restoring bearings, repair or replacement of bridge railings, guiderails and fencing, cleaning bridge scuppers and drain pipes, graffiti removal and other miscellaneous repair work on various highway structures. a. Highway Structures Preventive Maintenance and Repairs b. Bridge #1016(NB) & 1206 UHPC Overlay

Phase	AC/ ACCP	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	*Various Locations
PE		NHPP	\$88,115	-	-	-	\$88,115	\$88,115	
PE		DC/ STATE	\$22,029	-	-	-	\$22,029	\$22,029	
		Total PE	\$110,144	-	-	-	\$110,144	\$110,144	
CON		DEMO	-	\$1,000,000	-	-	\$1,000,000	\$1,000,000	
CON		NHPP	\$5,075,133	\$3,888,640	\$10,096,960	\$11,805,280	\$30,866,013	\$30,866,013	
CON		DC/ STATE	\$1,472,252	\$1,441,600	\$2,780,300	\$1,345,400	\$7,039,552	\$7,039,552	
CON		STBG	\$814,018	\$972,160	\$1,024,240	\$1,076,320	\$3,886,738	\$3,886,738	
		Total CON	\$7,361,403	\$7,302,400	\$13,901,500	\$14,227,000	\$42,792,303	\$42,792,303	
		Total Programmed	\$7,471,547	\$7,302,400	\$13,901,500	\$14,227,000	\$42,902,447	\$42,902,447	

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-01.1 Amendment 2023-2026	09/21/2022	10/06/2022	06/26/2023
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending
23-44 Amendment 2023-2026	08/12/2024	N/A	N/A
23-47.1 Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$27,902,447 to \$42,902,447



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Transportation Planning Board

ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-47.1: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
 REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION

TIP ID	T2945	Lead Agency	District Department of Transportation	Project Type	Transportation Operations
Project Name	District TDM (goDCgo)	County	Washington	Total Cost	\$11,010,411
Project Limits		Municipality	District of Columbia	Completion Date	2045

Agency Project ID CM074A

Description goDCgo is responsible for promoting the use of all sustainable transportation modes in the city through marketing and outreach. The contractor will provide marketing expertise to support the growth of the goDCgo and Capital Bikeshare and advertise the service to residents, visitors, and employers. a. District TDM (goDCgo) b. Capital Bikeshare Marketing and Outreach

* Map Has Not Been Marked

Phase	AC/ ACCP	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE		CMAQ	\$1,920,000	\$2,164,294	-	-	\$4,084,294	\$4,106,677
PE		DC/ STATE	\$480,000	\$541,074	-	-	\$1,021,074	\$1,026,670
		<i>Total PE</i>	\$2,400,000	\$2,705,368	-	-	\$5,105,368	\$5,133,347
OTHER		CMAQ	\$490,825	\$490,825	\$1,840,000	\$1,880,000	\$4,701,650	\$4,701,650
OTHER		DC/ STATE	\$122,707	\$122,707	\$460,000	\$470,000	\$1,175,414	\$1,175,414
		<i>Total Other</i>	\$613,532	\$613,532	\$2,300,000	\$2,350,000	\$5,877,064	\$5,877,064
		<i>Total Programmed</i>	\$3,013,532	\$3,318,900	\$2,300,000	\$2,350,000	\$10,982,432	\$11,010,411

Version History

TIP Document		MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02	Amendment 2023-2026	09/16/2022	N/A	N/A
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending
23-36	Amendment 2023-2026	03/15/2024	N/A	N/A
23-42	Amendment 2023-2026	06/11/2024	N/A	N/A
23-47.1	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s), Programming Update

Funding Change(s):

Total project cost decreased from \$11,160,411 to \$11,010,411



National Capital Region
Transportation Planning Board

ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-47.1: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
 REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION

TIP ID T3202
Project Name Bridge Design
Project Limits

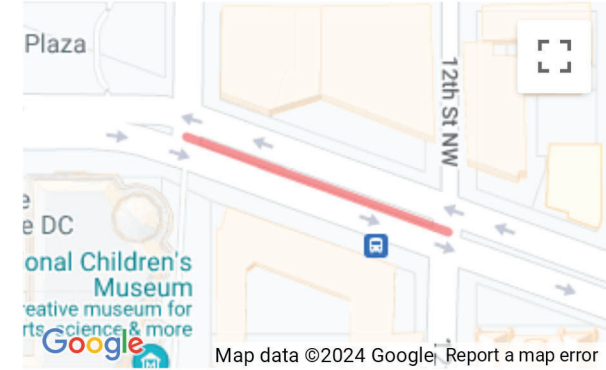
Lead Agency District Department of Transportation
County Washington
Municipality District of Columbia, Region-wide

Project Type Bridge - Preventive Maintenance
Total Cost \$8,195,581
Completion Date 2045

Agency Project ID CD032C, MNT05A

Description This project provides design solutions for bridges and performs analysis, cost estimates for construction. a. Bridge Design b. Development and Implementation of Bridge Preservation & Maintenance Program c. FDMB Bridges M&O Program Management Evaluation & Establishment Services

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	BFP		\$340,000	-	-	-	-	-	-	\$340,000
PE	NHPP		\$693,120	\$661,197	\$770,519	\$421,197	-	-	\$1,852,913	\$2,546,033
PE	DC/ STATE		\$258,280	\$672,760	\$253,911	\$257,741	\$87,331	-	\$1,271,743	\$1,530,023
PE	STBG		-	\$589,804	\$245,123	\$609,766	\$349,322	-	\$1,794,015	\$1,794,015
	Total PE		\$1,291,400	\$1,923,761	\$1,269,553	\$1,288,704	\$436,653	-	\$4,918,671	\$6,210,071
OTHER	NHPP		-	-	\$502,725	\$125,681	\$125,681	-	\$754,087	\$754,087
OTHER	DC/ STATE		-	-	\$157,103	\$120,001	\$120,001	-	\$397,105	\$397,105
OTHER	STBG		-	-	\$125,682	\$354,318	\$354,318	-	\$834,318	\$834,318
	Total Other		-	-	\$785,510	\$600,000	\$600,000	-	\$1,985,510	\$1,985,510
	Total Programmed		\$1,291,400	\$1,923,761	\$2,055,063	\$1,888,704	\$1,036,653	-	\$6,904,181	\$8,195,581



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02 Amendment 2023-2026	09/16/2022	N/A	N/A
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending
23-46 Amendment 2023-2026	09/13/2024	N/A	N/A
23-47.1 Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s), Programming Update

Funding Change(s):

Total project cost decreased from \$9,277,930 to \$8,195,581



National Capital Region
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ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-47.1: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
 REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION

TIP ID T3212
Project Name Safety Improvements Citywide
Project Limits

Lead Agency District Department of Transportation
County Washington
Municipality District of Columbia

Project Type Bicycle/Pedestrian - Bike/Ped
Total Cost \$69,998,251
Completion Date 2045

Agency Project ID CBO, CIO

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

Phase	AC/ ACCP	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE		HSIP	\$5,561,325	\$5,561,325	\$5,561,325	\$5,561,325	\$22,245,300	\$22,245,300
PE		DC/ STATE	\$1,137,300	\$1,141,925	\$1,141,925	\$1,512,925	\$4,934,075	\$4,934,075
PE		STBG	\$2,077,498	\$2,096,000	\$2,096,000	\$3,580,000	\$9,849,498	\$9,849,498
		Total PE	\$8,776,123	\$8,799,250	\$8,799,250	\$10,654,250	\$37,028,873	\$37,028,873
CON		DC/ STATE	\$1,467,136	\$1,712,468	\$1,707,136	\$1,707,136	\$6,593,876	\$6,593,876
CON		STBG	\$5,868,544	\$6,849,870	\$6,828,544	\$6,828,544	\$26,375,502	\$26,375,502
		Total CON	\$7,335,680	\$8,562,338	\$8,535,680	\$8,535,680	\$32,969,378	\$32,969,378
		Total Programmed	\$16,111,803	\$17,361,588	\$17,334,930	\$19,189,930	\$69,998,251	\$69,998,251



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02 Amendment 2023-2026	09/16/2022	N/A	N/A
23-05.1 Amendment 2023-2026	11/16/2022	12/14/2022	Pending
23-13.1 Amendment 2023-2026	03/15/2023	3/28/2023	3/28/2023
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending
23-47.1 Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$68,384,709 to \$69,998,251



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Transportation Planning Board

ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-47.1: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
 REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION

TIP ID	T3213	Lead Agency	District Department of Transportation	Project Type	Transportation Operations
Project Name	Planning and Management Systems	County	Washington	Total Cost	\$49,359,384
Project Limits		Municipality	District of Columbia	Completion Date	2045

Agency Project ID CAL16C, PM304C, CM070A, PM301C, PM070A, AF028A

Description a. AASHTOWARE License Fee b. State Rail Plan Update e. Audit and Compliance g. Construction Estimate h. DBE On-Line Certification Application Program k. Infrastructure Information Technology Support Services o. moveDC s. Small Business Compliance t. SPR u. STIC Innovation Grant v. Summer Transportation Institute y. Transportation Asset Management Plan ab. Cyclomedia Paving Data Analysis

Phase	AC/ ACCP	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE	NHFP		-	-	\$630,734	\$109,934	\$740,668	\$740,668
PE	NHPP		\$298,766	\$545,451	\$1,820,858	\$545,541	\$3,210,616	\$3,210,616
PE	SPR		\$2,267,084	-	-	-	\$2,267,084	\$2,267,084
PE	STIC		\$125,000	-	-	-	\$125,000	\$125,000
PE	DC/ STATE		\$1,782,058	\$755,014	\$1,140,411	\$691,357	\$4,368,840	\$4,398,840
PE	STBG		\$2,594,602	\$2,474,602	\$2,110,042	\$2,110,043	\$9,289,289	\$9,409,289
		Total PE	\$7,067,510	\$3,775,067	\$5,702,045	\$3,456,875	\$20,001,497	\$20,151,497
CON	DC/ STATE		\$72,798	-	-	-	\$72,798	\$72,798
CON	STBG		\$291,192	-	-	-	\$291,192	\$291,192
		Total CON	\$363,990	-	-	-	\$363,990	\$363,990
PLANNING	DC/ STATE		\$10,000	-	-	-	\$10,000	\$10,000
PLANNING	STBG		\$40,000	-	-	-	\$40,000	\$40,000
		Total PLANNING	\$50,000	-	-	-	\$50,000	\$50,000
OTHER	SPR		-	\$2,438,253	\$3,298,198	\$3,433,144	\$9,169,595	\$9,169,595
OTHER	DC/ STATE		\$731,000	\$1,232,063	\$2,202,091	\$1,593,626	\$5,758,780	\$5,758,780
OTHER	STBG		\$2,924,000	\$2,490,000	\$5,510,162	\$2,941,360	\$13,865,522	\$13,865,522
		Total Other	\$3,655,000	\$6,160,316	\$11,010,451	\$7,968,130	\$28,793,897	\$28,793,897
		Total Programmed	\$11,136,500	\$9,935,383	\$16,712,496	\$11,425,005	\$49,209,384	\$49,359,384

*Map Has Not Been Marked

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02 Amendment 2023-2026	09/16/2022	N/A	N/A
23-05.1 Amendment 2023-2026	11/16/2022	12/14/2022	Pending
23-12 Amendment 2023-2026	02/08/2023	N/A	N/A
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending
23-24 Amendment 2023-2026	09/13/2023	N/A	N/A
23-32 Amendment 2023-2026	01/16/2024	N/A	N/A
23-38 Amendment 2023-2026	04/12/2024	N/A	N/A
23-47.1 Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s), Programming Update

Funding Change(s):

Total project cost increased from \$44,140,178 to \$49,359,384



National Capital Region
Transportation Planning Board

ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-47.1: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
 REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION

TIP ID	T3216	Lead Agency	District Department of Transportation	Project Type	Road - ITS/Technology
Project Name	Traffic Operations Improvements Citywide	County	Washington	Total Cost	\$61,124,885
Project Limits		Municipality	District of Columbia	Completion Date	2024

Agency Project ID OSS07A, CI060A, CI034A, CI035A, PM097A, CI050A,

Description This project modifies and improves vehicular and pedestrian traffic control systems, such as traffic signals, channelization, signs, pavement markings, and other traffic control measures on and off the Federal-aid highway system. Includes installation of a variety of traffic engineering devices and construction of nominal geometric alterations. The project will preserve and promote the efficient use of existing city streets through changes in the organization of vehicular and pedestrian traffic flows. Projects include: a. Advanced Transportation Management System b. ITS General Support c. ITS Maintenance g. Citywide Pavement Markings Restoration h. TMC Hardware and Data Services i. Traffic Management Center Operations j. Citywide Thermoplastic Pavement Markings k. KAO Imagery Collection for DDOT Safety and Roadway Assets

Phase	AC/ ACCP	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE	DC/ STATE		\$86,040	\$94,783	\$94,783	\$94,784	\$370,390	\$370,390
PE	STBG		\$344,160	\$379,130	\$379,131	\$379,132	\$1,481,553	\$1,481,553
	Total PE		\$430,200	\$473,913	\$473,914	\$473,916	\$1,851,943	\$1,851,943
CON	HSIP		\$4,024,000	\$1,944,000	\$2,846,986	\$2,846,986	\$11,661,972	\$11,661,972
CON	NHPP		-	-	-	-	-	\$550,400
CON	DC/ STATE		\$1,286,073	\$1,398,849	\$1,585,982	\$1,607,682	\$5,878,586	\$6,016,186
CON	STBG		\$2,200,293	\$4,731,396	\$5,078,597	\$5,165,397	\$17,175,683	\$17,175,683
	Total CON		\$7,510,366	\$8,074,245	\$9,511,565	\$9,620,065	\$34,716,241	\$35,404,241
OTHER	HSIP		\$195,300	-	-	-	\$195,300	\$195,300
OTHER	DC/ STATE		\$1,092,053	\$1,271,992	\$1,093,291	\$1,316,407	\$4,773,743	\$4,773,743
OTHER	STBG		\$4,172,910	\$5,087,964	\$4,373,160	\$5,265,624	\$18,899,658	\$18,899,658
	Total Other		\$5,460,263	\$6,359,956	\$5,466,451	\$6,582,031	\$23,868,701	\$23,868,701
	Total Programmed		\$13,400,829	\$14,908,114	\$15,451,930	\$16,676,012	\$60,436,885	\$61,124,885

* Map Has Not Been Marked

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02 Amendment 2023-2026	09/16/2022	N/A	N/A
23-03.1 Amendment 2023-2026	10/19/2022	11/01/2022	Pending
23-05.1 Amendment 2023-2026	11/16/2022	12/14/2022	Pending
23-08 Amendment 2023-2026	12/09/2022	N/A	N/A
23-14 Amendment 2023-2026	03/17/2023	N/A	N/A
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending
23-28 Amendment 2023-2026	11/08/2023	N/A	N/A
23-47.1 Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$60,473,481 to \$61,124,885



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ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-47.1: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
 REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION

TIP ID T3219
Project Name Commuter Connections
Project Limits

Lead Agency District Department of Transportation
County Washington
Municipality District of Columbia

Project Type TERMS
Total Cost \$5,439,027
Completion Date 2045

Agency Project ID ZU022A

Description The purpose of the Commuter Connections Program is to reduce mobile source emissions through the reduction in the number of VMT, and support of other Transportation Control Measures. This project provides funding for Commuter Operations Center, Guaranteed Ride, Home, Marketing, Monitoring and Evaluation, Employer Outreach, and DC Kiosk.

*Map Has Not Been Marked

Phase	AC/ ACCP	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE		CMAQ	\$652,503	-	-	-	\$652,503	\$652,503
PE		DC/STATE	\$163,126	-	-	-	\$163,126	\$163,126
		<i>Total PE</i>	\$815,629	-	-	-	\$815,629	\$815,629
OTHER		CMAQ	-	\$707,810	\$686,742	\$763,492	\$2,158,044	\$2,158,044
OTHER		DC/STATE	-	\$176,952	\$171,686	\$190,873	\$539,511	\$539,511
		<i>Total Other</i>	-	\$884,762	\$858,428	\$954,365	\$2,697,555	\$2,697,555
		<i>Total Programmed</i>	\$815,629	\$884,762	\$858,428	\$954,365	\$3,513,184	\$3,513,184

Version History

TIP Document		MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02	Amendment 2023-2026	09/16/2022	N/A	N/A
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending
23-40	Amendment 2023-2026	05/20/2024	N/A	N/A
23-47.1	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost decreased from \$3,626,234 to \$3,513,184



National Capital Region
Transportation Planning Board

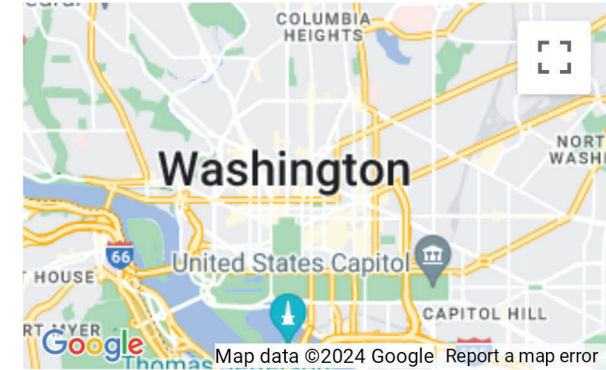
ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-47.1: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
 REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION

TIP ID	T3242	Lead Agency	District Department of Transportation	Project Type	Infrastructure Resiliency
Project Name	Stormwater-Hydraulic Structures and Flood Management Works	County	Washington	Total Cost	\$27,637,122
Project Limits		Municipality	District of Columbia	Completion Date	2045

Agency Project ID CA303C, MNT02

Description The purpose of this project is to replace/rehab existing hydraulic structures as culverts, inlets, etc.. On a bi-annual basis and based on stormwater drainage problem occurrences the structures will be inspected. On an annual basis, structures will be rehabilitated or replaced depending on their condition. The project also assesses and manages flooding conditions on transportation infrastructures. a. Culvert Inspection b. Drainage and Stormwater Improvements - Construction c. Stormwater Retrofits d. University Terrace NW Drainage Improvements e. Drainage and Stormwater Improvements - Design

Phase	AC/ ACCP	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE		DC/STATE	\$478,552	\$490,103	\$364,243	\$490,103	\$1,823,001	\$1,823,001
PE		STBG	\$1,914,204	\$1,960,410	\$1,456,970	\$1,960,410	\$7,291,994	\$7,291,994
		Total PE	\$2,392,756	\$2,450,513	\$1,821,213	\$2,450,513	\$9,114,995	\$9,114,995
CON		PROTECT-F	-	\$2,400,000	\$2,400,000	\$979,234	\$5,779,234	\$5,779,234
CON		DC/STATE	\$718,668	\$885,758	\$1,050,000	\$1,050,000	\$3,704,426	\$3,704,426
CON		STBG	\$2,874,671	\$1,143,030	\$1,800,000	\$3,220,766	\$9,038,467	\$9,038,467
		Total CON	\$3,593,339	\$4,428,788	\$5,250,000	\$5,250,000	\$18,522,127	\$18,522,127
		Total Programmed	\$5,986,095	\$6,879,301	\$7,071,213	\$7,700,513	\$27,637,122	\$27,637,122



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02 Amendment 2023-2026	09/16/2022	N/A	N/A
23-22 Amendment 2023-2026	08/25/2023	N/A	N/A
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending
23-24 Amendment 2023-2026	09/13/2023	N/A	N/A
23-47.1 Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$25,994,698 to \$27,637,122



National Capital Region
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ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-47.1: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
 REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION

TIP ID T3243
Project Name Bridge Inspection
Project Limits

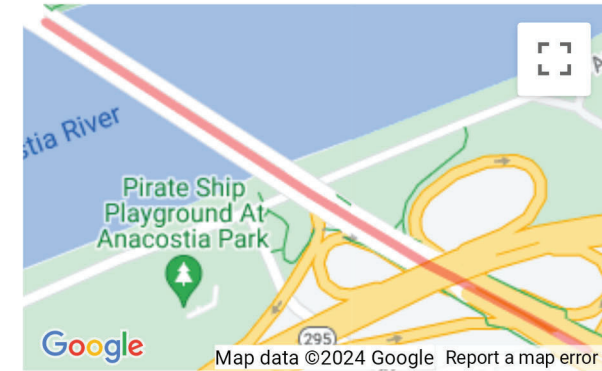
Lead Agency District Department of Transportation
County Washington
Municipality District of Columbia, Region-wide

Project Type Bridge - Preventive Maintenance
Total Cost \$10,892,450
Completion Date 2045

Agency Project ID CD062A

Description Work under this contract consists of performing detailed condition inspections and evaluations of all highway and pedestrian bridges, and tunnels and underpasses under the ownership of the District of Columbia in accordance with the DDOT Bridge Inspection Manual of Procedures and the National Bridge Inspection Standards (NBIS). Safety inspections of railroad owned bridges crossing District streets shall also be performed. Selected inspections of culverts, walls and overhead sign structures shall be performed as needed via contract modifications.

Phase	AC/ ACCP	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE		NHPP	\$1,548,512	\$1,902,656	\$400,000	\$488,000	\$4,339,168	\$4,339,168
PE		DC/STATE	\$483,910	\$594,580	\$500,000	\$600,000	\$2,178,490	\$2,178,490
PE		STBG	\$387,128	\$475,664	\$1,600,000	\$1,912,000	\$4,374,792	\$4,374,792
Total PE			\$2,419,550	\$2,972,900	\$2,500,000	\$3,000,000	\$10,892,450	\$10,892,450
Total Programmed			\$2,419,550	\$2,972,900	\$2,500,000	\$3,000,000	\$10,892,450	\$10,892,450



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02 Amendment 2023-2026	09/16/2022	N/A	N/A
23-47.1 Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s), Programming Update

Funding Change(s):

Total project cost increased from \$10,795,453 to \$10,892,450



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ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-47.1: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
 REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION

TIP ID	T5313	Lead Agency	District Department of Transportation	Project Type	Landscaping/Beautification
Project Name	Urban Forestry Program	County	Washington	Total Cost	\$2,242,412
Project Limits		Municipality	District of Columbia	Completion Date	2045

Agency Project ID CG311, CG312, CG313, CG314

Description Plant new trees, remove dead and diseased trees, treat diseased trees, replace trees, and landscape along local and Federal roads.

*Map Has Not Been Marked

Phase	AC/ ACCP	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
CON		NHPP	\$191,017	\$172,736	\$172,736	\$172,736	\$709,225	\$709,225
CON		DC/STATE	\$119,982	\$108,500	\$110,000	\$110,000	\$448,482	\$448,482
CON		STBG	\$288,913	\$261,264	\$267,264	\$267,264	\$1,084,705	\$1,084,705
		Total CON	\$599,912	\$542,500	\$550,000	\$550,000	\$2,242,412	\$2,242,412
		Total Programmed	\$599,912	\$542,500	\$550,000	\$550,000	\$2,242,412	\$2,242,412

Version History

TIP Document		MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02	Amendment 2023-2026	09/16/2022	N/A	N/A
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending
23-47.1	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$2,227,412 to \$2,242,412



National Capital Region
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ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-47.1: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
 REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION

TIP ID	T5316	Lead Agency	District Department of Transportation	Project Type	Road - Other Improvement
Project Name	Guardrails and Attenuators	County	Washington	Total Cost	\$11,524,634
Project Limits		Municipality	District of Columbia	Completion Date	2045

Agency Project ID CD062A

Description This project repairs, replaces and upgrades safety appurtenances on and off the Federal-aid Highway System that have been damaged by errant vehicles, and replaces units that do not meet the requirements of NCHRP (National Cooperative Highway Research Program) Report 350. Work also includes construction of guiderails and attenuators at new locations and removal of units in locations where they are no longer needed. a. Guardrails and Attenuators Inventory and Design b. Guardrails and Attenuators Repair and Replacement

*Various Locations

Phase	AC/ ACCP	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
CON		DC/STATE	\$579,787	\$525,140	\$600,000	\$600,000	\$2,304,927	\$2,304,927
CON		STBG	\$2,319,147	\$2,100,560	\$2,400,000	\$2,400,000	\$9,219,707	\$9,219,707
		<i>Total CON</i>	\$2,898,934	\$2,625,700	\$3,000,000	\$3,000,000	\$11,524,634	\$11,524,634
		<i>Total Programmed</i>	\$2,898,934	\$2,625,700	\$3,000,000	\$3,000,000	\$11,524,634	\$11,524,634

Version History

TIP Document		MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	06/15/2022	8/252022	8/252022
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending
23-47.1	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$11,361,934 to \$11,524,634



National Capital Region
Transportation Planning Board

ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-47.1: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
 REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION

TIP ID	T5323	Lead Agency	District Department of Transportation	Project Type	Study/Planning/Research
Project Name	Roadway Pavement Condition Assessment	County	Washington	Total Cost	\$5,434,379
Project Limits		Municipality	District of Columbia	Completion Date	2045

Agency Project ID MNT06A, SR091A

Description This project will be used to retain a vendor to perform data collection and analysis of DDOT's pavement conditions.

*Various Locations

Phase	AC/ ACCP	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE		DC/STATE	\$262,895	\$263,980	\$280,000	\$280,000	\$1,086,875	\$1,086,875
PE		STBG	\$1,051,582	\$1,055,922	\$1,120,000	\$1,120,000	\$4,347,504	\$4,347,504
		<i>Total PE</i>	\$1,314,477	\$1,319,902	\$1,400,000	\$1,400,000	\$5,434,379	\$5,434,379
		<i>Total Programmed</i>	\$1,314,477	\$1,319,902	\$1,400,000	\$1,400,000	\$5,434,379	\$5,434,379

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/252022	8/252022
23-02	Amendment 2023-2026	09/16/2022	N/A	N/A
23-47.1	Amendment 2023-2026	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s), Programming Update

Funding Change(s):

Total project cost increased from \$5,290,458 to \$5,434,379



National Capital Region
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ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-47.1: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
 REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION

TIP ID T5346
Project Name Theodore Roosevelt Bridge Rehabilitation
Project Limits

Lead Agency District Department of Transportation
County Washington
Municipality District of Columbia, Region-wide

Project Type Bridge - Rehab
Total Cost \$224,420,843
Completion Date 2025

Agency Project ID CD026

Description Maintain the structure's service life for 30 years and improve safety by making necessary repairs to the existing structure. Improve safety by bringing the combined pedestrian/bicycle sidewalk into compliance with safety standards.

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	NHPP		\$4,197,600	-	-	-	-	-	-	\$4,197,600
PE	DC/ STATE		\$896,105	\$189,561	-	-	-	-	\$189,561	\$1,085,666
PE	STBG		\$1,718,817	\$758,242	-	-	-	-	\$758,242	\$2,477,059
	Total PE		\$6,812,522	\$947,803	-	-	-	-	\$947,803	\$7,760,325
ROW	NHPP		\$22,500	-	-	-	-	-	-	\$22,500
ROW	DC/ STATE		\$2,500	-	-	-	-	-	-	\$2,500
	Total ROW		\$25,000	-	-	-	-	-	-	\$25,000
CON	BFP		-	\$15,300,000	-	\$37,767,532	\$51,665,534	-	\$104,733,066	\$104,733,066
CON	HBRRP		-	\$1,658,584	-	-	-	-	\$1,658,584	\$1,658,584
CON	HIP		-	\$3,166,231	-	-	-	-	\$3,166,231	\$3,166,231
CON	NHPP		\$920,700	-	-	-	-	-	-	\$920,700
CON	DC/ STATE		\$102,300	\$5,773,651	-	\$9,441,883	\$12,916,384	\$7,893,346	\$28,131,918	\$36,127,564
CON	STBG		-	\$38,455,991	-	-	-	\$31,573,382	\$38,455,991	\$70,029,373
	Total CON		\$1,023,000	\$64,354,457	-	\$47,209,415	\$64,581,918	\$39,466,728	\$176,145,790	\$216,635,518
	Total Programmed		\$7,860,522	\$65,302,260	-	\$47,209,415	\$64,581,918	\$39,466,728	\$177,093,593	\$224,420,843



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02 Amendment 2023-2026	09/16/2022	N/A	N/A
23-08 Amendment 2023-2026	12/09/2022	N/A	N/A
23-22 Amendment 2023-2026	08/25/2023	N/A	N/A
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending
23-47.1 Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost stays the same \$224,420,843



National Capital Region
Transportation Planning Board

ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-47.1: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
 REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION

TIP ID	T5347	Lead Agency	District Department of Transportation	Project Type	Road - Signal/Signs
Project Name	Traffic Signal Maintenance	County	Washington	Total Cost	\$173,756,705
Project Limits		Municipality	District of Columbia	Completion Date	2045

Agency Project ID C1046A, C1047A, C1063A, C1055A, C1056A, C1043A

Description Provide effective and efficient maintenance services for the traffic signal systems throughout the District of Columbia. Projects include: a. Traffic Signal and Streetlight Utility Locating and Marking b. Traffic Signal Construction Contract c. Traffic Signal Maintenance d. Traffic Signal Management and Design e. Traffic Signal Optimization f. Traffic Signal System Management g. Traffic Signal Transit Priority h. Traffic Signal System Modernization - Design i. Traffic Signal System Modernization - Construction

Phase	AC/ ACCP	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE		NHPP	\$70,200	\$70,856	\$72,168	\$73,479	\$286,703	\$286,703
PE		DC/ STATE	\$1,860,206	\$2,133,361	\$1,298,661	\$1,299,411	\$6,591,639	\$6,591,639
PE		STBG	\$7,370,616	\$8,462,583	\$5,122,476	\$5,124,168	\$26,079,843	\$26,079,843
		Total PE	\$9,301,022	\$10,666,800	\$6,493,305	\$6,497,058	\$32,958,185	\$32,958,185
CON		HSIP	\$1,795,500	\$900,000	\$900,000	\$900,000	\$4,495,500	\$4,941,000
CON		NHPP	\$12,131,380	\$11,699,333	\$5,748,837	\$5,844,741	\$35,424,291	\$35,424,291
CON		DC/ STATE	\$8,046,679	\$9,240,402	\$5,197,720	\$5,020,405	\$27,505,206	\$27,554,706
CON		STBG	\$18,897,334	\$21,502,274	\$14,242,040	\$14,236,875	\$68,878,523	\$68,878,523
		Total CON	\$40,870,893	\$43,342,009	\$26,088,597	\$26,002,021	\$136,303,520	\$136,798,520
OTHER		DC/ STATE	\$400,000	\$400,000	-	-	\$800,000	\$800,000
OTHER		STBG	\$1,600,000	\$1,600,000	-	-	\$3,200,000	\$3,200,000
		Total Other	\$2,000,000	\$2,000,000	-	-	\$4,000,000	\$4,000,000
		Total Programmed	\$52,171,915	\$56,008,809	\$32,581,902	\$32,499,079	\$173,261,705	\$173,756,705

*Various Locations

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02 Amendment 2023-2026	09/16/2022	N/A	N/A
23-13.1 Amendment 2023-2026	03/15/2023	3/28/2023	3/28/2023
23-14 Amendment 2023-2026	03/17/2023	N/A	N/A
23-27.1 Amendment 2023-2026	11/15/2023	Pending	N/A
23-36 Amendment 2023-2026	03/15/2024	N/A	N/A
23-47.1 Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$171,356,705 to \$173,756,705



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Transportation Planning Board

ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-47.1: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
 REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION

TIP ID T5433
Project Name Bridge Management
Project Limits

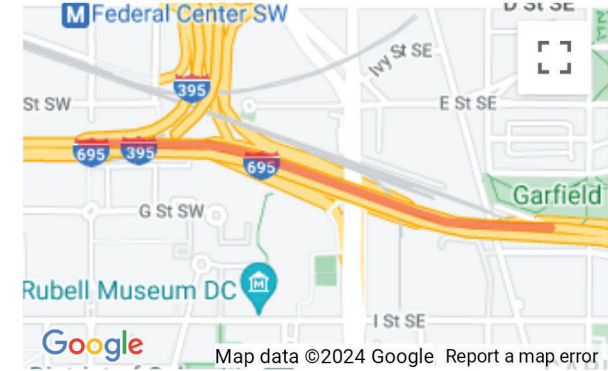
Lead Agency District Department of Transportation
County Washington
Municipality District of Columbia, Region-wide

Project Type Bridge - Preventive Maintenance
Total Cost \$2,297,300
Completion Date 2045

Agency Project ID PM094A, CD053A

Description Daily assessment of the condition of the District's bridges. Developing strategies for their preventive maintenance, rehabilitation and reconstruction. Maintenance of the Department's bridge records, recording the condition of all bridges into the Bridge Management System and annually reporting the data to FHWA.

Phase	AC/ ACCP	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE		NHPP	-	-	\$320,000	\$320,000	\$640,000	\$640,000
PE		DC/STATE	-	-	\$80,000	\$80,000	\$160,000	\$160,000
		Total PE	-	-	\$400,000	\$400,000	\$800,000	\$800,000
CON		NHPP	\$295,120	\$295,120	\$303,800	\$303,800	\$1,197,840	\$1,197,840
CON		DC/STATE	\$73,780	\$73,780	\$75,950	\$75,950	\$299,460	\$299,460
		Total CON	\$368,900	\$368,900	\$379,750	\$379,750	\$1,497,300	\$1,497,300
		Total Programmed	\$368,900	\$368,900	\$779,750	\$779,750	\$2,297,300	\$2,297,300



Version History

TIP Document		MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02	Amendment 2023-2026	09/16/2022	N/A	N/A
23-47.1	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s), Programming Update

Funding Change(s):

Total project cost increased from \$1,497,300 to \$2,297,300

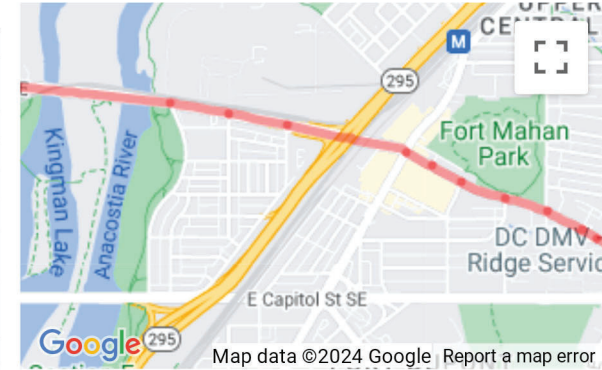


TIP ID	T5754	Lead Agency	District Department of Transportation	Project Type	Rail/Fixed Guideways - Streetcar/Light Rail
Project Name	Benning Rd Bridges and Transportation Improvements	County	Washington	Total Cost	\$195,945,324
Project Limits	Oklahoma Ave NE to East Capitol St NE	Municipality	District of Columbia	Completion Date	2026

Agency Project ID CM080A

Description Benning Rd Bridges and Transportation Improvements from OK Ave to East Capitol St Br# 503(EB), 503(WB), 104, 104-1. Local funding will be used to extend the DC Streetcar line to the Benning Road Metro Station.

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NHPP	\$1,600,000	-	-	-	-	-	-	\$1,600,000
PE		DC/ STATE	\$11,385,406	-	-	-	-	-	-	\$11,385,406
		Total PE	\$12,985,406	-	-	-	-	-	-	\$12,985,406
CON		BUILD	-	\$15,000,000	-	-	-	-	\$15,000,000	\$15,000,000
CON		HIP	-	-	-	\$1,442,249	-	-	\$1,442,249	\$1,442,249
CON		NHPP	-	-	\$7,169,680	-	-	-	\$7,169,680	\$7,169,680
CON		State (NM)	-	\$3,833,666	\$62,506,275	-	-	-	\$66,339,941	\$66,339,941
CON		DC/ STATE	-	\$3,750,000	\$1,792,420	\$8,562,000	\$9,219,576	-	\$23,323,996	\$23,323,996
CON		STBG	-	-	-	\$32,805,748	\$36,878,304	-	\$69,684,052	\$69,684,052
		Total CON	-	\$22,583,666	\$71,468,375	\$42,809,997	\$46,097,880	-	\$182,959,918	\$182,959,918
		Total Programmed	\$12,985,406	\$22,583,666	\$71,468,375	\$42,809,997	\$46,097,880	-	\$182,959,918	\$195,945,324



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02 Amendment 2023-2026	09/16/2022	N/A	N/A
23-47.1 Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s), Programming Update

Funding Change(s):

Total project cost decreased from \$202,664,372 to \$195,945,324



National Capital Region
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ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-47.1: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
 REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION

TIP ID	T5922	Lead Agency	District Department of Transportation	Project Type	Freight - Freight Movements
Project Name	Freight Planning Program	County	Washington	Total Cost	\$10,680,773
Project Limits		Municipality	District of Columbia	Completion Date	2045

Agency Project ID AFO81A

Description Development and updates of a District freight plan to enhance the safety and efficiency of goods movement for freight planning improvement and freight project implementation. a. Commercial Loading Zone Enforcement Support b. Delivery Demand Management Program c. Positive Truck Route Signage d. State Freight Plan Update e. Innovative Freight Delivery Practices, Research & Analysis f. Oversize/Overweight Routing Tool Maintenance and Enhancement

*Map Has Not Been Marked

Phase	AC/ ACCP	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE		LOCAL	-	-	-	-	-	\$96,000
PE		NHFP	\$130,200	\$332,682	\$1,257,537	\$1,908,537	\$3,628,956	\$5,011,156
PE		DC/STATE	\$32,550	\$83,171	\$314,385	\$477,135	\$907,241	\$1,156,791
		Total PE	\$162,750	\$415,853	\$1,571,922	\$2,385,672	\$4,536,197	\$6,263,947
CON		NHFP	\$202,482	-	\$800,000	\$487,796	\$1,490,278	\$3,226,278
CON		DC/STATE	\$50,261	-	\$200,000	\$122,309	\$372,570	\$806,570
		Total CON	\$252,743	-	\$1,000,000	\$610,105	\$1,862,848	\$4,032,848
STUDY		NHFP	-	-	-	-	-	\$307,182
STUDY		DC/STATE	-	-	-	-	-	\$76,796
		Total STUDY	-	-	-	-	-	\$383,978
		Total Programmed	\$415,493	\$415,853	\$2,571,922	\$2,995,777	\$6,399,045	\$10,680,773

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02 Amendment 2023-2026	09/16/2022	N/A	N/A
23-05.1 Amendment 2023-2026	11/16/2022	12/14/2022	Pending
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending
23-44 Amendment 2023-2026	08/12/2024	N/A	N/A
23-47.1 Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$8,410,235 to \$10,680,773



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ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-47.1: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
 REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION

TIP ID	T6102	Lead Agency	District Department of Transportation	Project Type	Transit - Administration
Project Name	Planning Activities Passthrough (MWCOC)	County	Washington	Total Cost	\$29,154,507
Project Limits		Municipality	District of Columbia	Completion Date	2045

Description DDOT receives an annual FHWA and FTA grant appropriation to support metropolitan planning activities and Statewide/DC based Planning Activities. a. 5303/5304 FTA Program b MATOC c. Metropolitan Planning
Agency Project ID

Phase	AC/ ACCP	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE	S.	5303	\$960,537	\$529,000	\$529,000	\$529,000	\$2,547,537	\$2,547,537
PE	S.	5304	\$575,218	\$130,700	\$130,700	\$130,700	\$967,318	\$967,318
PE	DC/ STATE		\$383,939	\$164,925	\$164,925	\$164,925	\$878,714	\$878,714
Total PE			\$1,919,694	\$824,625	\$824,625	\$824,625	\$4,393,569	\$4,393,569
PLANNING	PL/ MPP		-	\$4,266,200	-	-	\$4,266,200	\$4,266,200
PLANNING	DC/ STATE		-	\$1,066,551	-	-	\$1,066,551	\$1,066,551
Total PLANNING			-	\$5,332,751	-	-	\$5,332,751	\$5,332,751
OTHER	PL/ MPP		-	-	\$2,997,403	\$3,087,325	\$6,084,728	\$6,084,728
OTHER	DC/ STATE		\$1,827,381	\$179,025	\$928,376	\$950,857	\$3,885,639	\$3,885,639
OTHER	STBG		\$7,309,520	\$716,100	\$716,100	\$716,100	\$9,457,820	\$9,457,820
Total Other			\$9,136,901	\$895,125	\$4,641,879	\$4,754,282	\$19,428,187	\$19,428,187
Total Programmed			\$11,056,595	\$7,052,501	\$5,466,504	\$5,578,907	\$29,154,507	\$29,154,507

*Not Location Specific

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-03.1 Amendment 2023-2026	10/19/2022	11/01/2022	Pending
23-05.1 Amendment 2023-2026	11/16/2022	12/14/2022	Pending
23-12 Amendment 2023-2026	02/08/2023	N/A	N/A
23-15.1 Amendment 2023-2026	04/19/2023	06/26/2023	06/26/2023
23-23.1 Amendment 2023-2026	09/20/2023	Pending	Pending
23-38 Amendment 2023-2026	04/12/2024	N/A	N/A
23-42 Amendment 2023-2026	06/11/2024	N/A	N/A
23-46 Amendment 2023-2026	09/13/2024	N/A	N/A
23-47.1 Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost stays the same \$29,154,507



National Capital Region
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ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-47.1: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
 REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION

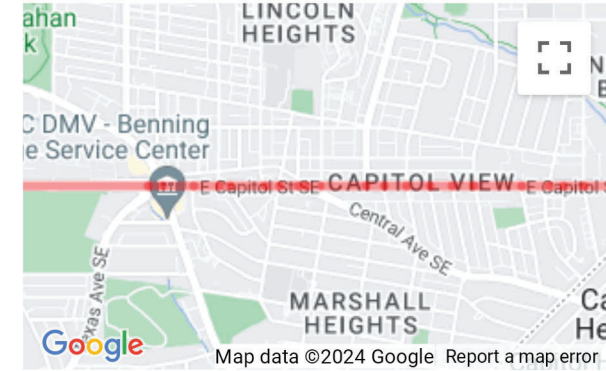
TIP ID T6315 **Lead Agency** District Department of Transportation
Project Name East Capitol Street Corridor Mobility & Safety Plan **County** Washington
Project Limits 40th Street NE to Southern Ave NE **Municipality** District of Columbia

Project Type Bicycle/Pedestrian - Bike/Ped
Total Cost \$64,776,063
Completion Date 2027

Agency Project ID SR086A

Description Design and construct pedestrian safety and traffic operations improvements

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	HSIP		\$1,710,000	-	-	-	-	-	-	\$1,710,000
PE	DC/ STATE		\$390,000	\$455,700	\$712,315	-	\$144,905	-	\$1,312,920	\$1,702,920
PE	STBG		\$800,000	\$1,822,799	\$2,849,261	-	\$579,616	-	\$5,251,676	\$6,051,676
		Total PE	\$2,900,000	\$2,278,499	\$3,561,576	-	\$724,521	-	\$6,564,596	\$9,464,596
CON	DC/ STATE		-	-	-	-	\$3,637,096	\$7,425,198	\$3,637,096	\$11,062,294
CON	STBG		-	-	-	-	\$14,548,383	\$29,700,790	\$14,548,383	\$44,249,173
		Total CON	-	-	-	-	\$18,185,479	\$37,125,988	\$18,185,479	\$55,311,467
		Total Programmed	\$2,900,000	\$2,278,499	\$3,561,576	-	\$18,910,000	\$37,125,988	\$24,750,075	\$64,776,063



Version History

TIP Document		MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-01.1	Amendment 2023-2026	09/21/2022	10/06/2022	06/26/2023
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending
23-44	Amendment 2023-2026	08/12/2024	N/A	N/A
23-47.1	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost decreased from \$65,469,301 to \$64,776,063



National Capital Region
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ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-47.1: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
 REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION

TIP ID	T6502	Lead Agency	District Department of Transportation	Project Type	Transportation Operations
Project Name	Subsurface Investigation & AM Program Support	County	Washington	Total Cost	\$4,136,609
Project Limits		Municipality	District of Columbia	Completion Date	2045

Description Subsurface Pavement Engineering to determine characteristics of roadway and to perform adequate analysis for pavement design, engineering and support for asset management program

*Map Has Not Been Marked

Phase	AC/ ACCP	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE		DC/STATE	\$190,000	\$97,122	\$100,000	\$100,000	\$487,122	\$776,292
PE		STBG	\$760,000	\$388,487	\$400,000	\$400,000	\$1,948,487	\$3,360,317
		<i>Total PE</i>	\$950,000	\$485,609	\$500,000	\$500,000	\$2,435,609	\$4,136,609
		<i>Total Programmed</i>	\$950,000	\$485,609	\$500,000	\$500,000	\$2,435,609	\$4,136,609

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/252022	8/252022
23-28 Amendment 2023-2026	11/08/2023	N/A	N/A
23-47.1 Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$4,107,827 to \$4,136,609



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ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-47.1: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
 REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION

TIP ID	T6610	Lead Agency	District Department of Transportation	Project Type	Transportation Operations
Project Name	Citywide Large Guide Sign Maintenance	County	Washington	Total Cost	\$18,786,115
Project Limits		Municipality	District of Columbia	Completion Date	2045

Agency Project ID CFPID170319

Description Repair and replacement of damaged overhead/oversized signage, primarily located along Interstate system. This project will facilitate replacement of damaged signs that are too large to fabricate and install in-house. a. Citywide Large Guide Sign Maintenance b. Sign Structure Upgrade and Replacement

* Map Has Not Been Marked

Phase	AC/ ACCP	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE		DC/STATE	\$390,557	\$434,000	-	\$227,850	\$1,052,407	\$1,052,407
PE		STBG	\$1,562,228	\$1,736,000	-	\$911,400	\$4,209,628	\$4,209,628
		Total PE	\$1,952,785	\$2,170,000	-	\$1,139,250	\$5,262,035	\$5,262,035
CON		NHPP	-	\$2,790,609	\$1,280,127	\$1,280,127	\$5,350,863	\$5,350,863
CON		DC/STATE	-	\$697,653	\$1,687,132	\$320,032	\$2,704,817	\$2,704,817
CON		STBG	-	-	\$5,468,400	-	\$5,468,400	\$5,468,400
		Total CON	-	\$3,488,262	\$8,435,659	\$1,600,159	\$13,524,080	\$13,524,080
		Total Programmed	\$1,952,785	\$5,658,262	\$8,435,659	\$2,739,409	\$18,786,115	\$18,786,115

Version History

TIP Document		MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-01.1	Amendment 2023-2026	09/21/2022	10/06/2022	06/26/2023
23-10	Amendment 2023-2026	01/13/2023	N/A	N/A
23-12	Amendment 2023-2026	02/08/2023	N/A	N/A
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending
23-47.1	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost decreased from \$22,826,120 to \$18,786,115



National Capital Region
Transportation Planning Board

ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-47.1: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
 REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION

TIP ID	T6644	Lead Agency	District Department of Transportation	Project Type	Road - Signal/Signs
Project Name	LED Signage Procurement and Installation	County	Washington	Total Cost	\$4,643,931
Project Limits		Municipality	District of Columbia	Completion Date	2045
		Agency Project ID			
Description	Procurement and installation of LED signage and intelligent warning systems (flashing pedestrian signs, driver feedback machines, etc.). Signs will be procured, installed, and maintained by Field Operations Branch.				

*Not Location Specific

Phase	AC/ ACCP	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
CON		NHPP	\$288,000	\$1,119,477	\$1,153,833	\$1,153,833	\$3,715,143	\$3,715,143
CON		DC/STATE	\$72,000	\$279,870	\$288,459	\$288,459	\$928,788	\$928,788
		Total CON	\$360,000	\$1,399,347	\$1,442,292	\$1,442,292	\$4,643,931	\$4,643,931
		Total Programmed	\$360,000	\$1,399,347	\$1,442,292	\$1,442,292	\$4,643,931	\$4,643,931

Version History

TIP Document		MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending
23-47.1	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost decreased from \$4,679,297 to \$4,643,931



National Capital Region
Transportation Planning Board

ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-47.1: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
 REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION

TIP ID T6657
Project Name New York Ave NE Bridge over Anacostia River
Project Limits Over Anacostia River
Lead Agency District Department of Transportation
County Washington
Municipality District of Columbia

Project Type Bridge - Rehab
Total Cost \$66,225,000
Completion Date 2030

Agency Project ID

Description This project will include inspections and preliminary design work to assess the need for future rehabilitation and preventive maintenance on the bridge. The scope includes three primary elements: design of scour countermeasures, design of structural repairs, and design of new pedestrian trail including adjacent separate river crossing. Design of scour countermeasures is being prioritized. Structural repairs and trail will follow. a. New York Ave Bridge over Anacostia River b. Scour Prevention for New York Ave Bridge

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	DC/ STATE		-	-	\$20,000	-	-	-	\$20,000	\$20,000
PE	STBG		-	-	\$80,000	-	-	-	\$80,000	\$80,000
	Total PE		-	-	\$100,000	-	-	-	\$100,000	\$100,000
CON	BUILD		-	-	-	-	\$25,000,000	-	\$25,000,000	\$25,000,000
CON	BFP		-	-	-	-	-	\$28,000,000	-	\$28,000,000
CON	DC/ STATE		-	-	-	-	\$6,125,000	\$7,000,000	\$6,125,000	\$13,125,000
	Total CON		-	-	-	-	\$31,125,000	\$35,000,000	\$31,125,000	\$66,125,000
Total Programmed			-	-	\$100,000	-	\$31,125,000	\$35,000,000	\$31,225,000	\$66,225,000



Version History

TIP Document	Adoption	MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-02	Amendment 2023-2026	09/16/2022	N/A	N/A
23-23.1	Amendment 2023-2026	09/20/2023	Pending	Pending
23-42	Amendment 2023-2026	06/11/2024	N/A	N/A
23-47.1	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$36,500,000 to \$66,225,000

**ATTACHMENT B - AMENDMENT SUMMARY FOR
TIP ACTION 23-47.1: FORMAL AMENDMENT TO THE
FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION**

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T3212	Safety Improvements Citywide	\$68,384,709	\$69,998,251	\$1,613,542	2	Cost change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> - Decrease funds in FFY 25 in PE from \$1,146,925 to \$1,141,925 - Decrease funds in FFY 25 in CON from \$1,721,601 to \$1,707,136 + Increase funds in FFY 26 in PE from \$1,146,925 to \$1,512,925 - Decrease funds in FFY 26 in CON from \$1,730,963 to \$1,707,136 <p>STBG</p> <ul style="list-style-type: none"> - Decrease funds in FFY 25 in PE from \$2,116,000 to \$2,096,000 - Decrease funds in FFY 25 in CON from \$6,886,404 to \$6,828,544 + Increase funds in FFY 26 in PE from \$2,116,000 to \$3,580,000 - Decrease funds in FFY 26 in CON from \$6,923,850 to \$6,828,544 <p><i>Total project cost increased from \$68,384,709 to \$69,998,251</i></p>
T6315	East Capitol Street Corridor Mobility & Safety Plan	\$65,469,301	\$64,776,063	(\$693,238)	-1	Cost change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> + Increase funds in FFY 26 in PE from \$0 to \$144,905 - Decrease funds in FFY 26 in CON from \$3,920,648 to \$3,637,096 <p>STBG</p> <ul style="list-style-type: none"> + Increase funds in FFY 26 in PE from \$0 to \$579,616 - Decrease funds in FFY 26 in CON from \$15,682,590 to \$14,548,383 <p><i>Total project cost decreased from \$65,469,301 to \$64,776,063</i></p>
T2796	National Recreational Trails	\$3,068,694	\$3,068,694	\$0	0	Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> + Increase funds in FFY 25 in PLANNING from \$0 to \$163,200 - Decrease funds in FFY 25 in PE from \$163,200 to \$0 + Increase funds in FFY 26 in PLANNING from \$0 to \$163,200 - Decrease funds in FFY 26 in PE from \$163,200 to \$0 <p>NRT</p> <ul style="list-style-type: none"> + Increase funds in FFY 25 in PLANNING from \$0 to \$652,800 - Decrease funds in FFY 25 in PE from \$652,800 to \$0 + Increase funds in FFY 26 in PLANNING from \$0 to \$652,800 - Decrease funds in FFY 26 in PE from \$652,800 to \$0 <p><i>Total project cost stays the same \$3,068,694</i></p>

T5433	Bridge Management	\$1,497,300	\$2,297,300	\$800,000	53	Cost change(s), Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE + Increase funds in FFY 25 in PE from \$0 to \$80,000 + Increase funds in FFY 26 in PE from \$0 to \$80,000 NHPP + Increase funds in FFY 25 in PE from \$0 to \$320,000 + Increase funds in FFY 26 in PE from \$0 to \$320,000 <i>Total project cost increased from \$1,497,300 to \$2,297,300</i>
T3202	Bridge Design	\$9,277,930	\$8,195,581	(\$1,082,349)	-12	Cost change(s), Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): BFP ▶ Delete funds in FFY 25 in PE for \$868,000 ▶ Delete funds in FFY 26 in PE for \$868,000 DC/STATE - Decrease funds in FFY 25 in PE from \$487,411 to \$257,741 + Increase funds in FFY 25 in OTHER from \$0 to \$120,001 - Decrease funds in FFY 26 in PE from \$314,131 to \$87,331 + Increase funds in FFY 26 in OTHER from \$0 to \$120,001 NHPP - Decrease funds in FFY 25 in PE from \$661,197 to \$421,197 + Increase funds in FFY 25 in OTHER from \$0 to \$125,681 ▶ Add funds in FFY 26 in OTHER for \$125,681 STBG + Increase funds in FFY 25 in PE from \$420,445 to \$609,766 + Increase funds in FFY 25 in OTHER from \$0 to \$354,318 - Decrease funds in FFY 26 in PE from \$388,522 to \$349,322 + Increase funds in FFY 26 in OTHER from \$0 to \$354,318 <i>Total project cost decreased from \$9,277,930 to \$8,195,581</i>
T3243	Bridge Inspection	\$10,795,453	\$10,892,450	\$96,997	1	Cost change(s), Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE + Increase funds in FFY 25 in PE from \$483,910 to \$500,000 + Increase funds in FFY 26 in PE from \$596,750 to \$600,000 NHPP - Decrease funds in FFY 25 in PE from \$1,548,215 to \$400,000 - Decrease funds in FFY 26 in PE from \$1,909,600 to \$488,000 STBG + Increase funds in FFY 25 in PE from \$387,128 to \$1,600,000 + Increase funds in FFY 26 in PE from \$477,400 to \$1,912,000 <i>Total project cost increased from \$10,795,453 to \$10,892,450</i>

T2927	Highway Structures Preventive Maintenance and Repairs	\$27,902,447	\$42,902,447	\$15,000,000	54	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE + Increase funds in FFY 25 in CON from \$1,280,300 to \$2,780,300 NHPP + Increase funds in FFY 25 in CON from \$4,096,960 to \$10,096,960 + Increase funds in FFY 26 in CON from \$4,305,280 to \$11,805,280 <i>Total project cost increased from \$27,902,447 to \$42,902,447</i>
T6657	New York Ave NE Bridge over Anacostia River	\$36,500,000	\$66,225,000	\$29,725,000	81	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE ▶ Delete funds in FFY 25 in CON for \$280,000 ▶ Add funds in FFY 26 in CON for \$6,125,000 BUILD ▶ Add funds in FFY 26 in CON for \$25,000,000 STBG ▶ Delete funds in FFY 25 in CON for \$1,120,000 <i>Total project cost increased from \$36,500,000 to \$66,225,000</i>
T13645	Francis Scott Key Bridge Rehabilitation II	\$0	\$4,340,000	\$4,340,000	0	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE ▶ Add funds in FFY 26 in PE for \$868,000 STBG ▶ Add funds in FFY 26 in PE for \$3,472,000 <i>Total project cost \$4,340,000</i>
T13623	27th Street Bridge over Broad Branch Rehabilitation	\$0	\$3,667,300	\$3,667,300	0	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): BFP ▶ Add funds in FFY 25 in PE for \$763,840 ▶ Add funds in FFY 26 in CON for \$2,170,000 DC/STATE ▶ Add funds in FFY 25 in PE for \$190,960 ▶ Add funds in FFY 26 in CON for \$542,500 <i>Total project cost \$3,667,300</i>
T5346	Theodore Roosevelt Bridge Rehabilitation	\$224,420,843	\$224,420,843	\$0	0	Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): BFP ▶ Add funds in FFY 25 in CON for \$37,767,532 ▶ Add funds in FFY 26 in CON for \$51,665,534 STBG ▶ Delete funds in FFY 25 in CON for \$37,767,532 ▶ Delete funds in FFY 26 in CON for \$51,665,534 <i>Total project cost stays the same \$224,420,843</i>
T11596	10th Street Bridge over I-395	\$6,500,000	\$9,538,000	\$3,038,000	47	Cost change(s), Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE ▶ Add funds in FFY 25 in PE for \$607,600 NHPP ▶ Add funds in FFY 25 in PE for \$2,430,400 <i>Total project cost increased from \$6,500,000 to \$9,538,000</i>

T11598	Rehabilitation of Whitehurst Freeway Bridge	\$45,000,000	\$48,472,000	\$3,472,000	8	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE ▶ Add funds in FFY 26 in PE for \$694,400 NHPP ▶ Add funds in FFY 26 in PE for \$2,777,600 <i>Total project cost increased from \$45,000,000 to \$48,472,000</i>
T13571	New York Avenue Bridge, NE over CSX RR- INFORMATIONAL	\$38,406,250	\$36,906,250	(\$1,500,000)	-4	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): BFP ▶ Delete funds in FFY 25 in PE for \$1,200,000 DC/STATE ▶ Delete funds in FFY 25 in PE for \$300,000 <i>Total project cost decreased from \$38,406,250 to \$36,906,250</i>
T2888	Safe Routes to School	\$11,954,772	\$14,525,326	\$2,570,554	22	Cost change(s), Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE - Decrease funds in FFY 25 in PLANNING from \$180,000 to \$0 + Increase funds in FFY 25 in PE from \$0 to \$79,965 + Increase funds in FFY 25 in CON from \$400,000 to \$600,000 + Increase funds in FFY 25 in OTHER from \$0 to \$157,091 - Decrease funds in FFY 26 in PLANNING from \$180,000 to \$0 + Increase funds in FFY 26 in PE from \$0 to \$79,965 + Increase funds in FFY 26 in CON from \$400,000 to \$600,000 + Increase funds in FFY 26 in OTHER from \$0 to \$157,091 TAP - Decrease funds in FFY 25 in PLANNING from \$720,000 to \$0 + Increase funds in FFY 25 in PE from \$0 to \$319,858 + Increase funds in FFY 25 in CON from \$1,600,000 to \$2,400,000 + Increase funds in FFY 25 in OTHER from \$0 to \$628,363 - Decrease funds in FFY 26 in PLANNING from \$720,000 to \$0 + Increase funds in FFY 26 in PE from \$0 to \$319,858 + Increase funds in FFY 26 in CON from \$1,600,000 to \$2,400,000 + Increase funds in FFY 26 in OTHER from \$0 to \$628,363 <i>Total project cost increased from \$11,954,772 to \$14,525,326</i>

T11591	Clean Air Partners	\$536,000	\$536,000	\$0	0	Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> - Decrease funds in FFY 25 in PE from \$17,600 to \$0 + Increase funds in FFY 25 in OTHER from \$0 to \$17,600 - Decrease funds in FFY 26 in PE from \$18,100 to \$0 + Increase funds in FFY 26 in OTHER from \$0 to \$18,100 - Decrease funds in FFY 27 in PE from \$18,600 to \$0 + Increase funds in FFY 27 in OTHER from \$0 to \$18,600 - Decrease funds in FFY 28 in PE from \$19,200 to \$0 + Increase funds in FFY 28 in OTHER from \$0 to \$19,200 <p>CMAQ</p> <ul style="list-style-type: none"> - Decrease funds in FFY 25 in PE from \$70,400 to \$0 + Increase funds in FFY 25 in OTHER from \$0 to \$70,400 - Decrease funds in FFY 26 in PE from \$72,400 to \$0 + Increase funds in FFY 26 in OTHER from \$0 to \$72,400 - Decrease funds in FFY 27 in PE from \$74,400 to \$0 + Increase funds in FFY 27 in OTHER from \$0 to \$74,400 - Decrease funds in FFY 28 in PE from \$76,800 to \$0 + Increase funds in FFY 28 in OTHER from \$0 to \$76,800 <p><i>Total project cost stays the same \$536,000</i></p>
T2633	Size and Weight Enforcement Program	\$26,092,227	\$26,099,457	\$7,230	0	Cost change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> + Increase funds in FFY 25 in CON from \$39,277 to \$40,000 + Increase funds in FFY 26 in CON from \$39,277 to \$40,000 <p>NHFP</p> <ul style="list-style-type: none"> + Increase funds in FFY 25 in CON from \$157,108 to \$160,000 + Increase funds in FFY 26 in CON from \$157,108 to \$160,000 <p><i>Total project cost increased from \$26,092,227 to \$26,099,457</i></p>
T5922	Freight Planning Program	\$8,410,235	\$10,680,773	\$2,270,538	27	Cost change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> - Decrease funds in FFY 25 in PLANNING from \$173,600 to \$0 + Increase funds in FFY 25 in PE from \$126,571 to \$314,385 <li style="padding-left: 20px;">+ Increase funds in FFY 25 in CON from \$0 to \$200,000 + Increase funds in FFY 26 in PE from \$126,571 to \$477,135 + Increase funds in FFY 26 in CON from \$59,379 to \$122,309 - Decrease funds in FFY 27 in PLANNING from \$173,600 to \$0 <p>NHFP</p> <ul style="list-style-type: none"> - Decrease funds in FFY 25 in PLANNING from \$694,400 to \$0 + Increase funds in FFY 25 in PE from \$506,282 to \$1,257,537 <li style="padding-left: 20px;">+ Increase funds in FFY 25 in CON from \$0 to \$800,000 + Increase funds in FFY 26 in PE from \$506,282 to \$1,908,537 + Increase funds in FFY 26 in CON from \$236,076 to \$487,796 - Decrease funds in FFY 27 in PLANNING from \$694,400 to \$0 <p><i>Total project cost increased from \$8,410,235 to \$10,680,773</i></p>

T3242	Stormwater-Hydraulic Structures and Flood Management Works	\$25,994,698	\$27,637,122	\$1,642,424	6	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE + Increase funds in FFY 25 in CON from \$885,758 to \$1,050,000 + Increase funds in FFY 26 in CON from \$885,758 to \$1,050,000 STBG + Increase funds in FFY 25 in CON from \$1,143,030 to \$1,800,000 + Increase funds in FFY 26 in CON from \$2,563,796 to \$3,220,766 <i>Total project cost increased from \$25,994,698 to \$27,637,122</i>
T5313	Urban Forestry Program	\$2,227,412	\$2,242,412	\$15,000	1	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE + Increase funds in FFY 25 in CON from \$108,500 to \$110,000 + Increase funds in FFY 26 in CON from \$108,500 to \$110,000 STBG + Increase funds in FFY 25 in CON from \$261,264 to \$267,264 + Increase funds in FFY 26 in CON from \$261,264 to \$267,264 <i>Total project cost increased from \$2,227,412 to \$2,242,412</i>
T11610	EID/OCR Portfolio	\$3,281,540	\$3,257,232	(\$24,308)	-1	Cost change(s), Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): Changed Project Type: - from "" to "Other" DC/STATE - Decrease funds in FFY 25 in PE from \$160,077 to \$159,556 - Decrease funds in FFY 26 in PE from \$160,077 to \$121,017 STBG + Increase funds in FFY 25 in PE from \$720,308 to \$805,021 - Decrease funds in FFY 26 in PE from \$640,308 to \$570,868 <i>Total project cost decreased from \$3,281,540 to \$3,257,232</i>
T5754	Benning Rd Bridges and Transportation Improvements	\$202,664,372	\$195,945,324	(\$6,719,048)	-3	Cost change(s), Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): State (NM) ▶ Delete funds in FFY 25 in CON for \$23,589,025 DC/STATE + Increase funds in FFY 25 in CON from \$6,600,000 to \$8,562,000 + Increase funds in FFY 26 in CON from \$7,807,580 to \$9,219,576 HIP ▶ Add funds in FFY 25 in CON for \$1,442,249 NHPP ▶ Delete funds in FFY 25 in CON for \$26,400,000 ▶ Delete funds in FFY 26 in CON for \$31,230,320 STBG ▶ Add funds in FFY 25 in CON for \$32,805,748 ▶ Add funds in FFY 26 in CON for \$36,878,304 <i>Total project cost decreased from \$202,664,372 to \$195,945,324</i>

T3216	Traffic Operations Improvements Citywide	\$60,473,481	\$61,124,885	\$651,404	1	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE + Increase funds in FFY 25 in CON from \$1,520,881 to \$1,585,982 - Decrease funds in FFY 25 in OTHER from \$1,093,401 to \$1,093,291 + Increase funds in FFY 26 in CON from \$1,542,581 to \$1,607,682 + Increase funds in FFY 26 in OTHER from \$1,316,217 to \$1,316,407 STBG + Increase funds in FFY 25 in CON from \$4,818,196 to \$5,078,597 - Decrease funds in FFY 25 in OTHER from \$4,373,600 to \$4,373,160 + Increase funds in FFY 26 in CON from \$4,904,996 to \$5,165,397 + Increase funds in FFY 26 in OTHER from \$5,264,864 to \$5,265,624 <i>Total project cost increased from \$60,473,481 to \$61,124,885</i>
T11625	Traffic Safety Input	\$29,500,000	\$27,500,002	(\$1,999,998)	-7	Cost change(s), Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE + Increase funds in FFY 25 in PE from \$175,000 to \$343,584 + Increase funds in FFY 25 in CON from \$675,000 to \$1,156,417 + Increase funds in FFY 26 in PE from \$200,000 to \$362,540 + Increase funds in FFY 26 in CON from \$750,000 to \$1,337,461 HSIP ▶ Delete funds in FFY 25 in PE for \$1,575,000 CON for \$6,075,000 ▶ Delete funds in FFY 26 in PE for \$1,800,000 CON for \$6,750,000 STBG ▶ Add funds in FFY 25 in PE for \$1,374,334 CON for \$4,625,666 ▶ Add funds in FFY 26 in PE for \$1,450,159 CON for \$5,349,841 <i>Total project cost decreased from \$29,500,000 to \$27,500,</i>
T5316	Guardrails and Attenuators	\$11,361,934	\$11,524,634	\$162,700	1	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE + Increase funds in FFY 25 in CON from \$579,390 to \$600,000 + Increase funds in FFY 26 in CON from \$588,070 to \$600,000 STBG + Increase funds in FFY 25 in CON from \$2,317,560 to \$2,400,000 + Increase funds in FFY 26 in CON from \$2,352,280 to \$2,400,000 <i>Total project cost increased from \$11,361,934 to \$11,524,634</i>
T2699	Asset Preservation of Tunnels in the District of Columbia	\$111,696,179	\$116,945,679	\$5,249,500	5	Cost change(s), Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE + Increase funds in FFY 25 in PE from \$0 to \$499,100 + Increase funds in FFY 25 in CON from \$2,482,770 to \$2,562,770 + Increase funds in FFY 26 in PE from \$0 to \$390,600 + Increase funds in FFY 26 in CON from \$2,375,223 to \$2,456,223 NHPP + Increase funds in FFY 25 in PE from \$0 to \$1,996,400 + Increase funds in FFY 25 in CON from \$9,931,080 to \$10,251,080 + Increase funds in FFY 26 in PE from \$0 to \$1,562,400 + Increase funds in FFY 26 in CON from \$9,504,892 to \$9,824,892 <i>Total project cost increased from \$111,696,179 to \$116,945,679</i>

T13646	Sub-Project of G1013 Wheeler Road Multimodal Safety and Access Project	\$0	\$31,250,000	\$31,250,000	0	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE ▶ Add funds in FFY 25 in CON for \$6,250,000 BUILD ▶ Add funds in FFY 25 in CON for \$25,000,000 <i>Total project cost \$31,250,000</i>
T5347	Traffic Signal Maintenance	\$171,356,705	\$173,756,705	\$2,400,000	1	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE + Increase funds in FFY 25 in CON from \$4,957,720 to \$5,197,720 + Increase funds in FFY 26 in CON from \$4,780,405 to \$5,020,405 STBG + Increase funds in FFY 25 in CON from \$13,282,040 to \$14,242,040 + Increase funds in FFY 26 in CON from \$13,276,875 to \$14,236,875 <i>Total project cost increased from \$171,356,705 to \$173,756,705</i>
T6644	LED Signage Procurement and Installation	\$4,679,297	\$4,643,931	(\$35,366)	-1	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE - Decrease funds in FFY 25 in CON from \$288,477 to \$288,459 - Decrease funds in FFY 26 in CON from \$295,513 to \$288,459 NHPP - Decrease funds in FFY 25 in CON from \$1,153,908 to \$1,153,833 - Decrease funds in FFY 26 in CON from \$1,182,052 to \$1,153,833 <i>Total project cost decreased from \$4,679,297 to \$4,643,931</i>
T5323	Roadway Pavement Condition Assessment	\$5,290,458	\$5,434,379	\$143,921	3	Cost change(s), Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE + Increase funds in FFY 25 in PE from \$265,065 to \$280,000 + Increase funds in FFY 26 in PE from \$266,150 to \$280,000 STBG + Increase funds in FFY 25 in PE from \$1,060,262 to \$1,120,000 + Increase funds in FFY 26 in PE from \$1,064,602 to \$1,120,000 <i>Total project cost increased from \$5,290,458 to \$5,434,379</i>
T11612	Research Program and Projects	\$6,000,000	\$6,000,000	\$0	0	Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE - Decrease funds in FFY 25 in PE from \$300,000 to \$0 + Increase funds in FFY 25 in OTHER from \$0 to \$300,000 - Decrease funds in FFY 26 in PE from \$300,000 to \$0 + Increase funds in FFY 26 in OTHER from \$0 to \$300,000 SPR - Decrease funds in FFY 25 in PE from \$1,200,000 to \$0 + Increase funds in FFY 25 in OTHER from \$0 to \$1,200,000 - Decrease funds in FFY 26 in PE from \$1,200,000 to \$0 + Increase funds in FFY 26 in OTHER from \$0 to \$1,200,000 <i>Total project cost stays the same \$6,000,000</i>

T3219	Commuter Connections	\$3,626,234	\$3,513,184	(\$113,050)	-3	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): Title changed from "Commuter Connections Program" to "Commuter Connections" DC/STATE - Decrease funds in FFY 25 in OTHER from \$183,800 to \$171,686 - Decrease funds in FFY 26 in OTHER from \$201,369 to \$190,873 CMAQ - Decrease funds in FFY 25 in OTHER from \$735,199 to \$686,742 - Decrease funds in FFY 26 in OTHER from \$805,475 to \$763,492 <i>Total project cost decreased from \$3,626,234 to \$3,513,</i>
T6102	Planning Activities Passthrough (MWCOCG)	\$29,154,507	\$29,154,507	\$0	0	Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE - Decrease funds in FFY 25 in PLANNING from \$928,376 to \$0 + Increase funds in FFY 25 in OTHER from \$0 to \$928,376 - Decrease funds in FFY 26 in PLANNING from \$950,857 to \$0 + Increase funds in FFY 26 in OTHER from \$0 to \$950,857 PL/MPP - Decrease funds in FFY 25 in PLANNING from \$3,713,503 to \$0 + Increase funds in FFY 25 in OTHER from \$0 to \$2,997,403 - Decrease funds in FFY 26 in PLANNING from \$3,803,425 to \$0 + Increase funds in FFY 26 in OTHER from \$0 to \$3,087,325 STBG ▶ Add funds in FFY 25 in OTHER for \$716,100 ▶ Add funds in FFY 26 in OTHER for \$716,100 <i>Total project cost stays the same \$29,154,507</i>
T2945	District TDM (goDCgo)	\$11,160,411	\$11,010,411	(\$150,000)	-1	Cost change(s), Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE - Decrease funds in FFY 25 in PE from \$480,000 to \$0 + Increase funds in FFY 25 in OTHER from \$0 to \$460,000 - Decrease funds in FFY 26 in PE from \$480,000 to \$0 + Increase funds in FFY 26 in OTHER from \$0 to \$470,000 CMAQ - Decrease funds in FFY 25 in PE from \$1,920,000 to \$0 + Increase funds in FFY 25 in OTHER from \$0 to \$1,840,000 - Decrease funds in FFY 26 in PE from \$1,920,000 to \$0 + Increase funds in FFY 26 in OTHER from \$0 to \$1,880,000 <i>Total project cost decreased from \$11,160,411 to \$11,010,411</i>
T6502	Subsurface Investigation & AM Program Support	\$4,107,827	\$4,136,609	\$28,782	1	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE + Increase funds in FFY 25 in PE from \$97,122 to \$100,000 + Increase funds in FFY 26 in PE from \$97,122 to \$100,000 STBG + Increase funds in FFY 25 in PE from \$388,487 to \$400,000 + Increase funds in FFY 26 in PE from \$388,487 to \$400,000 <i>Total project cost increased from \$4,107,827 to \$4,136,609</i>

T6610	Citywide Large Guide Sign Maintenance	\$22,826,120	\$18,786,115	(\$4,040,005)	-18	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE - Decrease funds in FFY 25 in CON from \$2,082,194 to \$1,687,132 - Decrease funds in FFY 26 in CON from \$732,971 to \$320,032 NHPP - Decrease funds in FFY 25 in CON from \$2,860,374 to \$1,280,127 - Decrease funds in FFY 26 in CON from \$2,931,884 to \$1,280,127 <i>Total project cost decreased from \$22,826,120 to \$18,786,115</i>
T3213	Planning and Management Systems	\$44,140,178	\$49,359,384	\$5,219,206	12	Cost change(s), Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE - Decrease funds in FFY 25 in PE from \$2,096,523 to \$1,140,411 + Increase funds in FFY 25 in OTHER from \$622,500 to \$2,202,091 - Decrease funds in FFY 26 in PE from \$1,350,618 to \$691,357 + Increase funds in FFY 26 in OTHER from \$514,000 to \$1,593,626 NHFP ▶ Add funds in FFY 25 in PE for \$630,734 ▶ Add funds in FFY 26 in PE for \$109,934 SPR - Decrease funds in FFY 25 in PE from \$2,389,827 to \$0 + Increase funds in FFY 25 in OTHER from \$0 to \$3,298,198 - Decrease funds in FFY 26 in PE from \$2,382,423 to \$0 + Increase funds in FFY 26 in OTHER from \$0 to \$3,433,144 STBG - Decrease funds in FFY 25 in PE from \$4,175,402 to \$2,110,042 + Increase funds in FFY 25 in OTHER from \$2,490,000 to \$5,510,162 - Decrease funds in FFY 26 in PE from \$2,474,603 to \$2,110,043 + Increase funds in FFY 26 in OTHER from \$2,056,000 to \$2,941,360 <i>Total project cost increased from \$44,140,178 to \$49,359,384</i>
TOTALS:		\$1,333,757,514	\$1,430,764,250	\$97,006,736			

Government of the District of Columbia

Department of Transportation



September 20, 2024

The Honorable Christina Henderson, 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 Henderson,

The District Department of Transportation (DDOT) requests that the FY 2023-2026 Transportation Improvement Program (TIP) be amended as detailed in the attached table. As DDOT moves into Fiscal Year (FY) 2025, the amendment seeks to match FY2025 and FY2026 programming to the budget as approved by Council. The table notes the amounts that are now showing in the TIP based on the approved budget. DDOT has also attached to this letter a summary of the changes for each project to assist with the TPB's review.

The amendments do not add additional capacity for motorized vehicles and does not require conformity analysis or public review and comment. The funding sources have been identified, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve the amendment at its October 4th meeting.

We appreciate your cooperation in this matter. Should you have questions regarding this amendment, please contact Mark Rawlings at (202) 369-7845 or by e-mail at mark.rawlings@dc.gov. Of course, please feel free to contact me directly.

Sincerely,

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

District Department of Transportation
 STIP/TIP Project Adjustments for FY2025 and FY2026
 as of September 18, 2025

Name	Funding Type	TIP ID	Phase	Amount	Year	Fed/State Split	Published Notes	Revision Classification Reason
10th Street Bridge, S.W. over I-395	Formula/NHPP	T11596	PE	\$3,038,000	2025	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
27th Street Bridge over Broad Branch Rehabilitation	Off-System Bridge	T13644	PE	\$954,800	2025	80/20	New STIP entry based on District approved budget	STIP Amendment to match all programming to District approved budget
27th Street Bridge over Broad Branch Rehabilitation	Off-System Bridge	T13644	Construction	\$2,712,500	2026	80/20	New STIP entry based on District approved budget	STIP Amendment to match all programming to District approved budget
AASHTOWARE License Fee	Formula/STBG	T3213a	Other	\$564,200	2025	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
AASHTOWARE License Fee	Formula/STBG	T3213a	Other	\$564,200	2026	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Asset Preservation of Tunnels in the District of Columbia	Formula/NHPP	T2699	Construction	\$12,813,850	2025	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Asset Preservation of Tunnels in the District of Columbia	Formula/NHPP	T2699	Construction	\$12,281,115	2026	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Benning Road Reconstruction and Streetcar Extension	Formula/STBG	T5754	Construction	\$41,007,185	2025	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Benning Road Reconstruction and Streetcar Extension	Formula/HIP	T5754	Construction	\$1,802,811	2025	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Benning Road Reconstruction and Streetcar Extension	Formula/STBG	T5754	Construction	\$46,097,880	2026	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Bridge Inspection	Formula/STBG	T3243	PE	\$2,000,000	2025	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Bridge Inspection	Formula/NHPP	T3243	PE	\$500,000	2025	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Bridge Inspection	Formula/STBG	T3243	PE	\$2,390,000	2026	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Bridge Inspection	Formula/NHPP	T3243	PE	\$610,000	2026	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
FDMB Bridges M&O Program Management Evaluation & Establishment Services	Formula/STBG	T3202c	PE	\$436,653	2025	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
FDMB Bridges M&O Program Management Evaluation & Establishment Services	Formula/STBG	T3202c	PE	\$436,653	2026	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Bridge Management	Formula/NHPP	T5433	PE	\$400,000	2025	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Bridge Management	Formula/NHPP	T5433	PE	\$400,000	2026	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Civil Rights - On-the-Job Training Supportive Services	Formula/STBG	T11610i	PE	\$192,691	2025	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Civil Rights - On-the-Job Training Supportive Services	Formula/STBG	T11610i	PE	-\$108,500	2026	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Clean Air Partners	Formula/CMAQ	T11591	Other	\$0	2025	80/20	Programming update - No cost change	STIP Amendment to match all programming to District approved budget
Clean Air Partners	Formula/CMAQ	T11591	Other	\$0	2026	80/20	Programming update - No cost change	STIP Amendment to match all programming to District approved budget
Commuter Connections	Formula/CMAQ	T3219	Other	\$858,428	2025	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Commuter Connections	Formula/CMAQ	T3219	Other	\$945,365	2026	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Constructability Work Zone Safety Review	Formula/STBG	T3212h	PE	\$450,000	2025	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
District TDM - goDCgo	Formula/CMAQ	T2945a	Other	\$2,300,000	2025	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
District TDM - goDCgo	Formula/CMAQ	T2945a	Other	\$2,350,000	2026	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
East Capitol Street Corridor Safety and Mobility Plan	Formula/STBG	T6315	Construction	\$18,185,479	2026	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
East Capitol Street Corridor Safety and Mobility Plan	Formula/STBG	T6315	PE	\$724,521	2026	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Francis Scott Key Bridge Rehabilitation II	Formula/STBG	T13645	PE	\$4,340,000	2026	80/20	New STIP entry based on District approved budget	STIP Amendment to match all programming to District approved budget
Guardrails and Attenuators Repair and Replacement	Formula/STBG	T5316b	Construction	\$3,000,000	2025	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Guardrails and Attenuators Repair and Replacement	Formula/STBG	T5316b	Construction	\$3,000,000	2026	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Highway Structures Preventive Maintenance and Repair	Formula/NHPP	T2927	Construction	\$7,500,000	2025	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Highway Structures Preventive Maintenance and Repair	Formula/NHPP	T2927	Construction	\$7,500,000	2026	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Infrastructure Information Technology Support Services (ProTrack+)	Formula/STBG	T3213k	Other	\$3,797,502	2025	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Infrastructure Information Technology Support Services (ProTrack+)	Formula/STBG	T3213k	Other	\$2,712,500	2026	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Innovative Freight Delivery Practices, Research & Analysis	Formula/NHPP	T5922e	PE	\$939,068	2025	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Innovative Freight Delivery Practices, Research & Analysis	Formula/NHPP	T5922e	PE	\$939,069	2026	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
KAO Imagery Collection for DDOT Safety and Roadway Assets	Formula/STBG	T3216d	Construction	\$325,500	2025	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
KAO Imagery Collection for DDOT Safety and Roadway Assets	Formula/STBG	T3216d	Construction	\$325,501	2026	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Large Guide Sign Maintenance (Overhead)	Formula/NHPP	T6610a	Construction	\$1,600,158	2025	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Large Guide Sign Maintenance (Overhead)	Formula/NHPP	T6610a	Construction	\$1,600,159	2026	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
LED Signage Procurement and Installation	Formula/NHPP	T6644	Construction	\$1,442,291	2025	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
LED Signage Procurement and Installation	Formula/NHPP	T6644	Construction	\$1,442,292	2026	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
MATOC	Formula/STBG	T6102b	Other	\$0	2025	80/20	Programming update - No cost change	STIP Amendment to match all programming to District approved budget
MATOC	Formula/STBG	T6102b	Other	\$0	2026	80/20	Programming update - No cost change	STIP Amendment to match all programming to District approved budget
Metropolitan Planning	Formula/PL	T6102c	Other	\$0	2025	80/20	Programming update - No cost change	STIP Amendment to match all programming to District approved budget
Metropolitan Planning	Formula/PL	T6102c	Other	\$0	2026	80/20	Programming update - No cost change	STIP Amendment to match all programming to District approved budget
moveDC	Formula/STBG	T3213o	Other	\$0	2025	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
New York Avenue Bridge, NE over CSX RR	Formula/BFP	T13571	PE	-\$1,500,000	2025	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
New York Avenue over Anacostia River Bridge, NE	Non-Formula/RAISE	T6657a	Construction	\$25,000,000	2026	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Oversize/Overweight Routing Tool Maintenance and Enhancement	Formula/NHPP	T5922f	Construction	\$1,000,000	2025	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Oversize/Overweight Routing Tool Maintenance and Enhancement	Formula/NHPP	T5922f	Construction	\$314,650	2026	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Positive Truck Route Signage Design & Construction	Formula/NHPP	T5922c	PE	\$889,700	2025	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Positive Truck Route Signage Design & Construction	Formula/NHPP	T5922c	Construction	\$2,193,510	2026	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Recreational Trails Program - Maintenance	Formula/NRT	T2796	Planning	\$0	2025	80/20	Programming update - No cost change	STIP Amendment to match all programming to District approved budget
Recreational Trails Program - Maintenance	Formula/NRT	T2796	Planning	\$0	2026	80/20	Programming update - No cost change	STIP Amendment to match all programming to District approved budget
Rehabilitation of I-395 NB Bridge over the Potomac River	Discretionary/BIP	T13562	Construction	\$90,000,000	2025	80/20	Programming update - No cost change	STIP Amendment to match all programming to District approved budget
Rehabilitation of Whitehurst Freeway Bridge	Formula/NHPP	T11598	PE	\$3,472,000	2026	80/20	Programming update - No cost change	STIP Amendment to match all programming to District approved budget
Research Development and Technology Transfer - Core Program	Formula/SPR	T11612a	Other	\$0	2025	80/20	Programming update - No cost change	STIP Amendment to match all programming to District approved budget
Research Development and Technology Transfer - Projects	Formula/SPR	T11612b	Other	\$0	2025	80/20	Programming update - No cost change	STIP Amendment to match all programming to District approved budget
Research Development and Technology Transfer - Core Program	Formula/SPR	T11612a	Other	\$0	2026	80/20	Programming update - No cost change	STIP Amendment to match all programming to District approved budget
Research Development and Technology Transfer - Projects	Formula/SPR	T11612b	Other	\$0	2026	80/20	Programming update - No cost change	STIP Amendment to match all programming to District approved budget
Roadway Pavement Condition Assessment	Formula/STBG	T5323	PE	\$1,400,000	2025	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Roadway Pavement Condition Assessment	Formula/STBG	T5323	PE	\$1,400,000	2026	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Safe Routes to School - Bicycle and Pedestrian Education	Formula/TAP	T2888a	Other	\$785,454	2025	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Safe Routes to School - School Area Safety Planning Assistance	Formula/TAP	T2888c	PE	\$399,823	2025	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Safe Routes to School - Sidewalk Gap Construction	Formula/TAP	T2888b	Construction	\$3,000,000	2025	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Safe Routes to School - Bicycle and Pedestrian Education	Formula/TAP	T2888a	Other	\$785,454	2026	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Safe Routes to School - School Area Safety Planning Assistance	Formula/TAP	T2888c	PE	\$399,823	2026	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Safe Routes to School - Sidewalk Gap Construction	Formula/TAP	T2888b	Construction	\$3,000,000	2026	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Standpipes for 9th Street Tunnel and 12th Street Tunnel	Formula/NHPP	T2699d	PE	\$2,495,500	2025	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Standpipes for 9th Street Tunnel and 12th Street Tunnel	Formula/NHPP	T2699d	PE	\$1,953,000	2026	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
State Freight Plan Update	Formula/NHPP	T5922d	PE	\$813,750	2026	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
State Rail Plan Update	Formula/NHPP	T3213b	PE	\$788,418	2025	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
State Rail Plan Update	Formula/NHPP	T3213b	PE	\$137,418	2026	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
State Planning and Research	Formula/SPR	T3213t	Other	\$4,122,747	2025	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
State Planning and Research	Formula/SPR	T3213t	Other	\$4,291,430	2026	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Stormwater Retrofits	Formula/STBG	T3242c	Construction	\$2,250,000	2025	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Stormwater Retrofits	Formula/STBG	T3242c	Construction	\$2,250,000	2026	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Development and Implementation of Bridge Preservation & Maintenance Program	Formula/STBG	T3202b	Other	\$442,898	2025	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget

District Department of Transportation
 STIP/TIP Project Adjustments for FY2025 and FY2026
 as of September 18, 2025

Name	Funding Type	TIP ID	Phase	Amount	Year	Fed/State Split	Published Notes	Revision Classification Reason
Development and Implementation of Bridge Preservation & Maintenance Program	Formula/NHPP	T3202b	Other	\$157,102	2025	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Development and Implementation of Bridge Preservation & Maintenance Program	Formula/STBG	T3202b	Other	\$442,898	2026	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Development and Implementation of Bridge Preservation & Maintenance Program	Formula/NHPP	T3202b	Other	\$157,102	2026	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Subsurface Pavement Investigation & AM Program Support	Formula/STBG	T6502	PE	\$500,000	2025	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Subsurface Pavement Investigation & AM Program Support	Formula/STBG	T6502	PE	\$500,000	2026	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Theodore Roosevelt Memorial Bridge	Formula/BFP	T5346	Construction	\$0	2025	80/20	Programming update - No cost change	STIP Amendment to match all programming to District approved budget
Theodore Roosevelt Memorial Bridge	Formula/BFP	T5346	Construction	\$0	2026	80/20	Programming update - No cost change	STIP Amendment to match all programming to District approved budget
Traffic Engineering Design	Formula/STBG	T3212f	PE	\$4,000,000	2026	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Traffic Management Center Operations	Formula/STBG	T3216i	Other	\$5,250,000	2025	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Traffic Management Center Operations	Formula/STBG	T3216i	Other	\$5,350,000	2026	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Traffic Safety Inputs - Design	Formula/STBG	T11625a	PE	\$1,717,917	2025	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Traffic Safety Inputs - Construction	Formula/STBG	T11625b	Construction	\$5,782,083	2025	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Traffic Safety Inputs - Design	Formula/STBG	T11625a	PE	\$1,812,699	2026	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Traffic Safety Inputs - Construction	Formula/STBG	T11625b	Construction	\$6,687,301	2026	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Traffic Sign Inventory Upgrade	Formula/STBG	T3212k	Construction	\$1,800,000	2025	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Traffic Sign Inventory Upgrade	Formula/STBG	T3212k	Construction	\$1,800,000	2026	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Traffic Signal Construction	Formula/STBG	T5347b	Construction	\$5,150,000	2025	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Traffic Signal Construction	Formula/STBG	T5347b	Construction	\$5,150,000	2026	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Transportation Asset Management Plan	Formula/NHPP	T3213y	PE	\$740,000	2025	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Transportation Asset Management Plan	Formula/NHPP	T3213y	PE	\$740,000	2026	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Urban Forestry Program	Formula/STBG	T5313	Construction	\$550,000	2025	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Urban Forestry Program	Formula/STBG	T5313	Construction	\$550,000	2026	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Utility Locating & Marking Citywide	Formula/STBG	T5347a	Construction	\$200,000	2025	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Utility Locating & Marking Citywide	Formula/STBG	T5347a	Construction	\$200,000	2026	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Weigh in Motion Operations Support	Formula/NHFP	T2633a	Construction	\$200,000	2025	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Weigh in Motion Operations Support	Formula/NHFP	T2633a	Construction	\$200,000	2026	80/20	Adjusted cost to match District approved budget	STIP Amendment to match all programming to District approved budget
Wheeler Road Multimodal Safety and Access Project	Discretionary/RAISE	T13646	Construction	\$25,000,000	2025	80/20	New STIP entry based on District approved budget	STIP Amendment to match all programming to District approved budget

District Department of Transportation
Summary Report for TIP Action (23-47.1 Formal Amendment)

LEAD AGENCY	TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
District Department of Transportation	T3212	Safety Improvements Citywide	\$68,384,709	\$69,998,251	\$1,613,542	2	Cost change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE</p> <p>- Decrease funds in FFY 25 in PE from \$1,146,925 to \$1,141,925 - Decrease funds in FFY 25 in CON from \$1,721,601 to \$1,707,136 + Increase funds in FFY 26 in PE from \$1,146,925 to \$1,512,925 - Decrease funds in FFY 26 in CON from \$1,730,963 to \$1,707,136 STBG</p> <p>- Decrease funds in FFY 25 in PE from \$2,116,000 to \$2,096,000 - Decrease funds in FFY 25 in CON from \$6,886,404 to \$6,828,544 + Increase funds in FFY 26 in PE from \$2,116,000 to \$3,580,000 - Decrease funds in FFY 26 in CON from \$6,923,850 to \$6,828,544 <i>Total project cost increased from \$68,384,709 to \$69,998,251</i></p>
District Department of Transportation	T2796	National Recreational Trails	\$3,068,694	\$3,068,694	\$0	0	Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE</p> <p>+ Increase funds in FFY 25 in PLANNING from \$0 to \$163,200- Decrease funds in FFY 25 in PE from \$163,200 to \$0 + Increase funds in FFY 26 in PLANNING from \$0 to \$163,200- Decrease funds in FFY 26 in PE from \$163,200 to \$0 NRT</p> <p>+ Increase funds in FFY 25 in PLANNING from \$0 to \$652,800- Decrease funds in FFY 25 in PE from \$652,800 to \$0 + Increase funds in FFY 26 in PLANNING from \$0 to \$652,800- Decrease funds in FFY 26 in PE from \$652,800 to \$0 <i>Total project cost stays the same \$3,068,694</i></p>

This report attachment to DDOT's letter has been truncated as it is duplicative of Attachment B (pages B1-B10 of the main resolution.

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

RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-47.1 WHICH ADDS FUNDS FOR ONE NEW MULTIMODAL SAFETY AND ACCESS PROJECT AND TWO NEW BRIDGE REHABILITATION PROJECTS AND REPROGRAMS FUNDS FOR 34 EXISTING PROJECT AND PROGRAM RECORDS, 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 June 15, 2022, the TPB adopted the FY 2023-2026 TIP; and

WHEREAS, DDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-47.1, which adds a net total of approximately \$97 million to the District's portion of the TIP, including \$39.25 million for one new multimodal safety and access project and two new bridge rehabilitation projects, and a net increase of \$57.75 million in funding for 34 existing roadway, bridge, transit, bicycle and pedestrian project records, as well as operational and administrative programs, listed in the abbreviated amendment summary at the end of this resolution, and as described in the attached materials; and

WHEREAS, the attached materials include:

- ATTACHMENT A) Programming Overview report showing how the new and amended records will appear in the TIP following approval,
- ATTACHMENT B) Amendment Summary report showing the total project cost or 4-year program total before and after the amendment, the delta between those and the percentage change from the initial amount, the reason for the amendment, and a Change Summary narrative providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and
- ATTACHMENT C) Letter from DDOT dated September 20, 2024, requesting the amendments; and

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-47.2 which adds \$120,000 in BFP and local funding to fiscal years 2025 and 2026 for the establishment and funding of a **Bridge Program Manager position (T13643)**, as described in the attached materials.

Adopted by the TPB Steering Committee at its meeting on Friday, October 4, 2024.

Final approval following review by the Transportation Planning Board at its meeting on October 16, 2024.



National Capital Region
Transportation Planning Board

ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-47.2: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
 REQUESTED BY PRINCE GEORGE'S COUNTY
 DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION

TIP ID	T13643	Lead Agency	Prince George's County	Project Type	Bridge - Preventive Maintenance
Project Name	Bridge Program Manager	County	Prince Georges	Total Cost	\$180,000
Project Limits		Municipality	Suburban MD	Completion Date	2040

Description **Agency Project ID**

Bridge Program Manager is responsible for the National Bridge Inspection Standards (NBIS) Program, including bridge inspection, reporting, and inventory to maintain safe bridge operation and prevent structural and functional failures.

Phase	AC/ ACCP	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE		BFP	-	-	\$48,000	\$48,000	\$96,000	\$144,000
PE		LOCAL	-	-	\$12,000	\$12,000	\$24,000	\$36,000
		<i>Total PE</i>	-	-	\$60,000	\$60,000	\$120,000	\$180,000
		<i>Total Programmed</i>	-	-	\$60,000	\$60,000	\$120,000	\$180,000

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-47.2	Amendment 2023-2026	10/16/2024	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



PRINCE GEORGE'S COUNTY GOVERNMENT

Department of Public Works and Transportation
Office of the Director



Angela D. Alsobrooks
County Executive

Michael D. Johnson, P.E.
Director

September 19, 2024

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

Dear Chair Henderson:

The Prince George's County Department of Public Works and Transportation (DPW&T) requests an amendment to the National Capital Region Transportation Planning Board's (TPB) FY 2023-2026 Transportation Improvement Program (TIP), as identified in the attachment. This project is not a capacity enhancement project and therefore, does not need air quality conformity analysis. The purpose of this amendment is to add the program funding for the Bridge Program Manager Project to the FY 2023-2026 TIP. This project is funded from the federal Highway Bridge Rehabilitation and Reconstruction Program (HBRRP) at an 80/20 federal/local split with the remaining funding to come from Prince George's County. This project supports the Bridge Program Manager who is responsible for managing the National Bridge Inspection Standards (NBIS) program for Prince George's County, including bridge inspection, reporting, and inventory to maintain safe bridge operation and prevent structural and functional failures, making this project eligible for major repair and bridge preservation support activities to be delivered by this project.

An amount of \$180,000 will be programmed for the current TIP (FY 2023-2026). This project is to be designated "not regionally significant" therefore, conformity testing is not required as there is no capacity increase associated with this project.

Prince George's County requests that this amendment be approved by the TPB Steering Committee at its October 4, 2024, meeting and by the full board at its October 16, 2024 meeting. Following approval of the TIP amendment, we will request that the Maryland Department of Transportation amend its Statewide Transportation Improvement Program (STIP) so that we may begin obligating federal aid funding. We appreciate your cooperation in this matter. If you have any questions or comments, please do not hesitate to contact Victor Weissberg at (240) 508-9813 or vweissberg@co.pg.md.us or Erv Beckert at (240) 508-9610 or etbeckert@co.pg.md.us.

Sincerely,

Michael D. Johnson, P.E.,
Director

Honorable Christina Henderson

September 19, 2024

Page 2

cc: Kanti Srikanth, Director of Transportation, Metropolitan Washington Council of Governments (MWCOG)
Stacey L. Smalls, Deputy Director, DPW&T
Victor Weissberg, Special Assistant to the Director, DPW&T
Kate Mazzara, P.E., Associate Director, Office of Engineering and Project Management (OE&PM), DPW&T
Erv T. Beckert, P.E., Chief, Highway and Bridge Design Division (HBDD), OE&PM, DPW&T
Nawaf E. Esayed, P.E., Bridge Program Manager, HBDD, OE&PM, DPW&T
Kari Snyder, Regional Planner, Office of Planning and Capital Programming, Maryland Department of Transportation (MDOT)
Lyn Erickson, Plan Development and Coordination Program Director, MWCOG

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-47.3 WHICH ADDS FUNDING
FOR FAIRFAX CONNECTOR TO ESTABLISH AND OPERATE EXPRESS BUS SERVICE BETWEEN
TYSONS, VIRGINIA AND BETHESDA, MARYLAND, AS REQUESTED BY
THE VIRGINIA DEPARTMENT TRANSPORTATION (VDOT)**

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 June 15, 2022, the TPB adopted the FY 2023-2026 TIP; and

WHEREAS, VDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-47.3 which adds \$2 million in state funding to FY 2025 for the establishment and operations of express bus service between Tysons, Virginia, and Bethesda, Maryland, operated by Fairfax Connector as a part of the I-495 NEXT Transit service as described in the attached materials.

WHEREAS, the attached materials include:

ATTACHMENT A) Programming Overview report showing how the new record will appear in the TIP following approval,

ATTACHMENT B) Letter from VDOT dated September 19, 2024, requesting the amendment, and

WHEREAS, this amendment has been entered into the TPB's Project InfoTrak database under TIP Action 23-47.3, creating the 47th amended version of the FY 2023-2026 TIP, which supersedes all previous versions and can be found online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, the expansion and operations of express bus service on this route was in the assumptions for transit modeling included in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP; and

WHEREAS, this resolution and the amendments to the FY 2023-2026 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review and accept 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 2023-2026 TIP to include TIP Action 23-47.3 which adds \$2 million in state funding to FY 2025 for the establishment and operations of express bus service between Tysons, Virginia, and Bethesda, Maryland, operated by Fairfax Connector as a part of the I-495 NEXT Transit service, as described in the attached materials.

Adopted by the TPB Steering Committee at its meeting on Friday, October 4, 2024.

Final approval following review by the Transportation Planning Board at its meeting on October 16, 2024.



National Capital Region
Transportation Planning Board

ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-47.3: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
 REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION

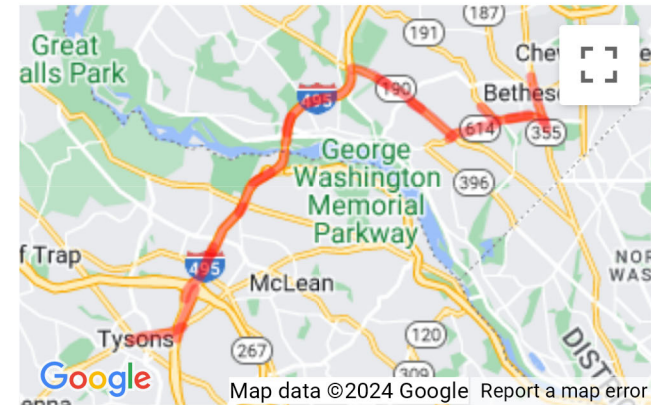
TIP ID T13640
Project Name I-495 Next Transit Operation Services
Project Limits Tysons to Bethesda
Lead Agency Virginia Department of Transportation
County
Municipality

Project Type Bus/BRT - Capital/Expansion
Total Cost \$2,000,000
Completion Date

Agency Project ID 126259

Description Express bus service from Tysons, Virginia to Bethesda, Maryland. This Route 798 is operated by Fairfax Connector.

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON		DC/ STATE	-	-	-	\$2,000,000	-	-	\$2,000,000	\$2,000,000
		Total CON	-	-	-	\$2,000,000	-	-	\$2,000,000	\$2,000,000
		Total Programmed	-	-	-	\$2,000,000	-	-	\$2,000,000	\$2,000,000



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-47.3 Amendment 2023-2026	10/16/2024	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

September 19, 2024

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

RE: FY 2023-2026 Transportation Improvement Program (TIP) Amendments:
I-495 NEXT Transit Operations Services (TIP ID T13640/ UPC 126259)

Dear Chair Henderson:

The Virginia Department of Transportation (VDOT) requests the following new project be added to the FY 2023-2026 Transportation Improvement Program (TIP).

I-495 NEXT Transit Operations Services (TIP ID T13640/UPC 126259)

This project provides starting year operating funds for express bus service along I-495 from Tysons, Virginia to Bethesda, Maryland as part of the 495 NEXT project Transportation Management Plan (TMP) during the construction period. Operated by Fairfax Connector, the 798-bus route will provide a convenient, efficient, and eco-friendly transportation option for travelers in the region to mitigate construction impacts and provide more travel options in the corridor. This new transit route was included in the AQC analysis for the 2022 Update of Visualize2045 and the FY2023-2026 TIP. The proposed amendment will:

- Add \$2,000,000 (State) FFY25 for CN Phase

VDOT requests approval for this project to be added in the TIP by the Transportation Planning Board's Steering Committee at its meeting on October 4, 2024. A VDOT representative will be available to answer any questions about these amendment requests.

Thank you for your consideration of this matter.

Sincerely,

Bill Cuttler, P.E.
Northern Virginia District Engineer

Cc: Ms. Maria Sinner, P.E., VDOT-NoVA
Ms. Regina Moore, AICP, PTP., VDOT-NoVA



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: October 10, 2024

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



National Capital Region
Transportation Planning Board

September 16, 2024

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

Re: Reconnecting Communities Pilot Program (RCP) Grant Application by the Maryland Department of Transportation and Montgomery County for the Wheaton and Glenmont Community Connection Plan Project

Dear Secretary Buttigieg:

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 an application by the Maryland Department of Transportation (MDOT) and Montgomery County, Maryland under the FY 2024-2026 Reconnecting Communities Pilot Program (RCP) for the Wheaton and Glenmont Community Connection Plan Project.

The Wheaton and Glenmont Community Connection Plan will determine the pedestrian, bicycle, transit and safety needs of community residents from Plyers Mill Road on Georgia Avenue (MD 97) to Aspen Hill and identify approaches to redesign the MD 97 corridor to meet those needs. This will include examining safe multi-modal connections to Washington Metropolitan Area Transit Authority (WMATA) Red Line rail stations, and builds-off the momentum of MDOT's and WMATA's MD 97 bus lane pilot. The project will utilize a robust community engagement process to ensure all members of this diverse area may meaningfully participate in determining the future vision of this critical transportation corridor. Along the project corridor, over seventy percent of adjacent residents are non-white or of Hispanic/Latino origin.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's metropolitan transportation plan, Visualize 2045. The TPB has long supported addressing safety, accessibility, and transit connectivity needs through focused investment in pedestrian and bicycling infrastructure and transit access to provide a broad range of transportation choices for our region.

The TPB requests your favorable consideration of this request by MDOT and Montgomery 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 blue ink, appearing to read 'Christina Henderson'.

Christina Henderson
Chair, National Capital Region Transportation Planning Board

Cc: Joe McAndrew, Deputy Secretary, Maryland Department of Transportation
Chris Conklin, Director, Montgomery County Department of Transportation



National Capital Region
Transportation Planning Board

September 16, 2024

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

Re: Reconnecting Communities Pilot Program (RCP) Grant Application by the District Department of Transportation for the 11th Street Bridge Park Project

Dear Secretary Buttigieg:

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 an application by the District Department of Transportation (DDOT) under the FY 2024-2026 Reconnecting Communities Pilot Program (RCP) for the 11th Street Bridge Park Project.

The 11th Street Bridge Park Project is being led by a public-private partnership between the District government and Building Bridges, a Ward 8 based non-profit. The goal of the project is to reconnect communities separated by the DC-295/Interstate 295 highway corridor. This highway was built through historically disadvantaged Wards 7 and 8 and the project aims to provide access through the barrier it presents to improve economic, community, and health access.

The project will construct the city's first elevated park and connect communities separated for generations by two freeways and the Anacostia River. The elevated bridge park will include accommodations for walking and biking as well as programming spaces, such as an 11,000 sq. ft intergenerational play space, a 250-seat outdoor amphitheater, public art installations, a café, and a community meeting room. Over the last ten years, Building Bridges has worked to ensure that the community has shaped this project by holding over 1,000 meetings with local stakeholders for input. The project is construction ready with completed design documents and completed NEPA approvals.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's metropolitan transportation plan, Visualize 2045. The TPB has long supported addressing equity and investment in pedestrian and bicycling infrastructure to provide a broad range of transportation choices for our region.

The TPB requests your favorable consideration of this request by the District of Columbia. 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 blue ink, appearing to read 'Christina Henderson', with a long horizontal flourish extending to the right.

Christina Henderson
Chair, National Capital Region Transportation Planning Board

Cc: Sharon Kershbaum, Director, District Department of Transportation



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: October 10, 2024

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



TPB COMMUNITY ADVISORY COMMITTEE ACCEPTING NEW MEMBER APPLICATIONS

LEARN MORE & APPLY
BY NOVEMBER 18

MwCOG.org/CAC



Being a part of the TPB Community Advisory Committee (CAC) is a great opportunity for community members who are interested in regional transportation issues.

This is an excellent chance to provide input to decision-makers and promote public involvement in the regional planning process.

Visit mwkog.org/cac to apply!

For questions, contact:

Laura Bachle

lbachle@mwkog.org

(202) 962-3273



National Capital Region
Transportation Planning Board

Promoting Vibrant Communities and Safer Roads



Webinar on 2024 TLC and Roadway Safety Projects
Wednesday, November 13, 2024
Noon - 1:15 PM

Contact: John Swanson - jswanson@mwkog.org

Since 2007, the Transportation Planning Board at COG has funded more than 200 local technical assistance projects that promote vibrant communities and alternative modes of travel— including walking, transit, and biking.

Our webinar on November 13 will feature new projects from last year— including plans for shared-use paths, bus stop improvements, and safe routes to school plans. We will conduct the webinar using a "pecha kucha" format in which presenters have just 6- 7 minutes to tell their stories – so we expect to keep the webinar informal and lively.

All the featured projects were conducted through the TPB's Transportation Land- Use Connections (TLC) Program, the Regional Roadway Safety Program (RRSP), and the Transit Within Reach (TWR) Program. These programs are all funded by the Transportation Planning Board at the Metropolitan Washington Council of Governments and are offered to local governments throughout our region.

AICP Credits: Participants will be eligible to receive one credit for AICP certification maintenance.

To register: <https://www.mwkog.org/events/2024/11/13/promoting-vibrant-communities-and-safer-roads-webinar/>



MEMORANDUM

TO: Transportation Planning Board
FROM: Charlene Howard, Manager, Planning Data Resources
SUBJECT: TPB Resources and Applications Page (TRAP)
DATE: October 10, 2024

To inform metropolitan transportation decision-making, TPB staff have developed various planning studies and information products, traditionally in the form of technical memoranda and formal publications. However, in recent years, staff have leveraged and applied more advanced geospatial technology to produce online information products that provide stakeholders and decision makers with more visual and interactive content. These include interactive mapping tools, StoryMaps, and other online data visualizations and reports. These products are often developed for a specific plan or program area, and as such, are made accessible through the respective content areas on the COG website directly related to those areas. This has resulted in fragmented access to TPB's collection of interactive work and other work products developed over time, making it challenging to users to understand and easily access these resources. To address this, staff are developing a website, the *TPB Resource and Applications Page (TRAP)*, to provide a convenient online inventory that categorizes and organizes TPB's numerous mapping applications, data visualizations and other datasets produced by TPB.

The TRAP is organized primarily on topic areas that align with TPB's programs. While most of the content currently focuses on geospatial data products, the TRAP also includes links to plans and other documents prepared by TPB as part of its metropolitan transportation planning mission. These include Visualize 2050, our long-range transportation plan, the Transportation Improvement Program (TIP), and the Unified Planning Work Program (UPWP), among others.

The TRAP page was launched May 3, 2024, can be viewed at the following link:

<https://www.mwcog.org/trap>

Updates to the TRAP since its launch include adding and refreshing content, developing the 'Commuter-Related Content' and 'Additional Resources' pages as well as considering and responding to feedback comments received, including those from TPB's Community Advisory Committee (CAC).

Staff encourages member and agency staff to use this new catalog to access TPB's myriad information products and visualizations. The TRAP is intended to be a dynamic product and will continue to evolve as staff identify and add relevant content as products are developed and discovered.

NEWS RELEASE

Commuter Connections celebrates 50 years of serving DC area commuter

Oct 2, 2024



COG Executive Director Clark Mercer accepts "Commuter Connections Day" proclamation from District of Columbia Mayor Muriel Bowser.

Today, officials from across the region gathered at the National Press Club to celebrate Commuter Connections' 50th anniversary and reflect on its strong track record of helping commuters find smarter ways to work, while reducing traffic and air pollution.

The program, coordinated by the National Capital Region Transportation Planning Board at the Metropolitan Washington Council of Governments, was originally created to assist commuters during the OPEC oil embargo in the 1970s. The embargo caused a gas supply shortage and a steep uptick in costs for consumers, making the need to increase carpooling a priority for area leaders.

Over the past half century, Commuter Connections has grown to offer a wide range of free services, including a system that matches people with similar commutes together for carpools and vanpools, the Guaranteed Ride Home program, which provides commuters with a free ride home in the event of an unexpected emergency, personal illness, or unscheduled overtime, as well as several incentive programs that reward commuters when they choose alternatives to driving alone or avoid driving during peak hours of traffic.

“We are grateful to have partners like Commuter Connections innovating to meet the needs of residents, workers, and visitors,” said District of Columbia Mayor Muriel Bowser, who provided the keynote speech at the event. “We know that Washington, DC is a world class city, and world class cities have world class transportation options. Together, we will continue to expand our transportation network, protect the environment, and grow our economy.”

Commuter Connections also helps employers establish commuting benefits and assistance programs, including telework programs, and organizes major events like the region’s Bike to Work Day—in partnership the Washington Area Bicyclist Association—which has grown from 1,100 registrants in 2001 to 14,000 in 2024.

Taking into account all of its programs and services, Commuter Connections reduces 119,500 daily vehicle trips, which results in 2.1 million fewer vehicle miles of travel and more than half a ton fewer pollutants impacting the region’s air quality each day.



District of Columbia Mayor Muriel Bowser speaks at the Commuter Connections 50th Anniversary Celebration

COMMUTERCASH PREVIEW

The anniversary event also looked ahead to Commuter Connections’ next featured program, the CommuterCash mobile app, which will be available to commuters later this year. CommuterCash is the enhanced version and rebranded name of the incenTrip app, a successful pilot project that was developed in partnership with the Maryland Transportation Institute at the University of Maryland. The app incentivizes commuters through its gamification and meaningful rewards system, serving as a trip planner and also providing real-time traffic predictions to help commuters avoid heavy traffic. CommuterCash users will be able to earn up to \$600 within a calendar year.

“Throughout Commuter Connections’ 50-year history, our program has always sought to harness the latest technology to promote sustainable transportation options,” said Council of Governments Executive Director Clark Mercer. “CommuterCash will help people find alternatives to driving to work alone, or, before they head out the door, the best time to leave. And by changing their travel behaviors, participants will improve their quality of life and help our region reduce traffic and clean the air.”

EMPLOYER AWARDS

Employer Awards 2024



At the ceremony, Commuter Connections also recognized employers that offer top-notch commuter benefits, demonstrating a strong commitment to sustainable transportation and improving employees' work life balance and well-being.

Horizon/McDonald's, in North Bethesda, Maryland, was awarded the Incentives Award. The employer provided incentives by developing a work schedule system that allows store managers to adjust for employees' public transportation schedules when planning and assigning work hours. Employees also received a monthly transit subsidy of up to \$50 (\$25 for part-time employees), administered through Metro's SmartBenefits.

Comstock Companies, a leading asset manager, developer, and operator of mixed-use and transit-oriented properties, residing in Reston, Virginia was honored with the Marketing Award. Comstock provided \$50 SmarTrip® cards through the Plu\$50 program and employees who started taking public transit regularly were provided with a \$100 match from the company per month.

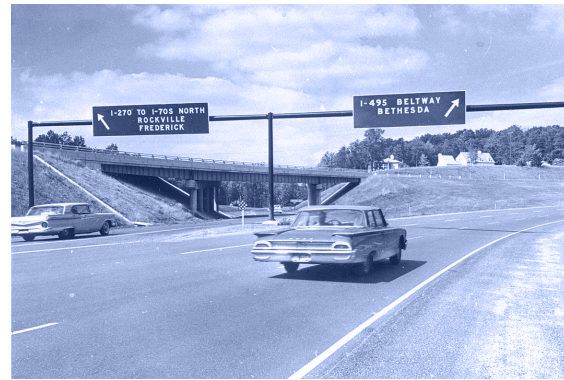
Groundswell, a technology company, residing in McLean, Virginia was awarded the Telework Award. In 2022, The business grew significantly, acquiring three companies within a short period of time. The company's telework program was created to support both business and work-life balance needs of its rapidly growing employee base.



In addition, Commuter Connections honored Montgomery County Commuter Services with its Employer Services Outreach Team Achievement Award for its work partnering with employers to develop and expand commute benefit offerings. Commuter Connections also recognized the District Department of Transportation's goDCgo program with an Employer Services Organization Achievement Award for providing complimentary consultation to businesses interested in starting or enhancing their commuter benefits programs.

MORE:

- [News feature on Commuter Connections' history](#)
- [Commuter Connections 50th Anniversary Brochure](#)
- [2024 Employer Awards Booklet](#)



1950s

An expanding federal government and other factors led to booming job growth and housing for the region. The Metropolitan Washington Council of Governments (COG) is formed by local cities and counties to coordinate on regional issues.

1970

Beginnings of environmental awareness, creation of Earth Day and U.S. Environmental Protection Agency.

1973

OPEC oil exports stoppage causes gas shortages and high prices at the pump.

HOV lanes open to carpools.

Washington Metropolitan Area Transit Authority (WMATA) consolidates four regional bus systems to form Metrobus.



1984

Maryland Area Rail Commuter (MARC) begins operation.

1985

Association for Commuter Transportation (ACT), a national Transportation Demand Management (TDM) trade association, is founded.



1986

Commuter Club changes name to Ride Finders.

1997

Commuter Connections enters the internet age by launching the commuterconnections.org website.

Commuter Connections expands beyond carpool ridematching services to include regional assistance and information on transit, bicycling, and telework.

Commuter Connections begins offering Guaranteed Ride Home program, a safety net for commuters in case of unexpected illness, emergencies, and unscheduled overtime.

1998

IRS expands tax incentives to allow employees to purchase pre-tax transit and vanpool expenses.

Commuter Connections hosts first awards event to recognize employers in the region that offer outstanding commuter and telework benefits to employees.

2009

IRS brings transit/vanpool commuter benefits on parity with parking benefits.

'POOL REWARDS
it pays to rideshare

2010

Commuter Connections tells commuters that it pays to rideshare with 'Pool Rewards.

Commuter Connections expands Guaranteed Ride Home to Baltimore region and St. Mary's County.

2012

Commuter Connections 'Pool Rewards expands to include monthly vanpool subsidy.

High Occupancy Toll lanes open along the Capital Beltway using dynamic congestion pricing.

2019

WMATA welcomes full-size bikes on Metrorail during peak periods.

Commuter Connections and the University of Maryland co-develop *incenTrip*, a multi-modal real-time trip planning app.



1950s / 1960s

1964

Completion of the Capital Beltway.

1965

National Capital Region Transportation Planning Board (TPB) established.

1966

TPB becomes associated with COG.

1969

COG and TPB help launch Capital Flyer Express bus service.

1970s



1974

COG and TPB forms Commuter Club, offering regional carpool ridematching services based on home and work locations.

1976

WMATA opens Metrorail system.

1977

Commuter Club emphasizes carpooling to Metrorail stations and Park & Ride Lots.

Commuter Club hosts vanpooling workshops for employers.

1980s / 1990s

1992

Virginia Railway Express (VRE) begins commuter rail operation.

1993

IRS provides tax incentives to employers to encourage use of transit and vanpools.

1994

Ride Finders begins employer outreach program.

1996

Ride Finders rebrands name to Commuter Connections.

1990s / 2000s



2001

Commuter Connections partners with Washington Area Bicyclist Association (WABA) to organize first regional Bike to Work Day event.

Commuter Connections publishes first State of the Commute triennial survey.

2008

Commuter Connections brings Car Free Day to the region.

Bikesharing first introduced as SmartBike DC, the precursor to Capital Bikeshare, which launched two years later.

2000s / 2010s

2014

Commuter Connections launches mobile-friendly website and mobile apps.



2017

Commuter Connections introduces Flextime Rewards, providing cash rewards for delaying commutes along key bottlenecks.

Dockless bikesharing and e-scooters introduced.

2010s / 2020s

2020

Commuter Connections awarded an ATCMD federal grant to enhance *incenTrip* in partnership with the University of Maryland by improving the program's gamification elements and rewards system.

2024 & BEYOND

incenTrip relaunched as *CommuterCash* following completion of the ATCMD project.

Commuter Connections awarded federal grant to develop a flexible vanpooling program, *VanHopper*, to restore under-capacity vans due to post-pandemic hybrid commuting schedules.





MEMORANDUM

TO: Transportation Planning Board
FROM: Jane Posey, TPB Transportation Engineer
SUBJECT: EPA Approval of 2008 Ozone Maintenance Plan Update with New Motor Vehicle Emissions Budgets
DATE: October 10, 2024

This month the U.S. Environmental Protection Agency (EPA) approved an update to the region's 2008 ozone maintenance State Implementation Plan (SIP). The SIP update included new Motor Vehicle Emissions Budgets (MVEBs) for ozone-season pollutants, volatile organic compounds (VOCs) and Nitrogen Oxides (NOx). The EPA published the approval in the October 4, 2024 Federal Register.¹ These new MVEBs will be used in the air quality conformity analysis of Visualize 2050, the region's long-range transportation plan.

BACKGROUND

On January 7, 2021, the EPA officially released a new version of their Motor Vehicle Emissions Simulator model, MOVES3, and required its use in all SIP development and transportation conformity analyses by January 2023. National Capital Region Transportation Planning Board (TPB) staff completed sensitivity test runs which showed that, using the same inputs, MOVES3 resulted in significantly higher emissions estimates than did the previous version, MOVES2014b, solely due to the changes in modeling methodology. TPB staff shared these results with the Metropolitan Washington Air Quality Committee Technical Advisory Committee (MWAQC TAC) in September 2022, and informed the committee that, with the change in MOVES models, the region would find it challenging to remain below the current MVEBs, which were established in the 2008 ozone maintenance SIP with a different MOVES model (MOVES2014a). The MWAQC TAC, including representatives of the state air agencies, agreed to update the MVEBs in the 2008 ozone maintenance plan and completed the update in September 2023.

NEW MVEBS

MVEBs provide an upper limit on the amount of allowable mobile source emissions that can be generated by the region's long-range transportation plan, which are estimated via MOVES, as part of an air quality conformity analysis. In order to have similar input assumptions used when developing the MVEBs to those used in the air quality conformity analysis, TPB staff worked with the MWAQC TAC to update the region's MVEBs. The updated MVEBs are shown in Table 1, below.

¹ U.S. Environmental Protection Agency, "Air Plan Approval; District of Columbia, Maryland, and Virginia; Update of the Motor Vehicle Emissions Budgets for the Washington-MD-VA 2008 8-Hour Ozone National Ambient Air Quality Standard Maintenance Area," Rule, Federal Register 89, No. 80745 (40 CFR Part 52), October 4, 2024, <https://www.federalregister.gov/documents/2024/10/04/2024-22535/air-plan-approval-district-of-columbia-maryland-and-virginia-update-of-the-motor-vehicle-emissions>.

Table 1: Revised Onroad Motor Vehicle Emissions Budgets based on MOVES3.0.4²

Year	VOC Onroad Emissions (tpd)	NOx Onroad Emissions (tpd)
2014 Attainment Year	61.25	136.84
2025 Predicted Emissions without Safety Margin	27.92	46.52
2025 Safety Margin	5.58	9.30
2025 Interim Budget with Safety Margin	33.50	55.82
2030 Predicted Emissions without Safety Margin	21.75	34.26
2030 Safety Margin	4.35	6.85
2030 Final Budget with Safety Margin	26.10	41.11

tpd= tons per day

² State Implementation Plan Revision: Motor Vehicle Emission Budget Revisions Based on the MOVES3 Model Washington DC-MD-VA 2008 Ozone NAAQS Maintenance Plan. Prepared by: Metropolitan Washington Council of Governments for the District Department of Energy and Environment Maryland Department of the Environment Virginia Department of Environmental Quality on behalf of the Metropolitan Washington Air Quality Committee. September 27, 2023. <https://www.mwcog.org/documents/2023/09/27/washington-dc-md-va-2008-ozone-naaqs-maintenance-plan-update-air-quality-air-quality-conformity-ozone/>



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
Cristina Finch, TPB Transportation Planner
SUBJECT: Consideration of an additional scenario analysis for the National Capital Region
Transportation Plan update (Visualize 2050)
DATE: October 10, 2024

At the September 18, 2024, TPB meeting, Mr. David Snyder inquired about a public comment letter included in the Board's packet from the Coalition for Smarter Growth requesting another scenario be added as part of the development of the National Capital Region Transportation Plan (NCRTP) "Visualize 2050" and specifically as part of its Air Quality Conformity Analysis. As noted during the meeting, this memo provides information regarding the use of scenario analysis as part of adopting Visualize 2050. The memo also clarifies the two options currently undergoing Air Quality Conformity Analysis and provides more information on the past scenarios analyzed by the TPB to inform the project inputs provided by TPB members for Visualize 2050, which the TPB approved for use in the Air Quality Conformity Analysis on May 15, 2024.

MPO METROPOLITAN TRANSPORTATION PLAN

All metropolitan planning organizations (MPO), such as the TPB, are federally mandated to develop a metropolitan transportation plan (MTP), such as the TPB's Visualize 2050, which involves various FHWA and FTA approvals. The TPB's current NCRTP of record is Visualize 2045. In 2021 the TPB resolved to update Visualize 2045 ahead of the federally mandated four-year period, hoping to demonstrate improvement of the performance outcomes expected from the NCRTP. Visualize 2050 is the updated NCRTP that the TPB is currently developing. All MPO MTPs must comply with certain federal requirements. Two such requirements are: (1) the MTP is to undergo a regional Air Quality Conformity Analysis if the MPO is in non-attainment of federal air quality standards (the case with the TPB) and (2) the projects included in the MTP, and the Air Quality Conformity Analysis be fiscally constrained.

Meeting these two requirements has meant that all projects and investment strategies proposed for inclusion in the NCRTP, must have funding available for its implementation and subsequent operations and maintenance irrespective of the funding type: federal, state, local or private funds. The NCRTP must include a financial plan to document these revenue and cost estimates for the existing transportation system as well as the proposed new projects. The financial plan is developed cooperatively by the state DOTs, local jurisdiction and public transportation agencies. Given that the TPB does not administer/design/build/operate/plan/maintain any project, the projects included in the NCRTP and Air Quality Conformity Analysis must be proposed by an authorized transportation agency with the authority and funding mechanisms to administer / design / build / operate / plan / maintain the transportation project or service.

This means that while the TPB may undertake a “what if” scenario analysis that explores the potential performance outcomes by funding a different set of projects or services, the projects assumed in such a scenario cannot be adopted as the official NC RTP unless the project/service in the scenario is proposed by an authorized transportation agency and funding for it is demonstrably included in the financial plan.

Additionally, the TPB has sought (e.g., in the Technical Inputs Solicitation document) that projects proposed for inclusion in Visualize 2050 must be reflected in the agency or jurisdiction’s official approved planning or programming document, such as a corridor or comprehensive plan or capital improvement program. Such documentation conveys the legislated commitment of the project agency’s governing body to fund, implement, and operate the project or service. As such, the projects assumed in a scenario analysis will need this form of documented commitment of the authorized transportation agency to implement the project.

In summary, unless one or more of the TPB member agencies officially submits additional projects, consistent with the requirements noted above, as alternative(s) to the projects the TPB approved in May of 2024 for use in the Air Quality Conformity Analysis for Visualize 2050, it is not viable to undertake additional, alternative Air Quality Conformity Analysis for Visualize 2050 at this time. Further, it must be noted that the any additional analyses would require more time and merit revising the TPB’s adopted schedule to adopt Visualize 2050.

TPB SCENARIO PLANNING

Scenario planning explores the “What If?” questions tied to ideas for making substantial changes to the transportation project mix and land use decisions and seeing how these ideas could potentially play out in the future in terms of seeking improvements to the region’s mobility, accessibility, and other goals. Each scenario is time and resource intensive, yet worthwhile for the insights received to help make transportation and land use decisions in a manner that optimizes the use of natural and fiscal resources, while helping the region achieve its transportation and non-transportation goals.

The TPB has conducted many scenario studies over the past two decades, and these studies are intended to demonstrate the impacts of key changes at a regional level to inform decision-making over time. As these scenarios have been completed, the results were shared with the TPB, and member agencies have had the opportunity to learn how different projects, programs and policies could result in a different transportation experience and environment in the future and accordingly tailor their transportation investment decisions. The performance outcomes of TPB’s successive transportation plans over the past couple of decades reflect such informed investment decisions.

The scenarios analyzed by the TPB over the past many years have explored questions such as how the region can reduce congestion, provide reliable and affordable transportation options, minimize single occupant auto travel, maximize transit travel, improve air quality, and help improve global climate change through greenhouse gas reductions. The scenarios considered significant improvements in transit service including modeling new BRT service, enhanced commuter rail and Metrorail transit networks and frequencies, telework, redistribution of where people live and work, parking fees, and increased bike/pedestrian mobility. Most of the scenarios included estimates of impacts on air quality. There was also a set of scenarios analyzed explicitly with climate change as the focus.

In June 2021, when the TPB passed resolution R19-2021 to develop Visualize 2050 with the consideration of multiple build scenarios, staff noted the many scenarios the TPB had completed within the past few years and summarized the findings of these efforts. The TPB was briefed of these efforts in October 2022 and the scenario summary was presented in November 2022. The TPB integrated the summary of all recent scenario analyses with its call for projects for Visualize 2050 and urged member agencies to consider these findings as they developed projects to propose for inclusion in Visualize 2050. The summary and detailed finding of these scenario analyses has since been available to all interested parties online and may be found at www.visualize2050.org/key-resources.

TWO SETS OF REGIONAL AIR QUALITY CONFORMITY ANALYSIS FOR VISUALIZE 2050

The TPB is using a new approach to develop Visualize 2050. The TPB member agencies were asked to take back all the projects in the current MTP (Visualize 2045) and submit a new package of projects for inclusion in Visualize 2050 that would help the region better achieve its various mobility, accessibility, and environmental goals. Public input on these projects was accepted during an extended period as the agencies were developing their project inputs and concluded in March 2024.

In May 2024 as part of its approval of project inputs, the TPB held extensive discussions on eventually including the proposed I-495 SEL project in Visualize 2050 and deferred a decision on this project to June 2024. At the June 2024 meeting, the Board continued its discussions on the proposed I-495 SEL project. Recognizing that the TPB first had to complete the regional Air Quality Conformity Analysis before it could adopt Visualize 2050, the TPB decided to not preclude the prospects of including the I-495 SEL project in Visualize 2050 and directed staff to have two sets of results for the Air Quality Conformity Analysis – one with the I-495 SEL project and one without.

The status of this conformity analysis is that the TPB will have, around mid- to late-2025, two packages of projects for inclusion in Visualize 2050, one with the I-495 SEL project and one without. Each package would meet all the federal requirements for a MTP noted above: projects would have been proposed by an authorized transportation agency, demonstrated that funding for the project is reasonably expected to be available, and the commitment to fund the projects is reflected in the agency's official planning and programming documents. As such, the two packages of projects for the Air Quality Conformity Analysis should not be confused with something like a scenario analysis that could test a set of projects that does not meet the above project submission requirements.

In conclusion, TPB staff notes: (1) the TPB has conducted and shared the findings of numerous scenario analyses exploring various ideas of alternative sets of transportation projects, programs and land use assumptions that provides a general sense of the potential for change in mobility, accessibility, and emission of pollutants from the on-road sector; and (2) undertaking a new fiscally unconstrained scenario analysis for Visualize 2050 is not viable as the TPB has already moved beyond the scenario consideration phase of the Visualize 2050 plan development process with projects now fully submitted by authorized transportation agencies demonstrating reasonably expected funding for implementation to be available.

2024 COG MEMBERSHIP & AWARDS RECEPTION



CELEBRATING THE REGION'S BRIDGEBUILDERS

We look forward to hosting metropolitan Washington's regional leaders at this year's Annual Meeting featuring a networking reception and awards program. Please join us for drinks and appetizers highlighting cuisine from DC, Maryland, and Virginia. We're also excited to celebrate at a new venue, HQO, DC Water Headquarters, which incorporates almost every state-of-the-art environmentally sustainable feature used in modern construction. We invite you to an afternoon of honoring the region's outstanding leaders while enjoying great company and good times.



December 11, 2024
4:00 - 6:00 P.M. (Registration at 3:30 P.M.)



HQO, DC Water Headquarters
1385 Canal St SE
Washington, DC 20003

RSVP/SUBMIT AN AWARDS NOMINATION:
www.mwcog.org/2024COG



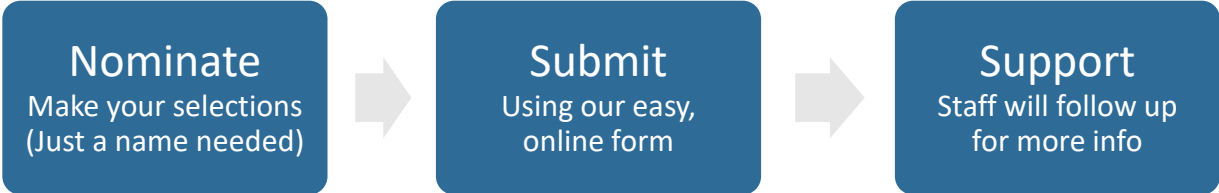
Metropolitan Washington
Council of Governments

HELP US CELEBRATE OUTSTANDING LEADERSHIP & SERVICE



COG's biggest event of the year, the **Annual Meeting and Awards Reception** on December 11, is the perfect time to recognize exemplary leaders from around metropolitan Washington. Please use our online form to nominate your peers and partner organizations for one of COG's prestigious regional awards.

It's easy! To submit an awards nomination online (by October 18), please visit www.mwcog.org/annualmeeting. You can also register for the event if you haven't already.



Which outstanding local, state, or federal elected official are you nominating for the **Elizabeth and David Scull Metropolitan Public Service Award**?

Which outstanding non-elected government executive are you nominating for the **Ronald F. Kirby Award for Collaborative Leadership**?

Which outstanding individual or organization are you nominating for the **Stuart A. Freudberg Award for Regional Partnership**?

For Reference - Award Winners from Previous Years

Elizabeth and David Scull Metropolitan Service Award

- 2023 – Christian Dorsey, Arlington County
- 2022 – Libby Garvey, Arlington County
- 2021 – Derrick L. Davis, Prince George’s County
- 2020 – No awards program
- 2019 – Muriel Bowser, District of Columbia
- 2018 – Rushern Baker, Prince George’s County
- 2017 – Bridget Newton, City of Rockville

Ronald F. Kirby Award for Collaborative Leadership

- 2023 – Helen McIlvaine, City of Alexandria
- 2022 – Monica Backmon, Northern Virginia Transportation Authority
- 2021 – Karla Bruce, Fairfax County
- 2020 – No awards program
- 2019 – Stephanie Landrum, Alexandria Economic Development Authority
- 2018 – Kate Mattice, Northern Virginia Transportation Commission
- 2017 – George Hawkins, DC Water

Stuart A. Freudberg Award for Regional Partnership

- 2023 – Maryland National Capital Region Economic Development Alliance
- 2022 – Amazon Housing Equity Fund
- 2021 – DC, MD, VA Hunger Solutions
- 2020 – No awards program
- 2019 – Urban Land Institute – Washington
- 2018 – Leadership Greater Washington
- 2017 – Coalition for Smarter Growth

Additional previous Scull winners on current board:

- 2010 David Snyder, City of Falls Church
- 2005 Phil Mendelson, District of Columbia