

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 23-27.1 WHICH REPROGRAMS AND ADDS FUNDING FOR THE TRAFFIC SIGNAL MAINTENANCE AND TRAFFIC SAFETY INPUT PROGRAM GROUPINGS RESPECTIVELY, 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 23-27.1, which replaces approximately \$2.7 million in Surface Block Transportation Grant (STBG) and District funding, with Highway Safety Improvement Program (HSIP) funds for the Traffic Signal Maintenance program (T5347), and adds \$23 million, largely also from HSIP funding, to the 4-year total for the Traffic Safety Input program, as described in the attached materials; and

WHEREAS, the attached materials include:

- ATTACHMENT A) Programming Overview report showing how the two amended records will appear in the TIP following approval,
- ATTACHMENT B) Amendment Summary report showing the total program costs, the reason for the amendment, and a Change Narrative, providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and
- ATTACHMENT C) Letter from DDOT dated October 24, 2023, requesting the amendment, and

WHEREAS, the proposed amendments have been entered into the TPB's Project InfoTrak database under TIP Action 23-27.1 creating the 27th amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, these programs programs 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, 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 23-27.1 which replaces approximately \$2.7 million in STBG and District funding, with HSIP funds, and adds \$23 million in mostly HSIP funding to the 4-year total for the Traffic Safety Input program, as described in the attached materials.



National Capital Region
Transportation Planning Board

ATTACHMENT A
 Program Overview Report for TIP Action 23-27.1
 Formal Amendment to the FY 2023-2026 TIP
 Requested by District Department of Transportation

<i>TIP ID</i>	T11625	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Road - Other Improvement
<i>Project Name</i>	Traffic Safety Input	<i>County</i>	Washington	<i>Total Cost</i>	\$29,500,000
<i>Project Limits</i>		<i>Municipality</i>		<i>Completion Date</i>	2050
		<i>Agency Project ID</i>			

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

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	*Various Locations
PE	HSIP	-	\$900,000	\$1,575,000	\$1,800,000	\$4,275,000	\$4,275,000	
PE	DC/STATE	-	\$100,000	\$175,000	\$200,000	\$475,000	\$475,000	
	<i>Total PE</i>	-	\$1,000,000	\$1,750,000	\$2,000,000	\$4,750,000	\$4,750,000	
CON	HSIP	\$500,000	\$4,950,000	\$6,075,000	\$6,750,000	\$18,275,000	\$18,275,000	
CON	DC/STATE	\$4,500,000	\$550,000	\$675,000	\$750,000	\$6,475,000	\$6,475,000	
	<i>Total CON</i>	\$5,000,000	\$5,500,000	\$6,750,000	\$7,500,000	\$24,750,000	\$24,750,000	
	<i>Total Programmed</i>	\$5,000,000	\$6,500,000	\$8,500,000	\$9,500,000	\$29,500,000	\$29,500,000	

Version History

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

Current Change Reason

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

Funding Change(s):

Total project cost increased from \$6,500,000 to \$29,500,000



National Capital Region
Transportation Planning Board

ATTACHMENT A
 Program Overview Report for TIP Action 23-27.1
 Formal Amendment to the FY 2023-2026 TIP
 Requested by District Department of Transportation

<i>TIP ID</i>	T5347	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Road - Signal/Signs
<i>Project Name</i>	Traffic Signal Maintenance	<i>County</i>	Washington	<i>Total Cost</i>	\$150,958,162
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2045
<i>Description</i>	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				
		<i>Agency Project ID</i>	CI046A, CI047A, CI063A, CI055A, CI056A, CI043A		

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	\$1,860,581	\$1,121,331	\$1,122,081	\$5,964,199	\$5,964,199
PE	STBG	\$7,370,616	\$7,371,463	\$4,413,156	\$4,414,848	\$23,570,083	\$23,570,083
	<i>Total PE</i>	\$9,301,022	\$9,302,900	\$5,606,655	\$5,610,408	\$29,820,985	\$29,820,985
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	\$7,948,503	\$3,867,553	\$3,710,202	\$23,572,937	\$23,622,437
CON	STBG	\$18,897,334	\$16,334,680	\$8,921,372	\$8,996,063	\$53,149,449	\$53,149,449
	<i>Total CON</i>	\$40,870,893	\$36,882,516	\$19,437,762	\$19,451,006	\$116,642,177	\$117,137,177
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
	<i>Total Other</i>	\$2,000,000	\$2,000,000	-	-	\$4,000,000	\$4,000,000
	<i>Total Programmed</i>	\$52,171,915	\$48,185,416	\$25,044,417	\$25,061,414	\$150,463,162	\$150,958,162

*Various Locations

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	8/25/2022	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	<i>Pending</i>	<i>Pending</i>	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost stays the same \$150,958,162

Government of the District of Columbia

Department of Transportation



October 24th, 2023

The Honorable Reuben B. Collins II, 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 Collins,

The District Department of Transportation (DDOT) requests that the FY 2023-2026 Transportation Improvement Program (TIP) be amended as detailed below.

Name	Funding Type	TIP ID	Phase	Amount	Year	Fed/State Split	Published Notes
Traffic Signal Construction	Formula/STBG	T5347b	Construction	\$ (1,000,000)	2024	80/20	Decrease Formula/STBG funding for Construction by \$1,000,000 in FY 2024
Traffic Signal Construction	Formula/HSIP	T5347b	Construction	\$ 1,000,000	2024	90/10	Increase Formula/HSIP funding for Construction by \$1,000,000 in FY 2024
Traffic Signal Construction	Formula/STBG	T5347b	Construction	\$ (1,000,000)	2025	80/20	Decrease Formula/STBG funding for Construction by \$1,000,000 in FY 2025
Traffic Signal Construction	Formula/HSIP	T5347b	Construction	\$ 1,000,000	2025	90/10	Increase Formula/HSIP funding for Construction by \$1,000,000 in FY 2025
Traffic Signal Construction	Formula/STBG	T5347b	Construction	\$ (1,000,000)	2026	80/20	Decrease Formula/STBG funding for Construction by \$1,000,000 in FY 2026
Traffic Signal Construction	Formula/HSIP	T5347b	Construction	\$ 1,000,000	2026	90/10	Increase Formula/HSIP funding for Construction by \$1,000,000 in FY 2026

Traffic Safety Inputs - Design	Formula/STBG	T11625a	PE	\$ (1,000,000)	2024	80/20	Decrease Formula/STBG funding for PE by \$1,000,000 in FY 2024
Traffic Safety Inputs - Design	Formula/HSIP	T11625a	PE	\$ 1,000,000	2024	90/10	Increase Formula/HSIP funding for PE by \$1,000,000 in FY 2024
Traffic Safety Inputs - Design	Formula/HSIP	T11625a	PE	\$ 1,750,000	2025	90/10	Increase Formula/HSIP funding for PE by \$1,750,000 in FY 2025
Traffic Safety Inputs - Design	Formula/HSIP	T11625a	PE	\$ 2,000,000	2026	90/10	Increase Formula/HSIP funding for PE by \$2,000,000 in FY 2026
Traffic Safety Inputs - Construction	Formula/HSIP	T11625b	Construction	\$ 5,500,000	2024	90/10	Increase Formula/HSIP funding for Construction by \$5,500,000 in FY 2024
Traffic Safety Inputs - Construction	Formula/HSIP	T11625b	Construction	\$ 6,750,000	2025	90/10	Increase Formula/HSIP funding for Construction by \$6,750,000 in FY 2025
Traffic Safety Inputs - Construction	Formula/HSIP	T11625b	Construction	\$ 7,500,000	2026	90/10	Increase Formula/HSIP funding for Construction by \$7,500,000 in FY 2026

The amendments do not add additional capacity for motorized vehicles and do 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 these amendments at its September 8th meeting.

We appreciate your cooperation in this matter. Should you have questions regarding these amendments, please contact Mark Rawlings at (202) 671-2234 or by e-mail at mark.rawlings@dc.gov. Of course, please feel free to contact me directly.

Sincerely,



Kyle Scott
Acting Chief Administrative Officer
District Department of Transportation
Kyle.scott@dc.gov