



TRANSPORTATION PLANNING BOARD

Wednesday, October 19, 2016
12:00 - 2:00 P.M.
Walter A. Scheiber Board Room

AGENDA

- 12:00 P.M. 1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES**
Tim Lovain, TPB Chairman
- Interested members of the public will be given the opportunity to make brief comments on transportation issues under consideration by the TPB. Each speaker will be allowed up to three minutes to present his or her views. Board members will have an opportunity to ask questions of the speakers, and to engage in limited discussion. Speakers are encouraged to bring written copies of their remarks (65 copies) for distribution at the meeting.
- 12:20 P.M. 2. APPROVAL OF THE MINUTES OF THE SEPTEMBER 21 MEETING**
Tim Lovain, TPB Chairman
- 12:25 P.M. 3. REPORT OF THE TECHNICAL COMMITTEE**
Tim Roseboom, TPB Technical Committee Chairman
- 12:30 P.M. 4. REPORT OF THE CITIZENS ADVISORY COMMITTEE**
Doug Stewart, TPB Citizens Advisory Committee Chairman
- 12:40 P.M. 5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**
Kanti Srikanth, TPB Staff Director
- This agenda item includes Steering Committee actions, letters sent/received, and announcements and updates.
- 12:45 P.M. 6. CHAIRMAN'S REMARKS**
Tim Lovain, TPB Chairman

INFORMATION ITEMS

- 12:50 P.M. 7. OVERVIEW OF THE DRAFT 2016 CLRP AMENDMENT AND FY 2017-2022 TIP**
Andrew Austin, TPB Transportation Planner
- The board will be briefed on the Draft 2016 Amendment to the Constrained Long-Range Transportation Plan (CLRP) and the FY 2017-2022 Transportation Improvement Program (TIP), which were released for public comment on October

Reasonable accommodations are provided upon request, including alternative formats of meeting materials.
Visit www.mwcof.org/accommodations or call (202) 962-3300 or (202) 962-3213 (TDD).

13. After the 30-day comment period, the TPB will be asked to approve the 2016 CLRP Amendment and the TIP at its November 16 meeting.

- 1:15 P.M. 8. BRIEFING ON THE DRAFT AIR QUALITY CONFORMITY ANALYSIS OF THE 2016 CLRP AMENDMENT**
Jane Posey, TPB Transportation Engineer
- The board will be briefed on the draft conformity analysis of the 2016 CLRP Amendment. This conformity analysis along with the Draft 2016 CLRP Amendment and FY 2017-2022 TIP were released for public comment on October 13, 2016. The TPB will be asked to approve the conformity analysis at its November 16 meeting.
- 1:25 P.M. 9. BRIEFING ON THE PERFORMANCE ANALYSIS OF THE DRAFT 2016 CLRP AMENDMENT**
John Swanson, TPB Transportation Planner
- The board will be briefed on a performance analysis of the Draft 2016 CLRP Amendment. The 2016 CLRP Amendment is scheduled to be approved by the TPB at its November 16 meeting.
- 1:45 P.M. 10. BRIEFING ON FEDERAL PLANNING REGULATIONS - TRANSIT ASSET MANAGEMENT**
Eric Randall, TPB Transportation Engineer
- The board will be briefed on recent activities in the federal performance-based planning and programming (PBPP) rulemaking and the requirements set forth in the new Statewide and Metropolitan Planning Rule, focusing on the new rule for transit asset management.
- 1:55 P.M. 11. UPDATE ON THE REGIONAL “STREET SMART” PEDESTRIAN AND BICYCLE SAFETY EDUCATION CAMPAIGN**
Michael Farrell, TPB Transportation Planner
- The board will be briefed on the outcomes of the Fall 2015 and Spring 2016 campaigns, and on the plans for the Fall 2016 and Spring 2017 campaigns.
- 2:00 P.M. 12. ADJOURN**
- The next meeting is scheduled for November 16, 2016.

MEETING AUDIO

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www.mwcog.org/TPBmtg

TRANSPORTATION PLANNING BOARD
MEETING MINUTES
September 21, 2016

MEMBERS AND ALTERNATES PRESENT

Charles Allen, DC Council
Bob Brown, Loudoun County
Ron Burns, Frederick County
James Davenport, Prince William County
Allison Davis, WMATA
Marc Elrich, Montgomery County
Dan Emerine, DC Office of Planning
Gary Erenrich, Montgomery County DOT
Jay Fisette, Arlington County
Jason Groth, Charles County
Rene'e Hamilton, VDOT
Neil Harris, City of Gaithersburg
John Jenkins, Prince William County
R. Earl Lewis, Jr. MDOT
Tim Lovain, City of Alexandria
Dan Malouff, Arlington County
Phil Mendelson, DC Council
Ron Meyer, Loudoun County
Bridget Donnell Newton, City of Rockville
Martin Nohe, Prince William County
Mark Rawlings, DC DOT
Kelly Russell, City of Frederick
Elissa Silverman, DC Council
David Snyder, City of Falls Church
Tammy Stidham, NPS
Jonathan Way, Manassas City
Victor Weissberg, Prince George's County/DPW&T
Sam Zimbabwe, DDOT

MWCOG STAFF AND OTHERS PRESENT

John Swanson
Andrew Meese
Ron Milone
Nicholas Ramfos
Eric Randall
Daivamani Sivasailam
Rich Roisman
Mark Moran
Travis Johnston
Andrew Austin
Michael Farrell
Brandon Franklin
Jessica Mirr
Ben Hampton
Bryan Hayes

Abigail Zenner	
Sergio Ritacco	
Ken Joh	
Debbie Leigh	
Deborah Etheridge	
Chuck Bean	COG/EO
Bill Orleans	HACK
Mike Lake	Fairfax County
Norman Whitaker	VDOT
Pierre Holloman	City of Alexandria
Bobby Klancher	Loudoun County
Anne Carey	USP/Parsons
Nancy Abeles	TPB/CAC
Rob Whitfield	Fairfax County Taxpayers Alliance
Michael Henry	Media Beef, Inc.
Patrick Durany	Sup. Jenkins' Office/PWC
Sydney Hawthorne	Chairman Mendelson – DC Council
Kari Snyder	MDOT
Patricia Happ	NVTC
Chase Rudner	Coalition for Smarter Growth

1. PUBLIC COMMENT ON TPB PROCEDURES AND ACTIVITIES

No members of the public were present to comment to the board.

2. APPROVAL OF MINUTES OF THE JULY 20 TPB MEETING

Chairman Lovain thanked Ms. Newton for chairing the July TPB meeting.

A motion was made to approve the minutes from the July 20, 2016 TPB meeting. The motion was seconded and approved.

3. REPORT OF THE TECHNICAL COMMITTEE

Mr. Roseboom said that the Technical Committee met on September 9. At the meeting the committee was briefed on the 2016 State of the Commute survey, on the then upcoming September 15 TIP Forum, and on the USDOT proposed rulemaking relating to MPO boundaries. There was also an update on WMATA's SafeTrack surges and the Long Range Transportation Plan Task Force. He said that there were also presentations about Title VI and Environmental Justice regulations, the congestion management process, traffic incident response, the TIGER program, and the Multi-Sector Working Group.

4. REPORT OF THE CITIZEN ADVISORY COMMITTEE

Mr. Stewart said that the Citizens Advisory Committee met on September 15 to brainstorm thoughts on how public engagement could be used as part of the 2018 Long Range Transportation Plan update. He said that the committee discussed the interaction between local projects and regional planning efforts, and the challenges related to getting people excited about regional planning. He said that one way to possibly excite the public would be to demonstrate the impacts of possible investments. He said that the committee also encouraged TPB staff to be creative in using technology to reach out to the public. He said that the goal should be to complement ongoing local planning meetings to get input on regional projects.

Mr. Lovain said that public input is going to be an important part of the Long Range Transportation Plan update.

5. REPORT OF STEERING COMMITTEE

Mr. Srikanth referred to the Director's Report as he summarized the Steering Committee meeting, letters sent and received, and announcements. He said that the Steering Committee met on September 9 to approve two TIP amendments, one from the Virginia Department of Transportation and the other from the District Department of Transportation.

Mr. Srikanth said that the letters include one sent to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) requesting the extension of a comment period about changes to how MPO's define their planning areas. The request was not granted. He said that the TPB also sent comments to the FHWA about proposed changes to the National Performance Management System. The comments were technical. The departments of transportation in the District of Columbia, Maryland, and Virginia also submitted comments on this subject. He said that the letters also included a letter to the FHWA and FTA commenting on how MPO planning areas are defined and how they conduct their coordination.

Mr. Srikanth said that announcements included two memos. The first memo described various Metrorail safety related activities, including: the East Falls Church Metrorail derailment; efforts to establish a Metro Safety Commission; and information on WMATA's SafeTrack program. The other memo was the final status update on the TPB's TIGER grant. He said that this concludes seven years of work and is a major accomplishment. Fifteen new projects were implemented in the region, using about \$59 million in TIGER grant funds. He thanked the participating jurisdictions and recognized Eric Randall, the TPB staff member who managed the TIGER program.

The board applauded in recognition of Mr. Randall.

Mr. Fisetto distributed a letter from the Secretary of the Virginia Department of Transportation to elected officials in Alexandria, Arlington, and Fairfax. He thanked the secretary for the letter. He said that the letter commits Virginia to provide at least \$15 million for transit TDM improvements and enhancements along the I-395/95 corridor. He said that Virginia will also ensure that excess revenues received by VDOT will be provided for transit and TDM services. He said that there is some uncertainty about whether or not this project will be a public/private partnership or will be publicly funded. Finally, he quoted the letter, saying, "Our major interstate corridors will have essentially reached their ultimate footprints where future widening will be cost prohibitive, and impacts to communities to great." He said that this is the reason that transit and TDM on I-395/95 is so important.

Mr. Fisetto asked VDOT whether or not more information on this subject will be released by VDOT. He asked for further clarification and for something official that can be incorporated into the CLRP resolution.

Ms. Hamilton said that VDOT supports Mr. Fisetto's request, and has additionally invited VDOT's Chief Financial Officer to the next meeting to discuss the letter and progress about the I-395/95 negotiations.

Mr. Fisetto asked if the TDM study would be done by the end of 2016.

Ms. Hamilton said the study would be complete.

Chairman Lovain said that the TPB appreciates VDOT's response.

Mr. Meyer asked that VDOT provide more information on the labor agreement for the I-395/95 project.

Ms. Hamilton said that information will be made available.

6. CHAIR'S REMARKS

Chairman Lovain summarized the three priorities he shared with the board at the January meeting.

He started with the Long-Range Plan Task Force and the effort to develop a list of unfunded projects. He said the first phase of the Long-Range Plan Task Force's work on unfunded projects has been completed. He said that the board will receive a complete report in November on that work. He said the goal is to include the unfunded project element in the 2018 CLRP. The second phase will be to select a subset of game changing projects for prioritization. Next he spoke about his interest in traffic incident management. In May, the region had its first ever convening of traffic incident management practitioner from the region. He said that on November 2, the TPB will host a follow-up conference on traffic incident management. He encouraged board members to attend. Finally, he said the TPB staff have been actively engaged with COG and the chief administrative officers of the Metro Compact. He said that this technical panel is working on four tasks: documenting current funding projections; developing operating benchmarks and performance metrics; exploring potential sources of revenue; and documenting the economic value of the Metrorail system to the region.

INFORMATION ITEMS

7. BRIEFING ON THE RELEASE OF A REGIONAL CARPOOLNOW MOBILE APPLICATION

Nick Ramfos briefed the board about Commuter Connections new mobile application, CarpoolNow. Referring to his presentation he explained how the application can connect riders and drivers looking to form a carpool in realtime based on their smartphone's GPS.

Mr. Lovain thanked Mr. Ramfos for the presentation and noted that the application is similar to the Uber app but is a free carpooling service. He also then thanked the DOTs for their supporting the effort and praised Commuter Connections for their work.

Mr. Allen asked if Mr. Ramfos knew how many people had downloaded the application.

Mr. Ramfos said he did not since it was still in a testing phase at that time but that it would go out to Commuter Connection's 75,000-person network and that they would be rolling out a marketing campaign for the product to get the word out.

Mr. Allen asked if they would be providing any incentives to get people to use it.

Mr. Ramfos replied that they are looking into that.

Mr. Erenrich asked if the service will be available for the whole region.

Mr. Ramfos said that it would be available throughout the entire region and that it would be something to promote for special events.

Mr. Erenrich commented that SafeTrack surge 10 could be a great opportunity to test it out while the Red Line is shut down. He said that they might want to market it sooner to get it out.

Mr. Fisette asked how feedback would be provided for riders and if there would be any rating system similar to Uber.

Mr. Ramfos said that they were looking into a rating system for riders and drivers. He also noted that they worked out the legal terms that users must be 18 years of age and that anyone doing anything inappropriate will be barred from using the app.

8. BRIEFING ON THE STATE OF THE COMMUTE REPORT

Referring to his presentation, Mr. Ramfos briefed the board on the highlights from the State of the Commute survey. He said the survey is conducted every three years. He spoke about findings related to commute mode shares, distance traveled and prevalent attitudes about transportation services that are available in the region. The presentation explained the early survey results showing that commutes are, on average, getting a bit longer but that commuters are driving alone less and teleworking and taking transit more. People who bicycle or walk to work are among the most satisfied with their commutes, while satisfaction among transit riders, drivers, and commuter rail passengers has dropped. The percentage of teleworkers has increased from 27 percent of commuters in 2013 to 32 percent. He said that staff has produced a technical report. A final report on the survey will be available midyear next year.

Ms. Newton asked about the finding that about half of respondents would consider shifting their commutes from the peak period if they would receive an incentive of \$3.00. She asked what was the origin of that number.

Mr. Ramfos said they have looked at other incentive programs that were out there and they took that number as an average. He said it was also an amount they were using for carpool incentives through Pool rewards but he also said it could change down the road.

9. BRIEFING ON THE FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE TIP FORUM

Mr. Austin said that the TPB is required to update its Financially Constrained Long-Range Transportation Plan (CLRP) and the Transportation Improvement Plan (TIP) every four years. He said that the CLRP covers at least a 20-year planning period. The current planning horizon is 2040 and that the last major update was in 2010. He said the TIP covers a six-year period and goes through FY 2022. He said the TIP is updated every other year. He said that state DOTs program their specific federal, state, and local funding into the TIP. The TIP describes funding sources and more specific detail, things which are not included in the CLRP.

Mr. Austin said that TPB staff faces the challenges of sharing information about the TIP in a way that is useful and accessible to the public. One way that staff try to this is hosting a TIP Forum every other year. On September 15 the TPB hosted a TIP Forum in conjunction with the CAC meeting. The meeting was simulcast online. Staff sent out over 1,000 emails and postcards to people in the region announcing the event. Additionally, an article was written for TPB News and announcements were posted to Facebook and Twitter. Twenty residents from the region attended in person, and five participated online. He thanked staff from DDOT, MDOT, and VDOT for participating in the event.

Mr. Austin referred to his memo and aid that the TIP Forum covered project selection as well as the cycle and timing for TIP inputs. The current draft TIP contains over 300 projects that would cost about \$9 billion. He said that almost half of the TIP funding comes from state and local sources. He said that the Purple Line, Silver Line Phase II, South Capitol Street Bridge, I-66 multimodal improvements, and the I-495 interchange at the Greenbelt Metro station are all high-profile projects that could be found in the TIP. He said that the public had questions and discussed a range of topics, including: impacts of Maryland's new project scoring system; the lack of funding for specific projects; and the ability of the TIP to track funding for state of good repair. He said suggestions were made to incorporate better graphics to help explain information in the TIP.

Mr. Austin said that the next step is to develop a final draft and make it available for public comment. This final draft should include a financial summary with graphics, an index of projects by type, funding source, and location. All of this information will also be available on an online map of the TIP. Public comment starts on October 13 and runs through November. The board will be asked to approve the TIP

at the November meeting.

Mr. Lovain asked about the difference between the CLRP and the TIP.

Mr. Austin said that the CLRP is the long range plan, and that the TIP is the first six-years of the plan. He said the TIP can also be considered the budget for the plan, or the plan for implementation.

Mr. Emerine asked about the typical process for removing a project from the TIP.

Mr. Austin said that if a project is not shovel ready, or gets delayed, it can sit in the TIP for a while. Usually what happens is that an agency will reprogram that money to a project that is shovel ready or has political will behind it. He said that this is done through a TIP amendment, which is usually taken to the Steering Committee for approval, but also shared with the board.

Mr. Emerine asked how the TIP could be used to track funding for state of good repair.

Mr. Austin said that the TIP cannot track everything that happens in the region. That said, there are a number of maintenance and state of good repair projects in the TIP. Through this grouping, that money can be tracked. He added that the 2018 TIP will be developed differently, using performance-based programming. He said that it would be interesting to see how state of good repair funding will be reported under the new approach.

10. BRIEFING ON MITIGATION ACTIONS AND EXPERIENCES FROM WMATA'S SAFETRACK SURGE ACTIVITIES

Mr. Randall referred to his memo and provided some context about WMATA's SafeTrack program. He said that Surge 10 will begin at the end of October, which will completely shut down a portion of the Red Line between the Fort Totten and NoMa Metro stations. He said this may impact as many as 108,000 trips per work day.

Mr. Erenrich said that Montgomery County had a test case for how to prepare for Surge 10 when Surge 6 caused single tracking. Those preparations included shuttle buses and parking restrictions. He said the goal for Surge 10 is to provide alternatives for people who live and work in Montgomery County and rely on Metrorail. He said that shuttle service will be offered between Silver Spring and Fort Totten. He said that the shuttles will run from 5:30 to 10:00 a.m. and from 2:30 to 7:00 p.m. During this time the goal is to have 7-minute headways. He said that shuttles will make the Green Line a viable option for many. He said that the county is also working with MARC to help people commute using the Brunswick Line so people in Rockville, Germantown, and Gaithersburg can bypass Metro altogether to get downtown. To make sure that traffic moves well, he said that the county will prohibit parking in Silver Spring during the commute. This will help buses and carpoolers to flow more freely. Finally, he said that he is working with the State Highway Administration to make sure there is no construction on roads that might cause additional traffic.

Mr. Zimbabwe said that the District is also building on lessons learned from previous surges. He said that Surge 10 will be the first time that a major shutdown will occur during school, since the Red Line is used by many children. He said that students may be among the most confused by the change. He said that DDOT is working with DCPS to make sure that information is getting out to these children and their families as early as possible. Additionally, he said that there will be off-street bus staging at all affected Metro stations, except NoMa, to help circulate people. He said that there will be additional bikeshare corrals for people who choose to bike.

Mr. Hamre said that Metro will be working with Montgomery and the District to provide shuttles between Fort Totten and NoMa stations. He said that Metro will encourage people to use the Green Line. He said that the area effected by Surge 10 is well served by buses. People are also encouraged to utilize existing bus services and to explore bus routes on other corridors, like 14th Street and Georgia Avenue.

Metro has 60 buses from the fleet dedicated to the shuttle service and the additional route services, and they'll be utilizing as many as 100 operators a day to provide these additional services.

Ms. Sullivan said that a report comes out after each surge. Referring to her presentation she described the impacts of Surge 7. She said that the goal of SafeTrack is to do three years of track maintenance in 12 months. To date, Metro has replaced more than 10,000 cross-ties, 10,000 fasteners, and more than 13,000 linear feet of rail. She said that this information is shared with local government and the media. She said that the goal is to make this information easy for the public to understand.

Ms. Sullivan said that WMATA released a revised SafeTrack plan that was developed in coordination with the Federal Transit Administration (FTA). This revised schedule builds on lessons learned and a need to improve productivity. She said that the SafeTrack plan for 2017 will be released in December.

Ms. Silverman asked three questions. First, she wanted to know how SafeTrack has impacted congestion. Second, she is concerned about people not returning to Metro after SafeTrack. And third, referring to the presentation, it might make people uncomfortable to see that "most tasks are complete" (because this would seem to imply that some tasks are not complete).

Ms. Sullivan said that Metro's construction and repair crews would not leave a section of track if it were unsafe.

Ms. Silverman said that there needs to be an information program encouraging people to return to Metrorail after a surge is completed.

Ms. Sullivan said that it is taking riders longer to come back than planned. She said that they are coming back. Just not as quickly.

Ms. Silverman asked again about congestion.

Mr. Randall said that the TPB has monitored congestion and conducted an analysis of the first four surges that was published in TPB News. He said that congestion does get worse in SafeTrack work zones, but because the region is so big, it is not possible to say whether or not SafeTrack is having a bigger impact outside work zone areas. He also said that every surge is unique, so it is hard to draw lessons from one to the next.

Mr. Allen asked why Metro is not tracking success using a metric that measures how many people return to Metrorail. He said that is an important issue that relates to the long-term sustainability of the entire Metrorail system.

Ms. Sullivan said that she would take that idea back to Metro for further discussion. She said that Metro is working with the FTA to ensure safety on a daily basis.

Mr. Allen said that we need to be explicit and say that there needs to be a metric used to measure success: who returns to the system.

Mr. Erenrich said that many people in Montgomery County were happy with alternatives, and may make the move away from Metrorail to bus and MARC.

11. BRIEFING ON FEDERAL PLANNING REGULATIONS

Mr. Srikanth described proposed rulemaking that would impact MPOs. He said that the rule proposed by the United States Department of Transportation (USDOT), the Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) intend to: strengthen coordination between MPOs importance and states; promote regional approaches to transportation planning; and emphasize the of the regional perspective. He said that for a pro-active and high-performing MPO such as the TPB, these activities are already underway. He said the TPB supports the stated intent, but that there are concerns about how the proposed rules would achieve the outcomes. He said that the rules can be grouped into three

topics: the planning area for each MPO; the planning products that each MPO creates; and the process that each MPO uses to develop those products.

Mr. Srikanth said that the first rule states that the planning area should not be focused on one urbanized area, but it should also include all of the areas that would be contiguous over the next 20 years. He said that if this were to be the case we would end up with rather large planning areas. He said that the expectation is that there would be a single MPO for a large area. He referred to the map in his presentation and said the map includes the TPB's planning area – which already includes three discrete urbanized areas – and the planning area of neighboring MPOs, including Fredericksburg and Baltimore. He said that at a minimum, according to the new rule the TPB would need to merge with the Fredericksburg and Baltimore MPOs. He adds that depending on the interpretation of the rule, all of the urbanized areas that connect to these places would also need to be included in the MPO. This would extend the planning area to near Philadelphia in Delaware, New Jersey, and Pennsylvania. He said that the current TPB planning area covers 3,500 square miles and is inhabited by 5 million people. This larger potential planning area is more than 11,000 miles and includes 15 million people, six states, and more than 40 jurisdictions.

Mr. Srikanth said that the second element of the proposed rule states that if there are multiple MPOs in a planning area, the planning products should all be unified. This would mean that there should be a single constrained long-range plan and a single transportation improvement program for that entire region. This also includes a single conformity analysis and shared performance targets. He said that the TPB believes that coordinating these products and processes across a six state region would be impractical.

Mr. Srikanth said that the third element of the proposed rule says that MPOs would have to coordinate all of the data, financial assumptions, and policy assumptions that would be used for analysis. He said that there is not much clarity on what this rule would be expected to accomplish. He said that, for example, it is conceivable that under the rule the TPB would need to consult with residents of Delaware and New Jersey for project decisions that are being made in the Washington region.

Mr. Srikanth said that the TPB comment urged USDOT to withdraw the proposed rule changes. He said that while the TPB agrees with the stated intent of the rules, USDOT should share perceived delicacies in the existing coordinated planning process that could perhaps be improved within the framework of the existing rule.

Chairman Lovain said that it is not farfetched that according to the proposed rule there would be one MPO stretching from Florida to Maine along east coast. Fortunately, he said that MPOs around the country have also sent their objections to USDOT. He asked if the second half of this presentation could be postponed to the October meeting.

Mr. Srikanth said that the presentation on the first performance-based rules to go into effect can be presented at the next board meeting.

OTHER ITEMS

12. ADJOURN

No other business was brought before the board. The meeting was adjourned at 2:08 p.m.

**Materials for Item 3
Technical Committee Highlights
will be posted early next week**



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: October 13, 2016

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 13, 2016

At its meeting on October 7, the TPB Steering Committee approved the following resolutions to amend the FY 2015-2020 Transportation Improvement Program (TIP) that are exempt from the air quality conformity requirement:

- SR9-2017: To include \$1 million in federal and state funding to widen and upgrade VA Route 7 between Reston Avenue and Colvin Forest Drive in Fairfax County; as requested by the Virginia Department of Transportation (VDOT)
- SR10-2017: To include \$6.5 million in federal and state funding to widen Neabsco Mills Road between Smoke Court and US Route 1 in Prince William County, as requested by VDOT
- SR11-2017: To include \$2.1 in federal and District funding for the rehabilitation of historic culverts between Fulton and 34th Streets NW and the intersection of Normanstone Drive and 30th Street NW, as requested by the District Department of Transportation (DDOT)

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 Steering Committee also discussed an upcoming TPB-sponsored conference that will focus on opportunities for improving traffic incident response, to be held on November 2.

Attachments

- SR9-2017
- SR10-2017
- SR11-2017

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2015-2020 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP), THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT, TO INCLUDE FUNDING FOR THE
VA ROUTE 7 CORRIDOR IMPROVEMENTS PROJECT, AS REQUESTED BY
THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act 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 October 15, 2014 the TPB adopted the FY 2015-2020 TIP; and

WHEREAS, in the attached letter of September 29, 2016, VDOT has requested that the FY 2015-2020 TIP be amended to include \$957,000 in Advanced Construction (AC) for planning and engineering (PE) and \$43,000 in Regional Surface Transportation Program (RSTP) funding for the VA Route 7 Corridor Improvements project between Reston Avenue and 500 feet east of Colvin Forest Drive in Fairfax County, as described in the attached materials, and

WHEREAS, this project is already included in the Air Quality Conformity Analysis of the 2015 CLRP Amendment and the FY 2015-2020 TIP;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2015-2020 TIP to include \$957,000 in AC for PE and \$43,000 in RSTP funding for the VA Route 7 Corridor Improvements project between Reston Avenue and 500 feet east of Colvin Forest Drive in Fairfax County, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on October 7, 2016.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

September 29, 2016

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

RE: National Capital Region FY 2015-2020 Transportation Improvement Program Amendment
for Route 7 Corridor Improvements, Phase 2, UPC 106917

Dear Chairman Lovain:

The Virginia Department of Transportation (VDOT) requests an amendment to the FY 2015-2020 Transportation Improvement Program (TIP) to add funding for the Preliminary Engineering phase of the Route 7 Corridor Improvements project, Phase 2 in Fairfax County, Virginia. The project includes adding one travel lane in both east bound and west bound directions, intersection improvements, and construction pedestrian and bicycle facilities on both sides of the highway.

The amendment adds approximately \$1 million to the TIP in FY 2017. Approximately \$43,000 in Federal RSTP funding is being programmed. The remainder is Federal Advance Construction (AC) funding. VDOT staff has entered the amendment in the TPB's iTIP online database. The funds are part of the total federal and state estimates included in VDOT's financial plan for the 2014 CLRP update. The Route 7 Corridor Improvements project is included in the approved Air Quality Conformity Analysis.

VDOT requests that this amendment be approved by the Transportation Planning Board's Steering Committee at its meeting on October 7, 2016. VDOT's representative will attend the meeting and will be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,

A handwritten signature in blue ink that reads 'Helen Cuervo'.

Helen Cuervo, P.E.
District Administrator

cc:

Ms. Larrie Henley, VDOT

Ms. Rene'e Hamilton, VDOT-NoVA

Ms. Maria Sinner, P.E., VDOT-NoVA

Ms. Susan Shaw, P.E., VDOT-NoVA

Mr. Norman Whitaker, AICP, VDOT-NoVA

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

FY 2015 - 2020

	Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
Primary											
VA 7, Widen, Upgrade											
TIP ID: 6539		Agency ID: 106917		Title: RTE 7 CORRIDOR IMPROVEMENTS				Project Cost: \$98,000 Complete: 2024			
Facility: VA 7 Leesburg Pike		AC	0/100/0				957	a	957		
From: Reston Avenue		RSTP	80/20/0				43	a	43		
To: 500 ft. E of Colvin Forest Drive											
Total Funds:										1,000	

Description: Phase 2 for Rt 7 Corridor Improvements to add one travel lane both EB and WB; upgrade intersections; and construct pedestrian and bicycle facilities EB and WB

Amendment: Add New Project **Approved on: 10/7/2016**
 Amend project into the FY 2015-2020 TIP with \$957,000 in advanced construction and \$43,000 in RSTP and matching funds for planning and engineering in FY 2017.

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2015-2020 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP), THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT, TO INCLUDE FUNDING FOR THE
NEABSCO MILLS ROAD WIDENING PROJECT, AS REQUESTED BY
THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act 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 October 15, 2014 the TPB adopted the FY 2015-2020 TIP; and

WHEREAS, in the attached letter of September 30, 2016, VDOT has requested that the FY 2015-2020 TIP be amended to include \$3.548 million in Regional Surface Transportation Program (RSTP) funding in FY 2017 for planning and engineering (PE) and right-of-way acquisition (ROW); \$2 million in revenue sharing in FY 2017 for ROW; \$453,000 in Advanced Construction (AC) in FY 2017 for ROW and \$453,000 in AC conversion in FY 2018 for ROW for the Neabsco Mills Road Widening project between Smoke Court and US Route 1 in Prince William County, as described in the attached materials, and

WHEREAS, this project is already included in the Air Quality Conformity Analysis of the 2015 CLRP Amendment and the FY 2015-2020 TIP;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2015-2020 TIP to include \$3.548 million in RSTP funding in FY 2017 for PE and ROW; \$2 million in revenue sharing in FY 2017 for ROW; \$453,000 in AC in FY 2017 for ROW and \$453,000 in AC conversion in FY 2018 for ROW for the Neabsco Mills Road Widening project between Smoke Court and US Route 1 in Prince William County, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on October 7, 2016.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

September 30, 2016

The Honorable Timothy Lovain, Chairman
National Capital Region Transportation Planning Board, MWCOG
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4201

RE: National Capital Region FY 2015-2020 Transportation Improvement Program Amendment
for Neabsco Mills Road Widening, UPC 107947

Dear Chairman Lovain:

The Virginia Department of Transportation (VDOT) requests an amendment to the FY 2015-2020 Transportation Improvement Program (TIP) to add funding for the Preliminary Engineering and Right-of-Way phases of the Neabsco Mills Road Widening project in Prince William County, Virginia. The project will widen Neabsco Mills Road to four lanes between Smoke Ct. (S. of Dale Blvd) and Route 1.

The amendment adds approximately \$6.5 million to the TIP in FY 2017 and FY 2018 for Preliminary Engineering and Right of Way. Funding sources include State Revenue Sharing, RSTP, and Federal Advance Construction. Total estimated project cost is \$26.3 million. VDOT staff has entered the amendment in the TPB's iTIP online database. The funds are part of the total federal and state estimates included in VDOT's financial plan for the 2014 CLRP update. The Neabsco Mills Road Widening project is included in the approved Air Quality Conformity Analysis.

VDOT requests that this amendment be approved by the Transportation Planning Board's Steering Committee at its meeting on October 7, 2016. VDOT's representative will attend the meeting and will be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,

A handwritten signature in blue ink that reads "Helen Cuervo".

Helen Cuervo, P.E.
District Administrator, Northern Virginia District

Chairman Timothy Lovain
September 30, 2016
Page 2

cc:

Ms. Larrie Henley, VDOT
Ms. Rene'e Hamilton, VDOT-NoVA
Ms. Maria Sinner, P.E., VDOT-NoVA
Dic Burke, VDOT-NoVA
Mr. Norman Whitaker, AICP, VDOT-NoVA

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

FY 2015 - 2020

	Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
Secondary											
Neabsco Mills Road											
TIP ID: 6541		Agency ID: 107947		Title: NEABSCO MILLS ROAD - Widen to 4 lanes				Project Cost: \$26,300 Complete: 2018			
Facility: Neabsco Mills Road		AC	80/20/0			453 b				453	
From: Smoke Court		AC Conversion	80/20/0				453 b			453	
To: US 1 Jefferson Davis Highway		REVSH	50/50/0			2,000 b				2,000	
		RSTP	80/20/0			1,700 a				3,548	
						1,848 b					
Total Funds:										6,454	

Description: Widen Neabsco Mills Road to 4 lanes between Smoke Ct (S. of Dale Blvd) and Route 1.

Amendment: Add New Project **Approved on: 10/7/2016**
 Amend project into the FY 2015-2020 TIP with \$3.548 million in RSTP funding in FY 2017; \$2 million in Revenue Sharing in FY 2017; \$453,000 in Advanced Construction in FY 2017; and \$453,000 in Advanced Construction Conversion in FY 2018.

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2015-2020 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP), THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT, TO INCLUDE FUNDING FOR THE
NORMANSTONE/FULTON STREET CULVERT AND LID PROJECT, AS REQUESTED
BY THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act 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 October 15, 2014 the TPB adopted the FY 2015-2020 TIP; and

WHEREAS, in the attached letter of September 30, 2016, DDOT has requested that the FY 2015-2020 TIP be amended to include \$1.5 million in Federal Land Access Program (FLAP) funding and \$600,000 in District funding for construction in FY 2017 for the Normanstone and Fulton Street Culvert and LID project, as described in the attached materials, and

WHEREAS, this project is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2015-2020 TIP to include \$1.5 million in FLAP funding and \$600,000 in District funding for construction in FY 2017 for the Normanstone and Fulton Street Culvert and LID project, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on October 7, 2016.

Government of the District of Columbia

Department of Transportation



d. Planning and Sustainability Administration

September 30, 2016

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

Dear Chairman Lovain,

The District Department of Transportation (DDOT) requests that the FY 2015-2020 Transportation Improvement Program (TIP) be amended to add funding for Normanstone/Fulton Street Culvert and LID project.

The proposed amendment would add approximately \$1.5 million in Federal Land Access Program (FLAP) Grant and \$600,000 in District funds in FY 2017 for the construction involving rehabilitation of seven historic culverts between intersection of Fulton St/34th Street NW and intersection of Normanstone Dr. / 30th Street NW. The rehabilitation is necessary so that the culverts will continue to adequately be in service. The project also includes implementation of stormwater management facilities to enhance the environment through low impact development best management practices.

The project has gone through public review and comment during the design period. The funding sources have been identified, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve this amendment at its October 7, 2016 meeting.

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

Sincerely,

James Sebastian

Acting Associate Director, Planning and Sustainability Administration (PSA)

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

FY 2015 - 2020

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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DDOT

Maintenance

Normanstone/Fulton Street Culvert & LID

TIP ID: 6194	Agency ID: Temp1315	Title: Normanstone/Fulton Street Culvert & LID	Complete:	Total Cost: \$2,200,000
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Facility: Normanstone Drive	FLAP	100/0/0		1,500 c					1,500
From: Fulton Street									
To: 34th Street	DC	0/100/0	2,200 c	600 c					600

Total Funds: 2,100

Description: This project repair seven culverts under Normanstone Drive, install linear bioretention cells along Fulton Street and Normanstone Drive, and mill and resurface both streets

Amendment: Add New Project **Approved on: 10/7/2016**
 The proposed amendment would add approximately \$1.5 million in Federal Land Access Program (FLAP) Grant and \$600,000 in District funds in FY 2017 for the construction involving rehabilitation of seven historic culverts between intersection of Fulton St/34th Street NW and intersection of Normanstone Dr. / 30th Street NW.



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: October 13, 2016

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



National Capital Region
Transportation Planning Board

September 30th, 2016

Paul J. Wiedefeld
General Manager
Washington Metropolitan Area Transit Authority
600 Fifth Street, NW
Washington, D.C. 20001-2693

Re: Street Smart FY 2017 funding

Dear Mr. Wiedefeld:

On behalf of the Transportation Planning Board (TPB) I am happy to inform you that the TPB will be launching its "Street Smart" Pedestrian and Bicycle Safety Campaign in FY 2017. This region-wide campaign promotes safety for Pedestrians and Bicyclists including WMATA's transit riders as they walk or bike to and from bus stops and Metrorail stations. The campaign is funded by DDOT, the Maryland Highway Safety Office, the Virginia Highway Safety Office, and by WMATA. I am now asking that you consider renewing WMATA's contribution of \$150,000 for FY 2017.

The Street Smart campaign cautions drivers to slow down and watch out for people walking and biking. Messages are delivered in both English and Spanish via radio traffic sponsorships, TV commercials, online media, news stories, on-the-ground outreach, and outdoor media, including transit ads.

WMATA is a valued partner and funder of campaign. WMATA's financial contribution of \$150,000 accounted for one fifth of the FY 2016 budget of \$750,000. WMATA also ran pro bono transit advertising when space was available. WMATA staff served on the advisory group and helped plan the spring press event at the Silver Spring Transit Center.

The Street Smart campaign benefits to WMATA include: passenger safety messaging, advertising revenue, and partnership in a major public service program. Street Smart campaign deployed outreach teams at Metrorail stations, as well as on bus corridors with heavy pedestrian traffic, and placed advertising on WMATA buses. See the attached FY 2016 WMATA Summary and FY 2015 Annual Report for more details.

The Street Smart campaign has been successful in terms of increasing public awareness of the consequences of unsafe behaviors, changing reported pedestrian and motorist behavior, and leveraging earned media and local law enforcement. The transit advertising has been particularly effective. In our 2016 post-campaign survey, 79% of the pedestrians in the Washington region could recall at least one of the Street Smart ads, versus 68% of the motorists.

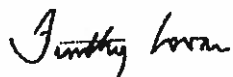
As a unified regional campaign, Street Smart benefits from economies of scale in production and purchase of advertising, greater leveraging of federal funding from multiple recipients, and greater media attention than would be possible for an individual agency safety campaign.

For funds to be available for the Fall 2016 campaign, funding commitment letters should be sent to Director of Transportation Planning, Kanti Srikanth, at the address below by October 15, 2016.

Paul J. Wiedefeld
September 30, 2016

Should you have any questions about the campaign or the requested voluntary contribution, please contact Kanti Srikanth at (202) 962-3257. Thank you for your participation in this program that addresses one of our region's most critical needs: pedestrian and bicyclist safety.

Sincerely,



Timothy Lovain
Chair, National Capital Region
Transportation Planning Board

cc: Kanti Srikanth, Director of Transportation Planning, MWCOG
Patrick Lavin, Chief Safety Officer, WMATA
Shyam Kannan, Managing Director, Office of Planning, WMATA



National Capital Region
Transportation Planning Board

October 11, 2016

The Honorable Don Beyer
United States House of Representatives
431 Cannon House Office Building
Washington DC 20515

RE: TPB Comments on USDOT Notice of Proposed Rulemaking (NPRM) on Metropolitan Planning Organization (MPO) Coordination and Planning Area Reform [Docket No. FHWA-2016-0016]

Dear Representative Beyer:

I am writing today to share with you the comments that the National Capital Region Transportation Planning Board (TPB) recently submitted to USDOT concerning proposed changes to federal rules governing metropolitan transportation planning. Specifically, the new rules would change how the boundaries of metropolitan planning areas are defined and how metropolitan planning organizations (MPOs) coordinate with one another in developing metropolitan transportation plans and programs.

The TPB, a diverse group of state and local transportation officials and elected representatives, and the federally designated MPO for the National Capital Region, voiced its unanimous concern that the negative unintended consequences of these proposed changes would significantly outweigh their real or perceived benefits.

The most onerous and impracticable change would be a requirement to develop a single Long-Range Plan, Transportation Improvement Program, and set of performance targets covering a newly designated urbanized area extending from Virginia to New Jersey—nearly five times larger than the TPB's existing planning area. The mobility needs and local planning priorities in an area this big would vary so immensely that it would make it basically impossible to carry out a meaningful planning process. Given that such a process is required before transportation projects can receive federal funds, the proposed changes could threaten the timely delivery of critical infrastructure improvements and investments in our region.

In light of these and other concerns, the TPB respectfully requested that USDOT withdraw the proposed rulemaking and work with individual MPOs and States to remedy specific instances in which a lack of coordination might be hindering the metropolitan transportation planning process. In the attached pages, I invite you to read the TPB's detailed comments, as well as similar comments submitted by both the Maryland and Virginia departments of transportation.

Should you have any questions about this matter or should you like to discuss it further, please contact TPB Staff Director Kanti Srikanth at ksrikanth@mwkog.org or (202) 962-3257.

Sincerely,

Timothy Lovain
TPB Chairman and Alexandria City Council Member

Representative Don Beyer
October 11, 2016

Attachments (3)

- TPB letter to USDOT (8/26/16)
- MDOT letter to USDOT (8/26/16)
- VDOT letter to USDOT (8/26/16)

cc: The Honorable Benjamin Cardin, U.S. Senate
The Honorable Tim Kaine, U.S. Senate
The Honorable Barbara Mikulski, U.S. Senate
The Honorable Mark Warner, U.S. Senate
The Honorable Barbara Comstock, U. S. House of Representatives
The Honorable Gerald Connolly, U.S. House of Representatives
The Honorable Elijah E. Cummings, U.S. House of Representatives
The Honorable John Delaney, U.S. House of Representatives
The Honorable Donna F. Edwards, U.S. House of Representatives
The Honorable Andy Harris, U.S. House of Representatives
The Honorable Steny Hoyer, U.S. House of Representatives
The Honorable Eleanor Holmes Norton, U.S. House of Representatives
The Honorable Scott Rigell, U.S. House of Representatives
The Honorable C.A. Dutch Ruppersberger, U.S. House of Representatives
The Honorable Christopher J. Van Hollen, U.S. House of Representatives
The Honorable Robert J. Wittman, U.S. House of Representatives



**National Capital Region
Transportation Planning Board**

August 26, 2016

The Honorable Gregory G. Nadeau
Administrator
Federal Highway Administration (FHWA)
U.S. Department of Transportation (USDOT)
1200 New Jersey Avenue SE
Washington, DC 20590

Carolyn Flowers
Acting Administrator
Federal Transit Administration (FTA)
U.S. Department of Transportation (USDOT)
1200 New Jersey Avenue SE
Washington, DC 20590

Re: Comments on Proposed Metropolitan Planning Organization Coordination and Planning Area Reform Rule [Docket No. FHWA-2016-0016]

Dear Administrator Nadeau and Acting Administrator Flowers:

I write to you on behalf of the National Capital Region Transportation Planning Board (TPB) to offer our comments on the recent Notice of Proposed Rulemaking (NPRM) on "Metropolitan Planning Organization Coordination and Planning Area Reform." The TPB is the metropolitan planning organization (MPO) for the Washington metropolitan area.

While the TPB strongly supports the stated intent of the NPRM, we have significant concerns about the practicality of the proposed changes and the negative consequences those changes would have on metropolitan transportation planning and decisionmaking. We respectfully request that you withdraw the NPRM and work with individual MPOs and States to remedy specific instances in which a lack of coordination might be hindering the metropolitan transportation planning process.

Below are our chief concerns and the reasons why we urge that this NPRM be withdrawn:

- **Replacing the existing consultative process of defining Metropolitan Planning Area (MPA) boundaries with a "one-size-fits-all" approach would ignore local needs and processes.**

The NPRM proposes that Metropolitan Planning Areas (MPAs) encompass entire Urbanized Areas as defined by the U.S. Census Bureau, plus the contiguous area expected to become urbanized within the next 20 years. This one-size-fits-all approach would replace the existing process for defining boundaries in which States and MPOs engage in a consultative, cooperative process that take into account a variety of important factors, including population densities, local transportation needs, transportation and land-use interactions, and existing legislative and administrative processes.

These long-standing approaches have, in our view, enabled a more effective and productive planning process that more fully satisfies the statutory “3-C” requirement—for a continuing, comprehensive, and cooperative transportation planning process.

A number of other practical concerns about this one-size-fits-all approach impel us to call for the withdrawal of this NPRM:

- The U.S. Census Bureau's process for defining Urbanized Area boundaries is not well understood and does not appear to consider transportation systems or mobility needs.
- Urbanized Area boundaries do not align with the boundaries of local government jurisdictions, which bear the greatest responsibility for early planning and programming of transportation projects.
- The boundaries of Census tracts, the basic unit of land area used by the Census Bureau to identify Urbanized Areas, do not align with the boundaries of Transportation Analysis Zones (TAZs), the basic unit of land area used by MPOs to define the boundaries of the MPA and to conduct transportation analyses.
- No recognized agency or entity currently exists to forecast future population and population densities to determine the future extent or congruity of Urbanized Areas. With no such system or process in place, reaching agreement on the boundaries of an MPA would be challenging and would add unnecessary complexity to the planning process.
- Conducting air quality conformity analysis for MPAs that span multiple existing metropolitan areas that are in various stages of meeting federal air quality standards would be extremely difficult. (See next section for more.)

TPB Recommendation: States and MPOs should retain the full authority and flexibility to define MPA and MPO boundaries in a manner that considers the transportation needs and administrative and decisionmaking processes within the Metropolitan Planning Area.

- **Conducting metropolitan planning over more expansive areas would lead to less efficient and less effective planning and decisionmaking.**

The NPRM's proposal that MPAs encompass entire Urbanized Areas and any contiguous areas expected to become urbanized within the next 20 years would lead to the creation of extremely large MPAs. The NPRM does provide for an exemption in which excessively large MPAs could have multiple MPOs, but it would still require those MPOs to jointly develop a single metropolitan transportation plan (Plan) and Transportation Improvement Program (TIP), to agree to a process for making a single air quality conformity determination, and to jointly establish performance targets to address new federal Performance-Based Planning and Programming requirements.

The TPB considers this to be the most onerous and impracticable change to the metropolitan planning process. Even under the current process of defining MPO boundaries and MPAs, many MPOs cover vast areas encompassing dozens of counties and cities, multiple states, and other regional entities and authorities. The TPB's planning area already spans three state-level jurisdictions, encompasses 21 counties and cities, covers 3,500 square miles,

and is home to more than 5 million people. Under the proposed rule, that area would grow to cover 11,200 square miles, spanning six state-level jurisdictions from Virginia to New Jersey, with a population of more than 15 million people (see Figure 1 on p. 5). The mobility needs, local transportation and land use planning policies and priorities, and the availability and appropriateness of different travel modes would vary immensely across a region of this size.

Thus, the NPRM would make an already challenging task totally impracticable in the following ways:

- The vast diversity of needs and dispersed planning and decisionmaking processes would make it nearly impossible to develop a coherent and unifying set of priorities, goals, and objectives to guide the development of a Plan.
- Differences in the budgetary cycles and funding obligation procedures among different jurisdictions would make the process of developing and amending a joint TIP onerous and time-consuming and could delay or stop critical investments in transportation infrastructure improvements.
- The expansiveness of the planning area and the diversity of needs and people it encompasses would make it challenging to gather public input and to use it in a meaningful way when developing the Plan, TIP, and other products.
- Conducting air quality conformity analysis for such a large area with multiple MPOs, each of which may be in different levels of non-attainment or maintenance status for different criteria pollutants with different target years for analysis and different levels of motor vehicle emissions budgets, would be overwhelming and impracticable.

TPB Recommendation: MPOs should continue to develop a Plan and TIP and make air quality conformity determinations for their respective planning areas as they currently exist.

- **Coordination between adjacent or affected MPOs is already occurring. Existing planning rules and practices do not preclude further efforts to strengthen such coordination.**

The NPRM suggests that having multiple MPOs in a given MPA is inefficient and that better coordination among those MPOs and with adjacent MPOs is needed.

The TPB believes that the MPO boundaries and MPAs in the National Capital Region and its vicinity that have existed over the past several decades have served the larger Urbanized Area and the States well. The TPB is not aware of any documented examples of existing boundary-setting practices that have systematically hindered metropolitan planning.

The TPB has coordinated effectively with adjacent MPOs on many occasions and at different levels. Here are a few examples:

- **Planning analyses coordination:** The TPB works closely with the Baltimore MPO (BRTB) on a number of planning activities, including collecting household travel data, developing land use assumptions for use in travel demand forecasting, and implementing transportation demand management programs.

Mr. Nadeau and Ms. Flowers
August 26, 2016

- **Project-level coordination:** The TPB coordinated with the Fredericksburg Area MPO (FAMPO) in updating the Plan to include a multimodal Express Lanes project on I-95 that crossed the boundaries of both MPOs.
- **Cooperative agreement:** The TPB entered a cooperative agreement with FAMPO in 2004 to fulfill metropolitan planning responsibilities for a portion of Stafford County, Virginia, that was designated in the 2000 Census as contiguous to one of the Urbanized Areas within the TPB's planning area.
- **Coordination across multiple MPOs:** The TPB meets regularly with the MPOs in Baltimore (BRTB), Wilmington (WILMAPCO), and Philadelphia (DVRPC) as part of the Mid-Atlantic Regional Planning Roundtable. The coordination effort has been cited as a best practice in the Federal Highway Administration's "Regional Models of Cooperation Case Studies."

We are confident that any inefficiencies in the current metropolitan planning practices perceived by USDOT can be addressed within existing planning rules or with a few additional targeted requirements developed in consultation with the MPOs and States. We believe that a study jointly undertaken by USDOT, the States, and MPOs to identify the issues to be resolved and examine the best way to address them in a context-sensitive manner would be most informative.

TPB Recommendation: USDOT should undertake a joint study with MPOs and the States to identify specific issues to be resolved and examine the best way to address these in a context-sensitive manner without drastic changes to existing processes and procedures.

We thank you for the opportunity to provide these comments on the proposed "Metropolitan Planning Organization Coordination and Planning Area Reform" rule. Again, we respectfully request that you withdraw the NPRM and work with individual MPOs and States to remedy specific instances in which a lack of coordination might be hindering the metropolitan transportation planning process. The concerns raised here about the practicality of the proposed rule and its negative consequences on metropolitan transportation planning process make this a particularly important request.

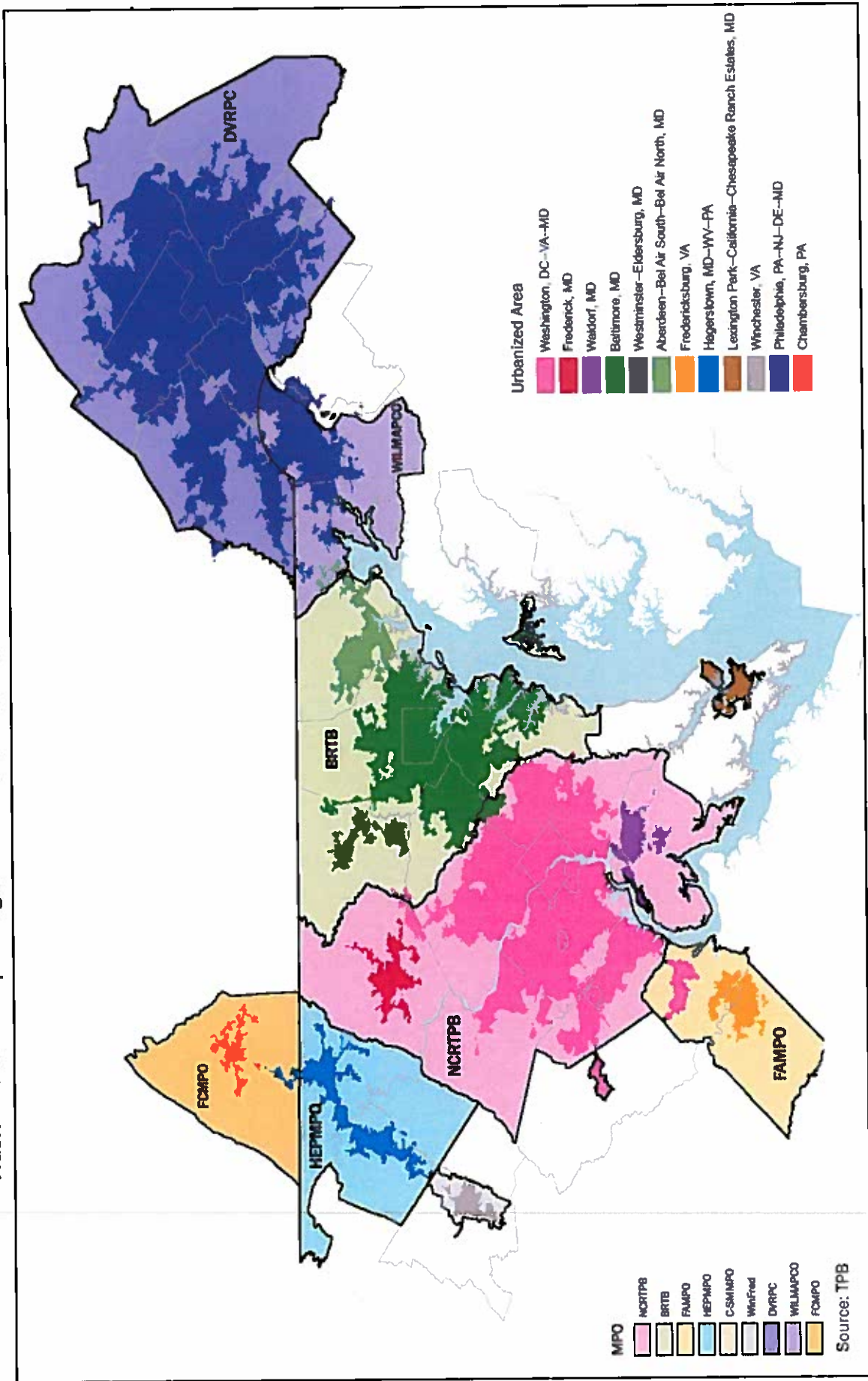
If you have any questions or would like to discuss this matter further, please contact TPB Staff Director Kanti Srikanth at ksrikanth@mwco.org or (202) 962-3257.

Sincerely,



Tim Lovain
TPB Chairman

FIGURE 1. National Capital Region - MPO and Urbanized Area Boundaries, 2010 Census (smoothed)





Maryland Department of Transportation
The Secretary's Office

Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

Pete K. Rahn
Secretary

August 26, 2016

Mr. Gregory G. Nadeau
Administrator
Federal Highway Administration
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington DC 20590

Ms. Carolyn Flowers
Acting Administrator
Federal Transit Administration
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington DC 20590

Dear Administrator Nadeau and Acting Administrator Flowers:

The Maryland Department of Transportation (MDOT) is pleased to submit comments on the Federal Highway Administration's (FHWA) and Federal Transit Administration's (FTA) "Metropolitan Planning Organization (MPO) Coordination and Planning Area Reform: Proposed Rule FHWA 2016-0016," published in the Federal Register on June 27, 2016.

The MDOT strongly opposes the proposed rule and respectfully requests that it be withdrawn for the reasons outlined in this letter. As a member of the American Association of State Highway and Transportation Officials (AASHTO), MDOT agrees with the docket comments provided by AASHTO with respect to the proposed rulemaking. The MDOT also concurs with the comments submitted by a number of the MPOs in Maryland, including those from the Baltimore Regional Transportation Board (BRTB), National Capital Region Transportation Planning Board (TPB), and Wilmington Area Planning Council (WILMPACO).

It appears that the U.S. Department of Transportation (USDOT) perceives that the transportation planning process, as it pertains to MPO coordination and boundaries, is not working. The MDOT's experience in this regard contradicts this perception. All seven MPOs in Maryland, five of which are multi-state MPOs, are already engaged in a planning process that fully includes and clearly defines the census-designated Urbanized Areas (UZAs) and Metropolitan Planning Areas (MPAs) through formal agreements. The proposed rule creates unnecessary complexity and adds no value to an already successful and comprehensive process in Maryland. It is unclear if implementing this rule would stand up to a legal challenge. In addition, implementing of this rule could create legal issues across state lines, particularly concerning fiscal constraint since the short-term Transportation Improvement Program (TIP) budgets must have both state legislature and gubernatorial approvals. The unintended consequences that could result from this proposed rule are far-reaching and more time should be dedicated to coordinating with the states and MPOs to determine the best way to address the perceived problems that USDOT has identified.

My telephone number is 410-865-1000
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076

Mr. Gregory G. Nadeau
Ms. Carolyn Flowers
Page Two

Maryland MPOs Already Engage in an Active Coordination Process

The proposed rule offers an overly generalized solution to the perceived problem of “a lack of coordination” that many states and MPOs, including Maryland, are not experiencing. The MDOT is already accomplishing the goals of regional coordination and cooperation between the MPOs and adjacent states, which share urbanized areas to satisfy current federal standards.

Maryland has seven MPOs, five of which are multi-state MPOs (see Attachment 1 for a description of Maryland MPOs and a corresponding map). Three of the five multi-state MPOs are Transportation Management Areas (TMAs) with populations exceeding 200,000. The MDOT maintains official agreements, which clearly identify where the MPA and UZAs overlap and which MPO is responsible for planning for each specific population. In addition, MDOT hosts a bi-annual meeting with all Maryland MPOs to engage staff and federal partners in improved coordination. Maryland MPO members often attend each other’s meetings throughout the year on various overlapping topics, such as maintaining the travel model and developing the cooperative forecast.

The planning processes in which Maryland participates have been successful in meeting federal regulations, as evidenced in the continued approvals of the TMA Certifications for TPB, BRTB, and WILMAPCO, which includes Maryland’s Cecil County. Another example of Maryland’s regional coordination process is that the BRTB contains not only the Baltimore UZA, but the Westminster and Aberdeen UZAs as well. Similarly, the TPB contains the primary Washington UZA, which stretches into Maryland (MD), Virginia (VA), and the District of Columbia (DC), as well as the Frederick and Waldorf UZAs. The Westminster, Aberdeen, Frederick, and Waldorf UZAs could have each designated their own separate MPOs, but in an effort to improve regional coordination, they chose to be included in the regional transportation planning body that would provide the greatest benefit to the region.

The MDOT actively engages MPO Board/Council members outside of the MPO process in many ways, one of which is through the annual Consolidated Transportation Program Tour. The Tour is a series of meetings held each Fall to coordinate transportation issues and review the proposed transportation budget with each of Maryland’s 24 primary local jurisdictions. This budget informs the development of the MPO TIPs and the Maryland Statewide Transportation Improvement Program (STIP). The proposed rule offers no “value added” to MDOT’s existing and extensive coordination process.

Proposed Rule Creates Unnecessary Complexity

The current obstacles in coordination will multiply when they are applied to implementing this rule concerning funding coordination and developing one regional transportation plan, TIP, conformity determination, and set of performance targets. The largest issue is the complexity involved in implementing the rule as written. Even if MPOs choose not to merge or re-designate their boundaries, the referenced planning products would still be required to be identical and coordinated.

Each MPO has evolved to meet the needs of the region it currently serves. There is flexibility in MPO structure, which has allowed vastly different regions to designate and form these organizations to best suit their areas. The individual MPO Board/Council structures will determine the effectiveness of this new rule, should it become final. At best, implementing this rule will be challenging to explain to the Board/Council members who must individually vote to implement these changes.

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Ms. Carolyn Flowers
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Local elected officials who serve on MPO Boards/Councils *are not transportation specialists*. Maryland MPO Board/Council members spend as few as ten hours to as many as 30 to 50 hours *per year* on transportation planning issues, which is a very small amount of time considering the amount of time spent by staff to prepare documents and plans for boards to approve. This rule suggests and assumes that board members are willing to spend additional time on actions that may be implemented hundreds of miles away from the citizens that they represent. When an MPA or MPO grows to be too large in size, issues that are important to the State and local elected officials can get diluted across large geographic areas, further complicating an already complex process and making it impossible to think regionally but act locally.

Should this rule become final, merging MPOs would be a time-consuming, complex, and costly process, even if voluntary. The forced creation of a planning process to develop unified planning products would also be difficult, particularly so for Maryland's five multi-state MPOs, and redesignation or merging would require the agreement of as many as four governors and the Mayor of the District of Columbia to proceed.

The potential merging of MPOs will also marginalize the smaller local jurisdictions and smaller states associated with multi-state MPOs, thereby creating the potential for critical infrastructure improvements to be hindered by inter-state bureaucracy via the MPO approval process. This could result in potentially significant delays and additional costs to the delivery of safety and system preservation projects.

In addition, the states bordering Maryland are not all on the same legislative or budgetary schedule. The project ranking and funding mechanisms are also different. *Joint planning products that require five states, their governors, their legislatures, and state agencies coordinating on the same schedule would be virtually impossible to implement.* The number of TIP and STIP amendments and modifications that would need to be processed would dramatically increase, creating more work for states, MPOs, and our federal partners than had the MPOs remained separate. Delays in funding and project delivery will inevitably occur as a result.

There appear to be many inconsistencies between the stated goals in USDOT's explanatory paragraph of the NPRM's purpose and the manner in which it has been presented to stakeholders. While many of these goals appear to be non-controversial on the surface, the likelihood of complications and added layers of bureaucracy seem to be in conflict with wanting to "give MPOs a stronger voice in the regional planning process" and "improve regional coordination." If the U.S. Census becomes the primary mechanism for establishing MPO boundaries, regardless of current governmental structure, that means decision-making authority would be taken away from local jurisdictions, the states, and their governors by not allowing them to establish their MPO boundaries. This undermines a state's ability to determine how the metropolitan planning process will be coordinated. It also dilutes local jurisdictional influence in the MPOs as their stature diminishes and the states become larger forces on the MPOs. In multi-state MPOs, the majority of the coordination tends to happen between the states not the local jurisdictions.

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This rule implies that it is a simple or brief process to adjust the MPA to match the UZA. When UZAs do not align with state or local governmental authority, the result is confusion and a lack of ownership over regional authority. For example, MDOT was unable to meet the federal deadline to designate the Calvert-St. Mary's MPO, the most recent MPO established in Maryland, due to the fact that there were no clearly defined local elected officials that represented the small UZA (population 58,875). It took several years of intensive coordination to fully establish this small MPO.

Regardless of size or complexity, this new rule would affect 142 out of the 409 MPOs nationally, and it lacks a practical approach to implementing the required changes of either merging, redrawing boundaries, or coordinating combined planning products over large and diverse areas so soon before the next census is taken.

The proposed rule does not address how the census determines UZAs or a way that states could challenge or alter UZAs. States should have the authority to be able to adjust UZA boundaries, question the logic that develops the UZA boundaries, and establish reasonable MPOs.

The proposed rule acknowledges that there will be an initial expense in the merging of MPOs, but suggest that there could be long-term savings. While this may be true for single state MPOs, the additional travel and time requirements for newly formed and additions to existing multi-state MPOs will be an additional expense for the local board members. Although the time spent is reimbursable, the time that is taken away from their other priorities is a cost that has not been calculated.

Potential Legal Concerns

The potential for legal challenges and inter-state conflicts arising from the proposed rule could place jurisdictions in conflict with existing and superseding statutes. To the extent the proposed rule would force redesignations in some instances without local concurrence, the regulation would violate 23 USC §134 (d) (4) and (5), the MPO designation and redesignation clauses under which MPO designations remain in effect until a redesignation occurs. Redesignation requires the agreement between the governor and local governments that together represent at least 75 percent of the existing planning area population. The proposed rule is in conflict with the language of the existing statute.

Neither the statutory language nor the regulatory interpretation has changed in over 20 years. The statutory authorization for this new interpretation does not appear in the Fixing America's Service Transportation (FAST) Act. The USDOT should have sought Congressional approval through legislation to enact the aforementioned goals.

The methodology and metrics used to assess urbanized areas and planning area boundaries changed drastically between the 2000 census and 2010 census. Without knowing the measures and procedures that will be adopted for developing the 2020 census, it would be sheer guesswork to predict "the contiguous area expected to become urbanized within the 20-year forecast period" with any degree of accuracy.

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Inter-state conflicts could also arise if multiple MPOs in Maryland must have a single metropolitan transportation plan (MTP), TIP, conformity determination, and set of performance targets. Since the set of contiguous urbanized areas in the northeastern United States runs from the District of Columbia area to Massachusetts, the cascading effect of coordination requirements is a daunting proposition. While this approach might make sense for smaller MPAs, it is counter-productive when applied to multi-city mega-regions like the northeastern United States and California.

Unintended Consequences and Suggested Changes to the NPRM

The MDOT is concerned that insufficient time has been allotted to evaluating the consequences of the proposed rule. The rule could have many unintended consequences that could negatively affect the regional planning process and detract from the locally-developed and unique approaches that each region has created and refined over many years in conducting regional planning and coordination activities. MPOs traditionally have different rules based on their size and while consolidation by some MPOs might achieve the desired results for the USDOT, there are definitely unintended consequences that will hurt MPOs, local jurisdictions, and smaller states if this rule is implemented as written. One size does not fit all.

The MDOT's general concerns and suggestions for improving the NPRM are as follows:

- The proposed rule does not acknowledge any jurisdiction below the state level. States are made up of counties, cities, and towns. The census looks at block groups, or census tracts, and does not take the smaller jurisdictions' boundaries into consideration. The MPAs/UZAs break smaller state jurisdictions in two and may place them in separate UZAs. In general, governors might not be opposed to the consolidation of smaller MPOs within an individual state but it should be on a voluntary and cooperative basis. Local jurisdictions, on the other hand, would generally be opposed to it as larger MPOs may make local jurisdictions much smaller players. This goes against the original intent of the establishment of MPOs, which is to give local jurisdictions a voice in regional planning and a platform to voice their concerns and priorities.
- Shared boundaries between two UZAs should not be a determining test of contiguousness. Two adjacent urbanized areas should remain two different MPOs. The Washington and Baltimore UZAs share a border at the City of Laurel. These two UZAs have different characteristics and needs and should remain as separate UZAs and MPOs.

If USDOT proceeds to finalize the proposed rule despite widespread opposition, MDOT respectfully offers the following suggestions:

- The proposed rule should be a voluntary request that a state's governor would consider.
- The proposed consolidations should not create MPO mega-regions where already large MPOs (over 1,000,000 in population) are forced to merge. In place of a combined regional transportation plan, TIP, performance targets, and funding consolidation, adjacent regions could develop one over-arching policy document that all MPOs in the mega-region could agree to follow.

- There should be an exemption from the requirements of the proposed rule if the amount of population contained in a UZA that overlaps into a different MPA is less than ten percent of the total population in an MPO.
- Traditionally, MDOT staff has “smoothed” census-designated UZA boundaries to create FHWA-approved adjusted UZAs, taking into account future growth areas. The MDOT suggest that the ability to continue to “smooth” UZAs be retained so that they may continue to follow jurisdictional boundaries.
- The primary issue behind the proposed rule appears to be the existence of multiple MPOs within one MPA, whether wholly within a state or crossing state lines. The following are several examples of how complicated this process could become in Maryland if implemented:
 1. The Philadelphia MPA extends into portions of Cecil County, Maryland, which is under the planning auspices of WILMAPCO. Under the proposed rule, the governors of the respective states in the Philadelphia MPA would be required to designate multiple MPOs within the single MPA, maintaining the existing MPOs. Regardless of individual MPOs continuing to exist, however, they would now be required to jointly produce a single MTP and a single TIP. In effect, this would place MDOT projects in portions of Cecil County within a Philadelphia TIP. How exactly this would work is yet to be determined. The proposed rule says “the MPOs would be required to establish procedures for joint decision-making.” Whether the existing MPOs would still be free to amend their portions of the MTP and TIP or whether a joint-MPO committee would need to approve amendments is unclear. Conversely, the governors could conceivably consolidate the existing MPOs so that only one MPO served the Philadelphia MPA. The MDOT supports keeping the current structure intact, since it works well and WILMAPCO is a highly functioning MPO.
 2. The Aberdeen-Bel Air South-Bel Air North MPA is another example of multiple MPOs existing within one MPA. This MPA extends across the Susquehanna River, covering Aberdeen and Bel Air in Harford County and Port Deposit and Perryville in Cecil County. The proposed rulemaking would ideally see the entire MPA under one MPO. Currently, the Cecil County portion of this MPA is served by WILMAPCO through an agreement. As with the above example, were the two MPOs to remain in place, BRTB and WILMAPCO now would be required to jointly produce a single MTP and single TIP for the Aberdeen MPA, whether in conjunction with the Philadelphia and/or Baltimore MPAs or as an individual Aberdeen MPA.
 3. Further to the south, the BRTB (Baltimore) shares populations with TPB (Washington), which also shares populations with the Fredericksburg (VA) Area MPO (FAMPO). This could then in turn mean that there would be one MTP, TIP, etc., from Fredericksburg, VA all the way to Philadelphia, PA. This is simply not an implementable framework or structure.

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- If, as the proposed rule states, “when there are multiple MPOs within the same MPA, enhanced coordination and joint decision-making procedures are needed to ensure a coordinated and comprehensive planning process within the MPA,” what is the advantage of designating multiple MPOs within an MPA? While the intent may be a more “local” level of governance, the reality is that it adds is another layer of bureaucracy.
- It will be crucial to determine if all MPOs will need to be redesignated following any changes to their geography based upon the proposed rule. Who would make that final determination?
- The proposed rule states the new regulations will “ensure States and MPOs employ consistent data, assumptions, and analytical materials when doing transportation planning.” It is unclear the effect such regulations might have on performance measures/targets with respect to state DOTs and MPOs.
- The proposed rule includes a two-year phase-in period from the time of the final rule’s publication. The MDOT proposes pushing this timeline back to coincide with the next decennial census and subsequent MPA designations.
- States needs to be given the opportunity to coordinate with the U.S. Census Bureau in designating UZA boundaries to consider more factors than covered by the census and adjust boundaries to correspond to political, geographic, and demographic realities. The census is not a transportation-determining authority and should not have the authority to dictate how transportation planning is coordinated. The information and data provided by the census is used as an important tool to inform the process, stakeholders, and jurisdictions involved. It should not be the sole determining factor in establishing MPAs, UZAs, and MPOs.

In closing, USDOT has stated that the purpose of this rule is to improve the planning process, strengthen coordination, promote increased regional approaches to decision-making, elevate the importance of regionalism, ensure that investments reflect the needs of the entire region, recognize the critical role of MPOs, and strengthen the voice of MPOs. The MDOT has demonstrated that all of those important activities are already occurring.

Furthermore, as indicated in the MDOT Statewide Planning Findings and in the TPB, BRTB, and WILMAPCO TMA Certifications that have been approved by USDOT, Maryland’s planning processes have been successful in meeting federal regulations. MDOT fails to see how the proposed rule will add value to an already comprehensive, well-documented, and inclusive process.

The MDOT appreciates the opportunity to provide comments and respectfully suggests that there are other methods to address the perceived issues that USDOT has identified as hindering the regional transportation planning process, other than through the proposed rulemaking.

Mr. Gregory G. Nadeau
Ms. Carolyn Flowers
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If you have any additional questions or concerns, please contact Ms. Heather Murphy, MDOT Office of Planning and Capital Programming Director, at 410-865-1275, toll free at 1-888-713-1414, or via email at hmurphy@mdot.state.md.us. Ms. Murphy will be happy to assist you.

Sincerely,



Pete K. Rahn
Secretary

Attachment

cc: Ms. Heather Murphy, Director, Office of Planning and Capital Programming, MDOT

Attachment 1

The following background information has been provided to offer insight into Maryland's complex planning environment, specifically related to overlapping urbanized areas, existing MPO and MPA boundaries, and regional and inter-state coordination.

Existing Maryland MPOs and their total UZA population:

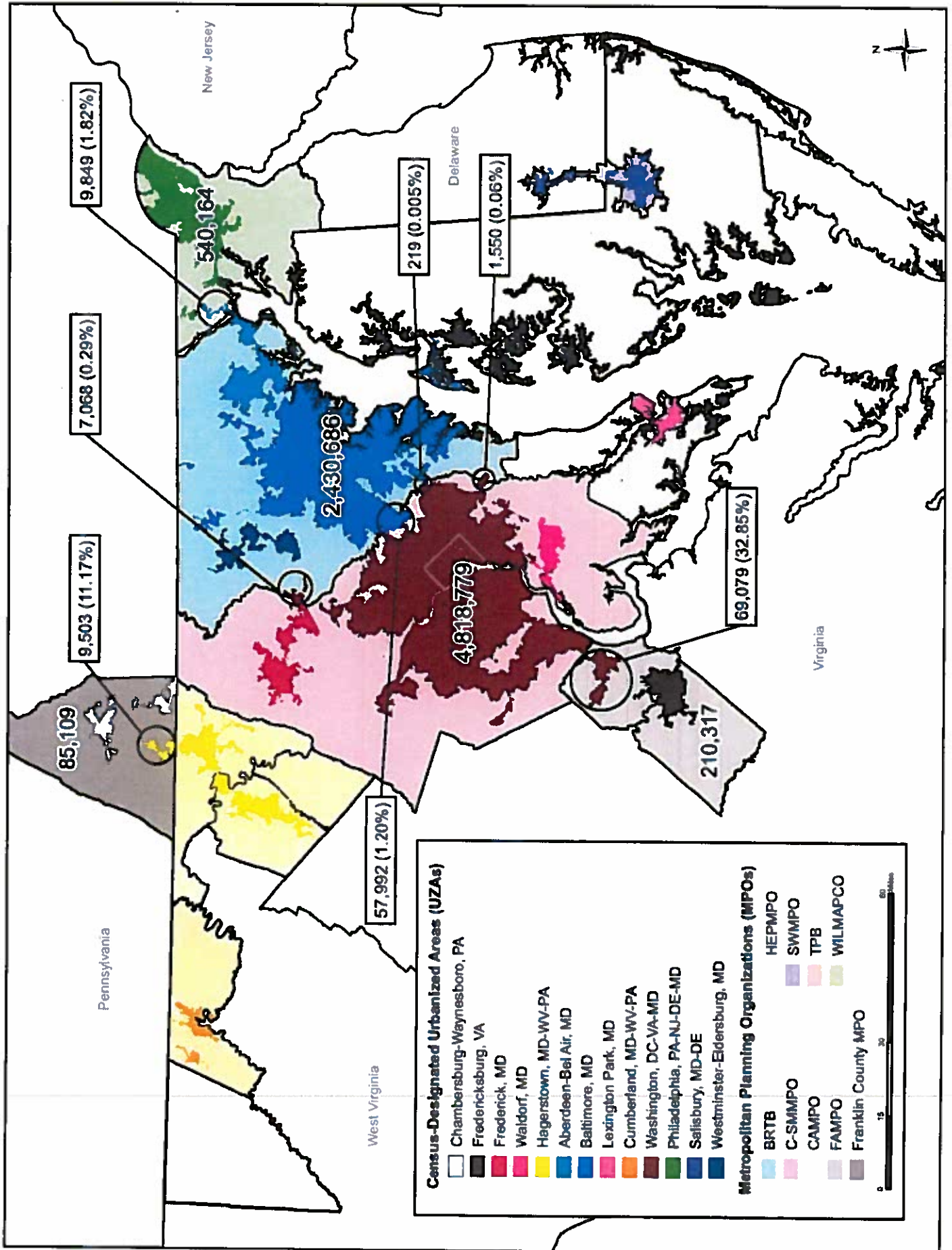
- Baltimore Regional Transportation Board (BRTB), population 2,430,686
 - Cumberland Area MPO (CAMPO)*, population 49,619
 - Calvert-St. Mary's MPO (C-SMMPO), population 58,875
 - Hagerstown-Eastern Panhandle MPO (HEPMPO)*, population 173,193
 - National Capital Region Transportation Planning Board (TPB)*, population 4,818,779
 - Salisbury/Wicomico Area MPO (S/WMPO)*, population 98,081
 - Wilmington Area Planning Council (WILMAPCO)*, population 540,164
- * MPOs whose boundaries extend into adjacent states (PA, DE, VA, WV, and DC)

Existing Maryland-adjusted UZAs/MPAs include:

- **Aberdeen-Bel Air South-Bel Air North**, MD (Harford County portion of MPA under agreement with BRTB; Cecil County portion of MPA under agreement with WILMAPCO)
- **Baltimore****, MD (Anne Arundel, Baltimore, Carroll, Howard, and Queen Anne's County portions of MPA and Baltimore City under agreement with BRTB; Montgomery and Prince George's County portions of MPA under agreement with TPB)
- **Cumberland**, MD-WV-PA (MPA under agreement with CAMPO)
- **Frederick**, MD (MPA under agreement with TPB)
- **Hagerstown**, MD-WV-PA (MPA under agreement with HEPMPO)
- **Lexington Park-California-Chesapeake Ranch Estates**, MD (MPA under agreement with C-SMMPO)
- **Philadelphia****, PA-NJ-DE-MD (Cecil County portion of MPA under agreement with WILMAPCO)
- **Salisbury**, MD-DE (MPA under agreement with S/WMPO)
- **Waldorf**, MD (MPA under agreement with TPB)
- **Washington****, DC-VA-MD (Frederick, Montgomery, and Prince George's County portions of MPA under agreement with TPB; Anne Arundel, Carroll, and Howard County portions of MPA under agreement with BRTB)
- **Westminster-Eldersburg**, MD (MPA under agreement with BRTB)

** A TMA by virtue of 200,000+ population

Maryland MPOs and Urbanized Areas (2010 Census)





COMMONWEALTH of VIRGINIA

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

Charles A. Kilpatrick, P.E.
Commissioner

August 26, 2016

Gregory G. Nadeau
Administrator, Federal Highway Administration
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, DC 20590

Carolyn Flowers
Acting Administrator, Federal Transit Administration
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, DC 20590

RE: Notice of Proposed Rulemaking; Metropolitan Planning Organization Coordination and Planning Area Reform
Docket No. FHWA-2016-0016; FHWA RIN 2125-AF68; FTA RIN 2132-AB28

Dear Administrator Nadeau and Acting Administrator Flowers:

The Virginia Department of Transportation (VDOT) and Virginia Department of Rail and Public Transportation (DRPT) jointly offer the following comments in response to the Federal Highway Administration/Federal Transit Administration/Department of Transportation June 27, 2016 Federal Register Notice of Proposed Rulemaking and Request for Comments: Metropolitan Planning Organization (MPO) Coordination and Planning Area Reform.

General Overview/Response

As noted in the Summary section of the NPRM, this regulatory “action proposes to improve the transportation planning process by strengthening the coordination of MPOs and States and promoting the use of regional approaches to planning and decisionmaking. The proposed rule would emphasize the importance of applying a regional perspective during the planning process, to ensure that transportation investments reflect the needs and priorities of an entire region. Recognizing the critical role MPOs play in providing for the well-being of a region, this proposed rule would strengthen the voice of MPOs in the transportation planning process.”

While the stated purpose of the NPRM is laudable, due to the significant number of other related regulatory changes and the complexity of the potential implementation of the proposed rule, VDOT and DRPT request that the rulemaking be either withdrawn or postponed, and a working group established to study the issue.

VDOT and DRPT would note that the impacts of the regulatory changes proposed by this rulemaking are extremely difficult to assess, in light of the recent Statewide, Nonmetropolitan, and Metropolitan Transportation Planning Final Rule recently issued on May 27, 2016, as well as the several federal transportation performance management-related rulemakings that are in various stages of promulgation.

VDOT and DRPT are concerned about unintended consequences given state agency responsibility for the implementation and reporting requirements associated with the various new planning and performance related rulemakings and the interplay between the functions of MPOs and state agencies in complying with various aspects of the proposed rules. Most notably, unintended consequences could include significant delays in project delivery, increased project costs, and delayed or hindered implementation of the new rules.

VDOT and DRPT would, notwithstanding the recent rulemakings, also highlight one scenario to illustrate the proposed rule’s impact on current day planning processes and project delivery in Virginia. Based on our interpretation, the proposed rule would result either in establishment of a mega MPO from Caroline County in Virginia to Philadelphia, Pennsylvania (and potentially beyond Philadelphia), or at least would require single consolidated planning documents and conformity determinations for the multiple MPOs contained within that area. Creating collaborative documents for the multiple MPOs or consolidation of the MPOs as a mega MPO will add significant time, logistical challenges, complexities, effort and cost to the project development process. A significant hurdle would be to simply educate expanded or multiple MPO boards, stakeholders and the public on potentially unfamiliar projects that are outside of their normal planning areas, and on the newly created coordination process to secure approvals for said projects in plans and programs.

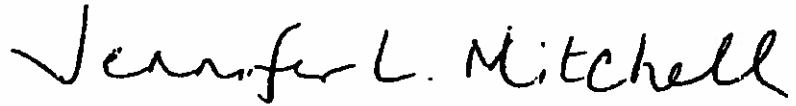
As stated above, given the complexities involved with assessing the impact of the proposed changes under this NPRM, VDOT and DRPT would propose that FHWA, FTA and USDOT withdraw or postpone this rulemaking and instead establish a working group or a similar body to study the potential issues and the objectives that may have prompted the proposed changes to current-day regulations under this NPRM.

In closing, VDOT and DRPT appreciate the opportunity to provide comments on this proposed rule. If you have any questions, do not hesitate to contact either of us at the email addresses or telephone numbers below.

Sincerely,



Charles A. Kilpatrick, P.E.
Commissioner of Highways
Virginia Department of Transportation
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804-786-2701



Jennifer Mitchell
Director
Department of Rail and Public Transportation
Jennifer.Mitchell@drpt.virginia.gov
804-371-4866



National Capital Region
Transportation Planning Board

October 12, 2016

Dear FHWA EAR Program Director and Reviewers,

I am writing to express the support of the National Capital Region Transportation Planning Board's (TPB's) Commuter Connections Program at the Metropolitan Washington Council of Governments (COG) for the proposal, led by Dr. Lei Zhang of the National Transportation Center (NTC) at the University of Maryland (UMD), entitled "Behavioral Science and Experimental Economics Approaches for Augmenting Predictive Models for Managed-Lanes Operations."

The TPB is the federally designated metropolitan planning organization (MPO) for the Washington metropolitan area, including the District of Columbia, suburban Maryland, and Northern Virginia. The TPB is involved in a wide spectrum of transportation planning, programming, and travel monitoring activities. The TPB's Commuter Connections program is a regional network of transportation organizations focused on helping commuters find other ways to get to work besides driving alone. One way the program does that is by providing commuters with information on commute options available to them, including ridesharing and High-Occupancy Vehicle (HOV) and High-Occupancy/Toll (HOT) lanes.

Our region has a variety of managed-lane facilities already in use or planned in the near future, including HOV/HOT lanes on I-66, Express Toll Lanes on I-495, and HOV lanes on US-50, I-395, and I-270. Tens of thousands of area commuters are also registered in the regional ridematching database maintained by Commuter Connections. How to optimally utilize the region's managed-lane facilities and how to effectively encourage travelers to carpool or vanpool remain as major topics of interest to Commuter Connections. The program team continues to explore effective ways to incentivize the use of managed lanes in our region.

We are pleased that FHWA is supporting efforts that could lead to innovative solutions and advances for travel behavioral research of managed lane usage and operations. The UMD NTC proposal team consists of experts on travel behavior and data analytics, experimental economics, and behavioral sciences and communications. The proposed behavioral research could help agencies enhance managed lane planning, existing ridesharing programs, and other traveler incentive programs. Commuter Connections and the NTC have an existing partnership for continuous collaboration on traveler incentive research, incentive structure design, behavior response prediction, and end-user smartphone app development.

Given the importance of understanding travel behavior and the role of behavior incentives for the TPB's Commuter Connections program, we strongly support the NTC research proposal. We request your favorable consideration of this proposal.

Sincerely,

A handwritten signature in blue ink that reads "Timothy Lovain".

Timothy Lovain
TPB Chairman



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: October 13, 2016

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



CHAMPIONING TRAFFIC INCIDENT MANAGEMENT IN THE NATIONAL CAPITAL REGION

A conference for TPB board members and other regional officials to examine where we are now and where we can go.

LUZ LAZO/TWITTER

JOIN US FOR THIS IMPORTANT EVENT

Hear local and national experts share their success stories, ongoing challenges, and opportunities. And be part of the conversation about how area leaders can work together to foster enhancements in our region.

WEDNESDAY, NOVEMBER 2, 2016 | 9:00 A.M.-12:00 P.M.

Ronald F. Kirby Training Center, Metropolitan Washington Council of Governments

MORE DETAILS TO COME



National Capital Region
Transportation Planning Board

mwcog.org/events

ITEM 7 – Information
October 19, 2016

Overview of the Draft 2016 CLRP Amendment

Staff

Recommendation: Receive briefing

Issues: None

Background: The board will be briefed on the Draft 2016 Amendment to the Constrained Long-Range Transportation Plan (CLRP), which was released for public comment on October 13. After the 30-day comment period, the TPB will be asked to approve the 2016 CLRP Amendment at its November 16 meeting.



MEMORANDUM

TO: Transportation Planning Board
FROM: Andrew Austin, TPB Transportation Planner
SUBJECT: Briefing on the Draft 2016 Amendment to the Financially Constrained Long-Range Transportation Plan (CLRP)
DATE: October 13, 2016

On Thursday, October 13, 2016 the TPB released the draft 2016 Constrained Long-Range Plan (CLRP) Amendment, the draft FY 2017-2022 Transportation Improvement Program (TIP) and the draft Air Quality Conformity Analysis results for a 30-day public comment period. This memo provides information on the project inputs and actions that have taken place to date regarding the CLRP. In December 2015, the TPB released the Call for Projects for the 2016 Amendment to the CLRP and the FY 2017-2022 TIP. After a 30-day public comment period, the project submissions from each agency were approved by the TPB for inclusion in the Air Quality Conformity Analysis on March 16, 2016. The attached materials present the same summary of the major new projects and changes to existing major projects that was included in this year's submissions. The projects described here are unchanged from those that were approved by the TPB on March 16, 2016.

REGIONAL POLICY FRAMEWORK FOR DEVELOPMENT OF THE 2016 CLRP AMENDMENT

The Call for Projects document specifically listed the region's "greatest needs" reflecting the TPB's Vision and regional transportation priorities. The Call for Projects encouraged agencies to consider regional goals, priorities and needs as they developed and selected projects to submit for inclusion in the 2016 Amendment. The CLRP project description form asked agencies to explain how their new projects support the goals laid out in the Regional Transportation Priorities Plan (RTPP).

The agencies' responses to those questions were compiled in Table 1 on page 15 of the attachment, along with the agencies' responses to how projects support the federal Planning Factors on Table 2. Additionally, based on feedback from TPB members and representatives on the Technical Committee, staff developed individual project profile sheets that provide readers with "at a glance" information, as well as a narrative describing how the proposed major project supports the RTPP and other regional goals. A Project Profile has been created for each of the nine major projects proposed in this year's CLRP amendment.

SUMMARY OF PROJECT SUBMISSIONS

In all, there were nine new and changed "major" projects in the 2016 submissions. For the purposes of this documentation, "major" projects are defined as those which directly affect interstates, major arterials, and expressways or freeways with at-grade intersections, as well as dedicated transit facilities. The submissions also include many changes to existing CLRP projects. These nine projects are listed in the attached Table 1 and they are also the subject of two-page project profiles, which are attached. Further details about these projects are contained in the CLRP Project Description Forms which are also attached to this memo. Four other new projects, which are not considered

major, are included in Table 1, but they are not highlighted with individual project profiles. The remaining project changes proposed for the 2016 CLRP Amendment are detailed in the Air Quality Conformity Inputs table, distributed separately from this memo.

In the **District of Columbia**, DDOT is proposing to implement bus priority lanes on 16th Street NW between H Street and Arkansas Avenue, and to expand its bicycle lane network with eight additional segments. DDOT has also submitted new information about lane configurations and removals for the DC Streetcar: Union Station to Georgetown project which has been in the CLRP since 2014.

No new major projects are proposed this year in **Maryland**. MDOT has responded to the call for projects by providing minor project updates. MDOT typically submits projects for inclusion in the CLRP once project-level NEPA analysis is substantially complete. No MDOT projects met that criteria this year.

In **Virginia**, VDOT and the Virginia Department of Rail and Public Transportation are proposing to extend VRE commuter rail from the City of Manassas to the Gainesville/Haymarket area. VDOT is also proposing to extend the Crystal City Transitway north to the Pentagon City Metro Station, and to extend Express Lanes on I-395 from Turkeycock Run to the vicinity of Eads Street in Arlington County.

Additionally, changes have been submitted by VDOT for two major projects on I-66 that were amended into the CLRP in 2015, and for one project on VA Route 28 that has been in the CLRP since 2004. The I-66 Multimodal Improvements *Inside* the Capital Beltway project is being revised to alter the vehicle-occupancy requirements and hours of operation for the proposed HOT lanes, as well as the scope of future widening. The I-66 Corridor Improvements *Outside* the Capital Beltway project is also being revised to reflect the preferred alternative that was selected in 2015, after the approval of the 2015 CLRP amendment, specifying the locations of access points between the general purpose and high occupancy lanes. The CLRP includes a project to widen VA Route 28 between I-66 and VA Route 7 from 6 to 8 lanes. For this amendment, the project is being revised to convert one general purpose lane in each direction into HOV lanes between I-66 and the Dulles Toll Road. Additionally, one auxiliary lane will be added in each direction between I-66 and Westfields Blvd.

No new major additional capacity projects are proposed by the **Washington Metropolitan Area Transit Authority** at this time.

NEXT STEPS

The draft 2016 CLRP Amendment was released for a 30-day public comment period on Thursday, October 13, 2016, along with the draft Air Quality Conformity Analysis results, and the draft FY 2017-2022 TIP. Comments may be submitted:

- Online at www.mwcog.org/TPBcomment
- Via email at TPBcomment@mwcog.org
- By calling (202) 962-3262, TDD: (202) 962-3213
- Or in writing to The Transportation Planning Board
777 North Capitol Street, NE, Suite 300
Washington, DC 20002-4239

The public comment period ends on Saturday, November 12, 2016. The TPB will be briefed on the comments received and the responses from implementing agencies and then asked to approve the Air Quality Conformity Analysis, the 2016 CLRP Amendment, and the FY 2017-2022 TIP at the

meeting on November 16, 2016. All comments submitted will be made available for review online at www.mwcog.org/TPBcomment.

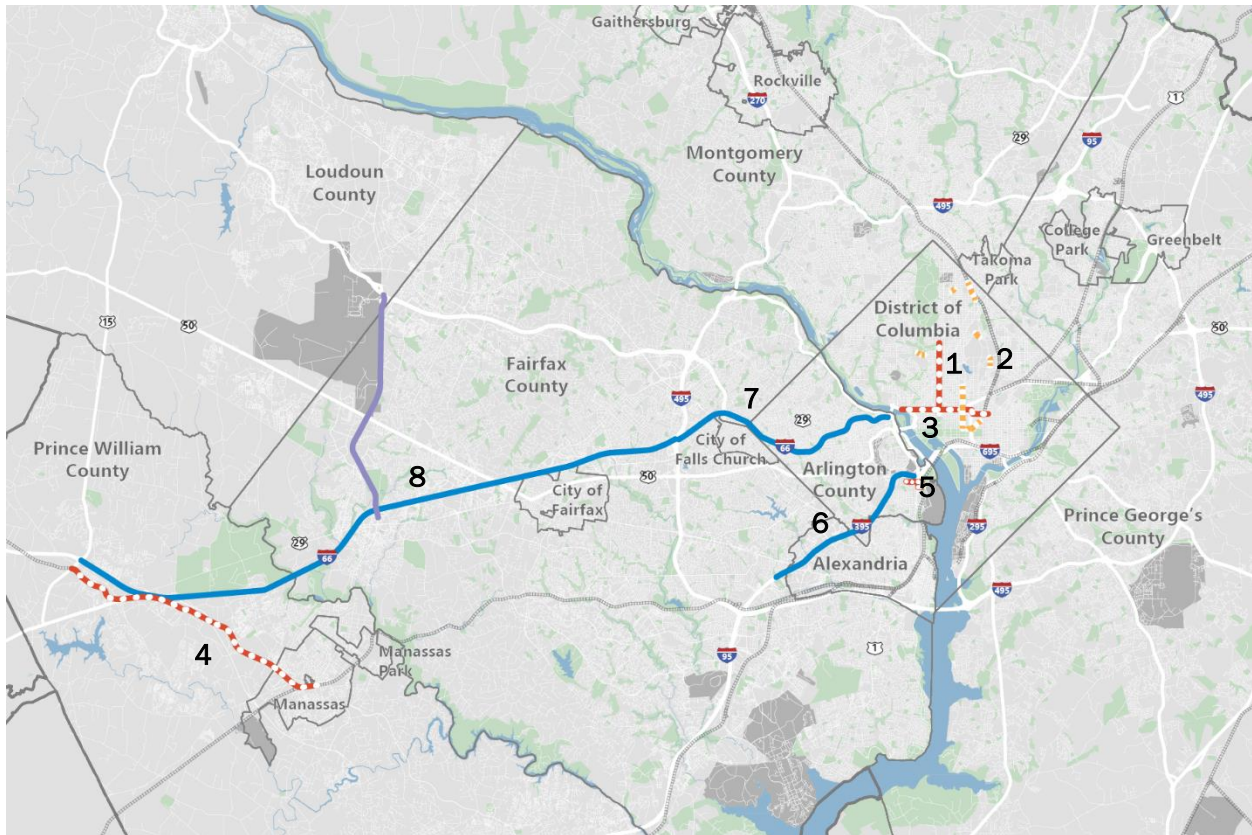
MATERIALS FOR PUBLIC COMMENT

Attached to this memo are the following materials that were released for public comment on October 13:

- CLRP Maps
 - New Major Projects and Significant Changes for the 2016 Amendment (page 5)
 - All Major Highway Projects (page 7)
 - All Major Transit Projects (page 9)
 - All Major HOT, HOV, and Toll Projects (page 11)
- Summary of RTPP Goals and CLRP project description form questions (page 13)
- Table 1: 2016 CLRP Amendment Project Submissions and the RTPP Goals (page 15)
- Table 2: 2016 CLRP Amendment Project Submissions and federal Planning Factors (page 16)
- Project Profiles for the following projects:
 - 16th Street Bus Priority from H Street NW to Arkansas Avenue NW (page 17)
 - DC Dedicated Bicycle Lane Network on Multiple Street Segments Throughout City (page 19)
 - DC Streetcar: Union Station to Georgetown, Primarily Along the K Street NW Corridor (page 21)
 - VRE Haymarket Extension from Manassas VRE Station to Gainesville/Haymarket (page 23)
 - Crystal City Transitway: Northern Extension from Crystal City Metro Station to Pentagon City Metro Station (page 25)
 - I-395 Express Lanes Inside the Capital Beltway (Turkeycock Run to the Vicinity of Eads Street) (page 27)
 - I-66 Multimodal Improvements Inside the Capital Beltway (page 29)
 - I-66 Corridor Improvements Outside the Capital Beltway (page 31)
 - VA Route 28 HOV and Widening (page 33)
- Complete CLRP Project Description Forms for each project listed above (page 35)

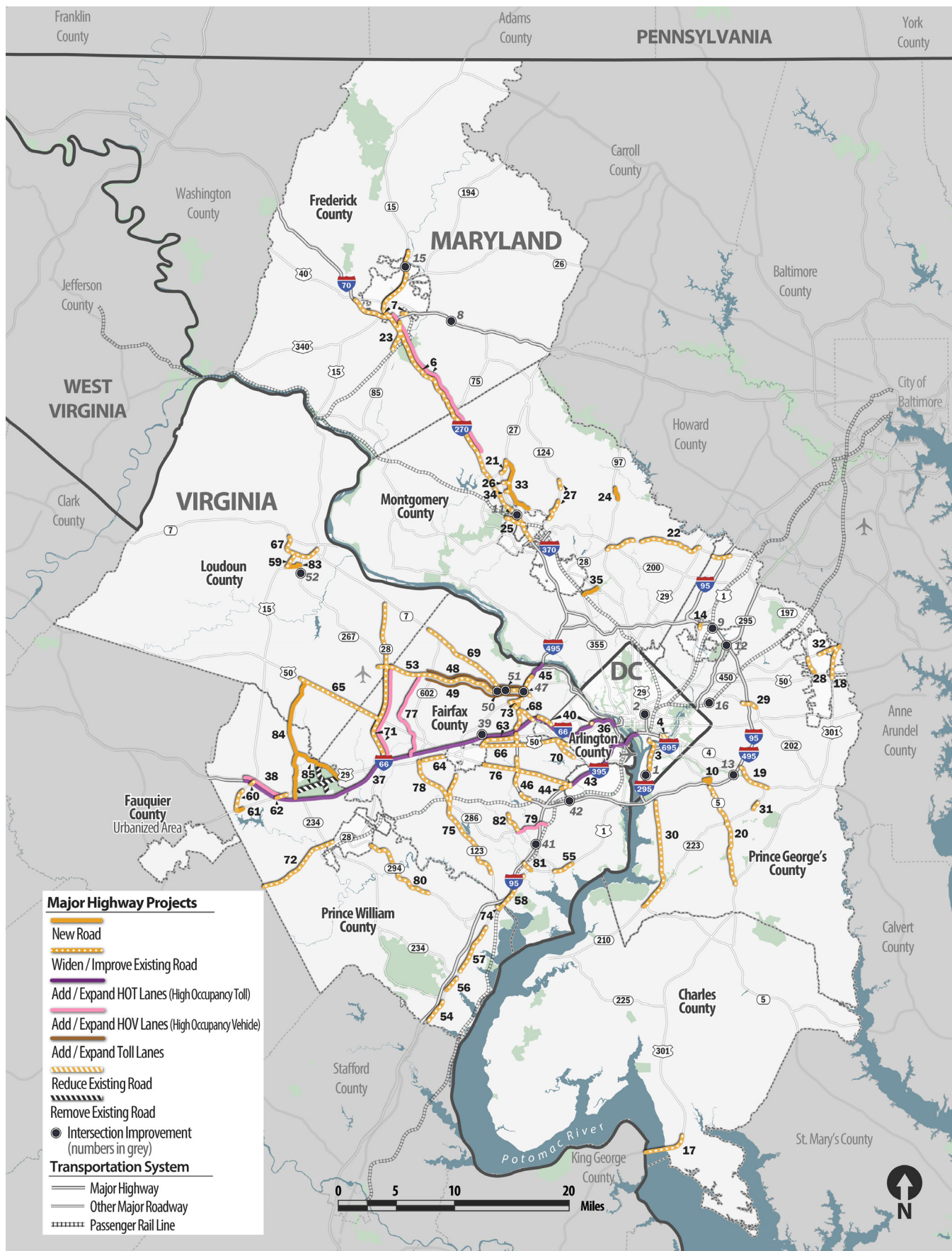
An interactive map of the proposed major new and changed projects can be found online at www.mwcog.org/clrp2016.

New Major Projects and Significant Changes for the 2016 CLRP Amendment



1. 16th Street Bus Priority from H Street NW to Arkansas Avenue NW
2. DC Dedicated Bicycle Lane Network on Multiple Street Segments Throughout City
3. DC Streetcar: Union Station to Georgetown, Primarily Along the K Street NW Corridor
4. VRE Haymarket Extension from Manassas VRE Station to Gainesville/Haymarket
5. Crystal City Transitway: Northern Extension from Crystal City Metro Station to Pentagon City Metro Station
6. I-395 Express Lanes Inside the Capital Beltway (Turkeycock Run to the Vicinity of Eads Street)
7. I-66 Multimodal Improvements Inside the Capital Beltway
8. I-66 Corridor Improvements Outside the Capital Beltway
9. VA Route 28 HOV and Widening

2016 CLRP Major Highway Projects



MAJOR HIGHWAY PROJECTS

DISTRICT OF COLUMBIA

1. I-295 - reconstruct interchange at Malcolm X Blvd, 2014
2. I-395 - remove 3rd St SB exit ramp, reconfigure 3rd St SB entrance and 2nd St NB exit ramps, reconnect F St between 2nd and 3rd St, 2016
3. South Capitol St - convert to 6 lane urban blvd, incl. Franklin Douglas Bridge Reconstruction, 2015, 2016
4. Southeast Blvd - downgrade and construct urban blvd, 2015
5. Lane Reductions/Reconfigurations for Bicycle Lanes, 2015, 2016, 2017, 2021, 2022 (not mapped)

MARYLAND

6. I-270/US-15 widen including HOV, 2030
7. I-70 - widen to 6 lanes, 2020
8. I-70 - interchange at Meadow Rd, 2020
9. I-95/I-495 - interchange at Greenbelt Metro Sta, 2020
10. I-95/I-495 - Branch Avenue Metro access improvements, construct 8 lanes, 2017
11. I-270 - interchange at Watkins Mill Rd Ext, 2018
12. Baltimore Washington Parkway (MD-295) at MD-193 (Greenbelt Rd) - intersection improvement, 2020, 2025
13. Suitland Pkwy - interchange at Rena/Forestville Rd, 2025
14. US-1 (Baltimore Ave) - reconstruct 4 lanes, 2030
15. US-15 (Catoctin Mtn Hwy) - reconstruct intersection at Monocacy Blvd, 2017
16. US-50 (John Hanson Hwy) - westbound ramp to Columbia Park Rd, 2025
17. US-301 - widen Governor Harry Nice Memorial Bridge, 2030
18. MD-3 (Robert Crain Hwy) - widen to 6 lanes, 2030
19. MD-4 (Pennsylvania Ave) - widen to 6 lanes with interchanges at Westphalia Rd and Suitland Pkwy, 2022, 2035
20. MD-5 (Branch Ave) - upgrade, widen to 6 lanes including interchanges, 2017, 2030
21. MD-27 (Ridge Rd) - widen to 6 lanes, 2020
22. MD-28 (Norbeck Rd) / MD-198 (Spencer-ville Rd) - widen to 4, 6 lanes, 2025
23. MD-85 (Buckeystown Pke) - widen to 4, 6 lanes, 2020, 2025
24. MD-97 (Brookeville Bypass) - construct 2 lane bypass, 2018
25. MD-117 (Clopper Rd) - widen to 4 lanes, 2025
26. MD-118 (Germantown Rd) - widen to 4 lanes, 2020
27. MD-124 (Woodfield Rd) - widen to 6 lanes, 2020
28. MD-197 (Collington Rd) - widen to 4/5 lanes, 2025
29. MD-202 (Landover Rd) - Largo Town Center Metro Access Improvement, recon-

- struct 6 lanes, 2025
30. MD-210 (Indian Head Hwy) - upgrade to 6 lanes and interchange improvement, 2019, 2030
31. MD-223 (Woodyard Rd) - widen to 4 lanes, 2017, 2020
32. MD-450 (Annapolis Rd) - widen to 4 lanes, 2020
33. Mid County Hwy Extension (M-83) - construct 4, 6 lanes, 2025
34. Middlebrook Rd Extended - construct 4 lanes, 2025
35. Montrose Pkwy East - construct 4 lanes, 2022

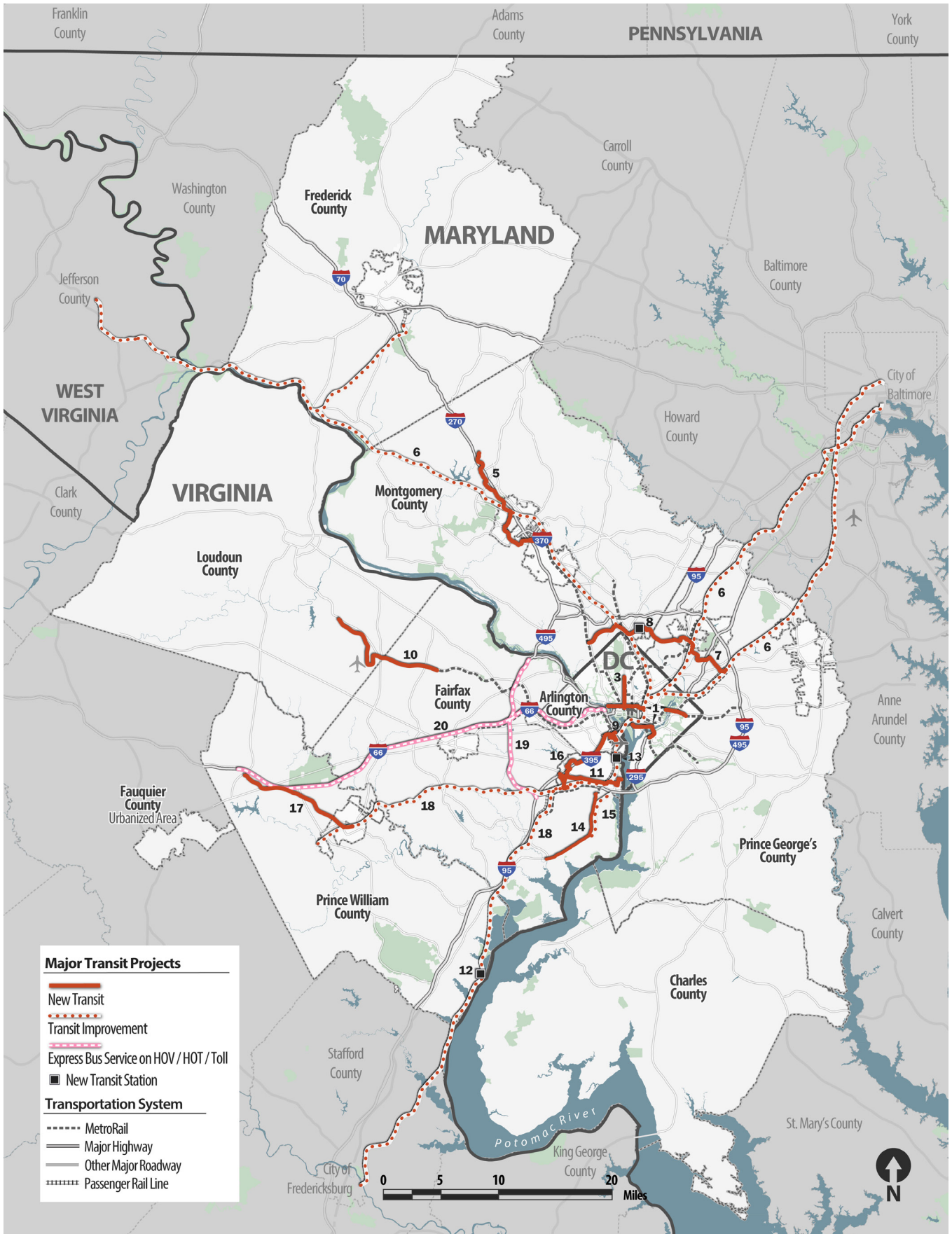
VIRGINIA

36. I-66 HOT (Inside Beltway), revise operations from HOV 2+ to HOT during peak hours and bus service, 2017, 2021, 2040
37. I-66 HOT (Outside Beltway) - widen to 6 lanes (3 general purpose, 2 HOT, and 1 auxiliary) and bus service, 2021, 2040
38. I-66 HOV, widen to 8 lanes, HOV in additional lanes during peak, includes interchange reconstruction at US-15, 2016
39. I-66 - construct HOV ramps to access Vienna Metro Sta, 2021
40. I-66 - construct 1 lane in each direction, 2020, 2040
41. I-95/Fairfax County Parkway - enhanced interchanges for BRAC, 2025
42. I-95/I-495 - reconstruct interchange at Van Dorn St, 2015
- 43. I-395 HOT - additional lane and revise operation from HOV 3+ during peak to HOT 3+, 2019**
44. I-395 - construct new south bound lane, 2018
45. I-495 - construct 4 HOT lanes, 2025, 2030
46. I-495 Auxiliary Lanes - construct 2 auxiliary lanes in both directions, 2030
47. I-495 - interchange at VA 267, 2030
48. Dulles Toll Rd (VA-267) - Collector-Distributor Road west-bound, 2037
49. Dulles Toll Rd (VA-267) - Collector-Distributor Road east-bound, 2036
50. Dulles Toll Rd (VA-267) - interchange at New Boone Blvd Extension, 2037
51. Dulles Toll Rd (VA-267) - interchange at Greensboro Drive/Tyco Rd, 2036
52. Dulles Greenway (VA 267) - interchange at Hawling Farm Blvd, 2016
53. Dulles Access Rd (VA 267) - widen to 6 lanes including interchange reconstruct at I-495, 2017
54. US-1 (Jefferson Davis Hwy) - widen to 6 lanes, 2030
55. US-1 (Richmond Hwy) - widen to 6 lanes, 2016, 2025
56. US-1 (Richmond Hwy) - widen to 6 lanes, 2024, 2030
57. US-1 (Richmond Hwy) - widen to 6 lanes, 2016, 2021
58. US-1 (Richmond Hwy) - widen to 6 lanes, 2019, 2021, 2035

59. US-15 (South King St) - widen to 4 lanes, 2017
60. US-15 (James Madison Hwy) - widen to 4 lanes, 2017, 2024, 2040
61. US-29 (Lee Hwy Parallel) McGraws Corner Dr - construct 4 lanes, 2020
62. US-29 (Lee Hwy) - widen to 5 lanes, 2030
63. US-29 (Lee Hwy) - widen to 6 lanes, 2025
64. US-29 (Lee Hwy) - widen to 3 lanes, 2017
65. US-50 (Lee Jackson Memorial Hwy) - widen to 6 lanes, 2025
66. US-50 (Arlington Blvd) - widen/reconstruct 6 lanes including interchanges, 2025
67. VA-7/US-15 Bypass (Harry Byrd Hwy) - widen to 6 lanes, 2040
68. VA-7 (Leesburg Pke) - widen to 6 lanes, 2021
69. VA-7 (Leesburg Pke) - widen to 6, 8 lanes, 2021, 2025, 2030
70. VA-7 (Leesburg Pke) - widen to 6 lanes, 2025
71. VA 28 (Sully Rd) HOV, widen to 8-10 lanes, HOV in additional lanes during peak, 2016, 2021, 2025, 2040
72. VA-28 (Nokesville Rd) - widen to 4 or 6 lanes, 2016, 2018, 2020, 2040
73. VA-123 (Chain Bridge Rd) - widen to 8 lanes, 2021
74. VA-123 (Gordon Blvd) - widen to 6 lanes, 2022
75. VA-123 (Ox Road) - widen to 6 lanes, 2025
76. VA-236 (Little River Tpke) - widen to 6 lanes, 2025
77. VA-286 (Fairfax County Pkwy) HOV - widen to 6 lanes, HOV in additional lanes during Peak, 2035
78. VA-286 (Fairfax County Pkwy / Jack Herrity Pkwy) - widen to 6 lanes, 2025
79. VA 289 (Franconia/Springfield Parkway), HOV lanes with interchange at Neuman St, 2025
80. VA-294 (Prince William Pkwy) - widen to 6 lanes, 2040
81. VA-638 (Pohick Rd) - widen to 4 lanes, 2025
82. VA-638 (Rolling Rd) - widen to 4 Lanes, 2020
83. Battlefield Pkwy - construct 4 lanes, 2020
84. Manassas Bypass (VA-234 Bypass) - construct 4 lanes, 2030
85. Manassas Battlefield Bypass - construct 4 lanes and close portions of US-29 (Lee Hwy) and VA-234 (Sudley Rd), 2030, 2035

Projects listed in bold are new to the CLRP in the 2016 Amendment.

2016 CLR Major Transit Projects



MAJOR TRANSIT PROJECTS

DISTRICT OF COLUMBIA

1. DC Streetcar, 2016, 2017, 2020, 2022
- 2. DC Dedicated Bicycle Lane Network, 2016, 2017 (not mapped)**
- 3. 16th Street Bus Priority Improvements, 2021**
4. Tiger Grant Bus Priority Improvements (not mapped: DC, MD, and VA)

MARYLAND

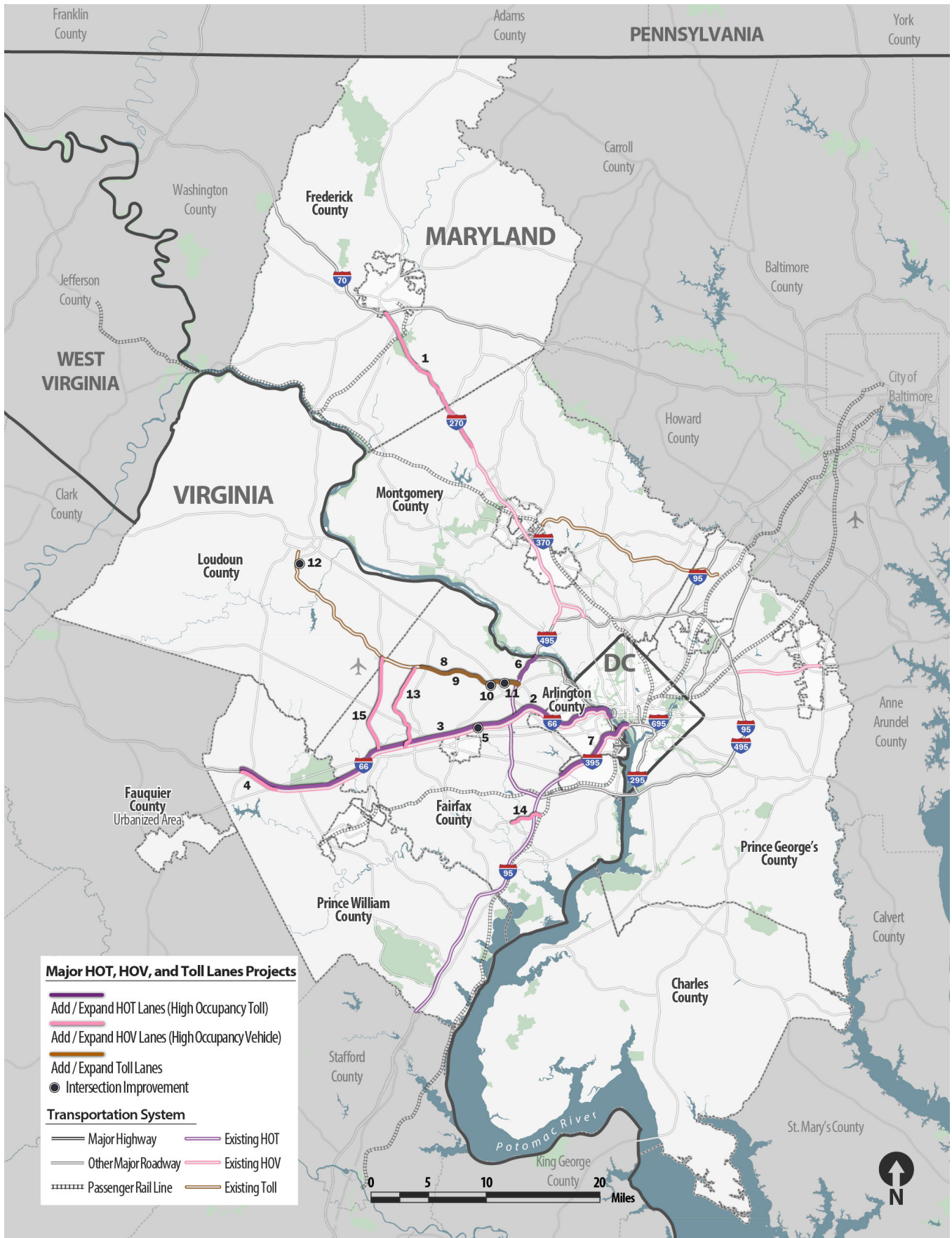
5. Corridor Cities Transitway BRT - from Shady Grove to COMSAT, 2020
6. MARC - Increase trip capacity and frequency along all commuter rail lines, 2029
7. Purple Line - Bethesda to New Carrollton, 2020
8. Silver Spring Transit Center, 2017

VIRGINIA

- 9. Crystal City Transitway: Northern Extension BRT, 2016, 2023**
10. Metro Silver Line (Dulles Corridor Metrorail Project) - Phase 2, 2020
11. Duke St Transitway - King St Metro to Fairfax County line, 2024
12. Potomac Shores VRE Station, 2017
13. Potomac Yard Metro Station, 2021
14. US-1 BRT from Huntington Metro Station to Woodbridge , 2030
15. US-1 bus right turn lanes, 2035
16. West End Transitway - Van Dorn St Metro to Pentagon Metro, 2019
- 17. VRE - Gainseville-Haymarket Extension, 2022**
18. VRE - Reduce headways along the Manassas and Fredericksburg Lines, 2020
19. I-495 HOT Lane Express Bus Service
20. I-66 HOT Lane Enhanced Bus Service

Projects listed in bold are new to the CLRP in the 2016 Amendment

2016 CLRP Major HOT, HOV, and Toll Projects



MAJOR HOT, HOV, AND TOLL LANE PROJECTS

MARYLAND

1. I-270/US-15 widen including HOV, 2030

VIRGINIA

2. I-66 HOT (Inside Beltway), revise operations from HOV 2+ to HOT during peak hours and bus service, 2017, 2021, 2040
3. I-66 HOT (Outside Beltway) - widen to 6 lanes (3 general purpose, 2 HOT, and 1 auxiliary) and bus service, 2021, 2040
4. I-66 HOV, widen to 8 lanes, HOV in additional lanes during peak, includes interchange reconstruction at US-15, 2016
5. I-66 - construct HOV ramps to access Vienna Metro Sta, 2021
6. I-495 - construct 4 HOT lanes, 2025, 2030
- 7. I-395 HOT - additional lane and revise operation from HOV 3+ during peak to HOT 3+, 2019**
8. Dulles Toll Rd (VA-267) - Collector-Distributor Road west-bound, 2037
9. Dulles Toll Rd (VA-267) - Collector-Distributor Road east-bound, 2036
10. Dulles Toll Rd (VA-267) - interchange at New Boone Blvd Extension, 2037
11. Dulles Toll Rd (VA-267) - interchange at Greensboro Drive/Tyco Rd, 2036
12. Dulles Greenway (VA 267) - interchange at Hawling Farm Blvd, 2016
13. VA-286 (Fairfax County Pkwy) HOV - widen to 6 lanes, HOV in additional lanes during Peak, 2035
14. VA 289 (Franconia/Springfield Parkway), HOV lanes with interchange at Neuman St, 2025
15. VA 28 (Sully Rd) HOV, widen to 8-10 lanes, HOV in additional lanes during peak, 2016, 2021, 2025, 2040

Projects listed in bold are new to the CLRP in the 2016 Amendment

Assessing CLRP Project Submissions against the Regional Transportation Priorities Plan and MAP-21

The CLRP Project Description form includes a set of questions under the Regional Policy Framework section. These questions are intended to examine how projects support the goals set forth in the Regional Transportation Priorities Plan (RTPP). The six RTPP goals are described here and are matched up with the corresponding questions from the CLRP Project Description form. The responses provided by the submitting agencies for all new projects proposed for amendment to the CLRP this year have been summarized in the attached table, along with their responses as to how the projects support the federal planning factors prescribed under MAP-21.



Goal 1

Provide a Comprehensive Range of Transportation Options

Question
22

- Please identify all travel mode options that this project provides, enhances, supports, or promotes.
- Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)



Goal 2

Promote a Strong Regional Economy, Including a Healthy Regional Core and Dynamic Activity Centers

Question
23

- Does this project begin or end in an Activity Center?
- Does this project connect two or more Activity Centers?
- Does this project promote non-auto travel within one or more Activity Centers?

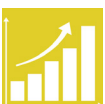


Goal 3

Ensure Adequate System Maintenance, Preservation, and Safety

Question
24

- Does this project contribute to enhanced system maintenance, preservation, or safety?



Goal 4

Maximize Operational Effectiveness and Safety of the Transportation System

Question
25

- Does this project reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?
- Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?



Goal 5

Enhance Environmental Quality, and Protect Natural and Cultural Resources

Question
26

- Is this project expected to contribute to reductions in emissions of criteria pollutants?
- Is this project expected to contribute to reductions in emissions of greenhouse gases?



Goal 6

Support Inter-Regional and International Travel and Commerce

Question
27

- Please identify all freight carrier modes that this project enhances, supports, or promotes.
- Please identify all passenger carrier modes that this project enhances, supports, or promotes.

TABLE 1

THE 2016 CLRP AMENDMENT PROJECT SUBMISSIONS AND THE REGIONAL TRANSPORTATION PRIORITIES PLAN GOALS

This matrix provides a visual summary of the responses provided by the relevant implementing agencies as to how their proposed projects support the goals identified in the RTPP.

Project	Estimated Cost	Projected Completion	Goals																																				
			SOV	HOV/Carpool	MetroRail	Commuter Rail	Streetcar/Lt. Rail	BRT	Express Bus	Metrobus	Local Bus	Bicycling	Walking	Other	Disadvantaged Groups	Begin/End in AC	Connect ACs	Non-Auto w/in AC	Maintenance	Reduce Time w/o Capacity	Enhance Safety	Criteria Pollutants	Greenhouse Gases	Long Haul Truck	Local Delivery	Freight Rail	Freight Air	Air Passenger	Amtrak	Intercity Bus									
MAJOR* ADDITIONS AND CHANGES																																							
● 16th Street Bus Priority	\$6 million	2021	✓								✓			✓			✓		✓	✓	✓	✓																	
● DC Dedicated Bike Lanes	\$1.35 million	2016																		✓	✓	✓	✓																
△ DC Streetcar	\$438 million	2022				✓	✓													✓	✓	✓															✓	✓	
● VRE: Haymarket Extension	\$433 million	2022		✓		✓						✓	✓	✓	✓	✓				✓	✓	✓				✓			✓										
● Crystal City Transitway	\$24 million	2023						✓		✓	✓	✓	✓	✓	✓	✓				✓		✓	✓						✓										
● I-395 Express Lanes	\$220 million	2019	✓	✓				✓	✓	✓	✓	✓			✓					✓						✓	✓										✓		
△ I-66 Inside the Beltway	\$375 million	2017, 2040	✓	✓	✓			✓	✓	✓					✓					✓		✓	✓														✓		
△ I-66 Outside the Beltway	\$2-3 billion	2021, 2040	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓					✓		✓	✓						✓	✓								✓	
△ VA 28 Widening and HOV	\$10 million	2025, 2040	✓	✓																✓	✓						✓	✓			✓	✓							
OTHER PROJECTS																																							
● VA Route 643 Extended	\$50 million	2020	✓	✓	✓					✓		✓	✓	✓						✓	✓		✓	✓						✓									
● VA Route 645 Extended	\$44 million	2020	✓	✓	✓	✓				✓		✓	✓	✓						✓	✓		✓	✓							✓				✓	✓			
● Riverside Parkway	\$15 million	2018	✓							✓		✓	✓	✓						✓	✓		✓	✓						✓									
● VA 7 at Battlefield Parkway	\$58 million	2022	✓																	✓	✓		✓	✓				✓	✓						✓				

● New project △ Change to project already in the CLRP

TABLE 2
THE 2016 CLRP AMENDMENT PROJECT SUBMISSIONS
AND THE FEDERAL PLANNING FACTORS

This matrix provides a visual summary of the responses provided by the relevant implementing agencies as to how their proposed projects support the federal planning factors.

	Estimated Cost	Projected Completion	Economic Vitality Safety	Homeland Security	Accessibility/Mobility People	Accessibility/Mobility Freight	Environment	Integration/Connectivity	Management & Operation	Preservation
MAJOR PROJECTS*										
● 16th Street Bus Priority	\$6 million	2021	☑	☑		☑	☑	☑		
● DC Dedicated Bike Lanes	\$1.35 million	2016	☑	☑		☑	☑			
△ DC Streetcar	\$438 million	2022	☑			☑	☑	☑		
● VRE: Haymarket Extension	\$433 million	2022	☑	☑	☑	☑	☑	☑		
● Crystal City Transitway	\$24 million	2023	☑	☑		☑	☑	☑	☑	
● I-395 Express Lanes	\$220 million	2019	☑	☑	☑	☑			☑	☑
△ I-66 Inside the Beltway	\$375 million	2017, 2040	☑	☑	☑	☑		☑	☑	☑
△ I-66 Outside the Beltway	\$2-3 billion	2021, 2040	☑	☑	☑	☑	☑	☑	☑	☑
△ VA 28 Widening and HOV	\$100 million	2025, 2040				☑	☑		☑	☑
OTHER PROJECTS										
● VA Route 643 Extended	\$50 million	2020	☑	☑	☑	☑	☑	☑	☑	☑
● VA Route 645 Extended	\$44 million	2020	☑		☑	☑	☑	☑	☑	☑
● Riverside Parkway	\$15 million	2018	☑	☑	☑	☑	☑	☑	☑	☑
● VA 7 at Battlefield Parkway	\$58 million	2022	☑	☑	☑	☑	☑	☑	☑	☑

Federal Planning Factors

- Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the **safety** of the transportation system for all motorized and non-motorized users.
- Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
- Increase accessibility and mobility of **people**.
- Increase accessibility and mobility of **freight**.
- Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
- Promote efficient system **management and operation**.
- Emphasize the **preservation** of the existing transportation system.

* Major projects are defined as changes to interstates, major arterials, and expressways or freeways with at-grade intersections, as well as dedicated transit facilities.

● New project △ Change to project already in the CLRP

16TH STREET BUS PRIORITY

From H Street NW to Arkansas Avenue NW

**PROPOSED
MAJOR ADDITION**
2016 CLRP AMENDMENT

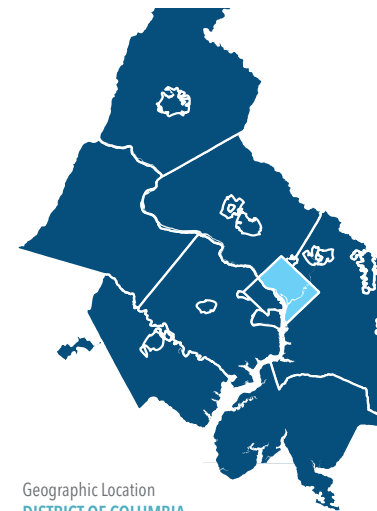
Basic Project Information

Project Length..... **2.7 miles**
 Anticipated Completion..... **2021**
 Estimated Cost of Construction..... **\$6 million**
 Submitting Agency..... **District of Columbia DOT**
 Anticipated Funding Sources.....
 Federal State Local Private Bonds Other
 CLRP ID..... **3522**

HIGHWAY

TRANSIT

BICYCLE OR PEDESTRIAN



NOW AVAILABLE FOR COMMENT

February 11–March 12, 2016

See reverse for details, or visit www.mwcog.org/TPBcomment.

Project Description

This project will convert general purpose lanes on 16th Street NW into peak-period, peak-direction bus-only lanes from Arkansas Avenue to H Street, and implement a new reversible center lane from W Street to O Street and K Street to H Street. The project will also improve bus stops in the corridor, including installation of additional shelters, creation of additional waiting areas, and installation of off-board fare payment kiosks, as well as pedestrian improvements, including crosswalks and ADA ramps.

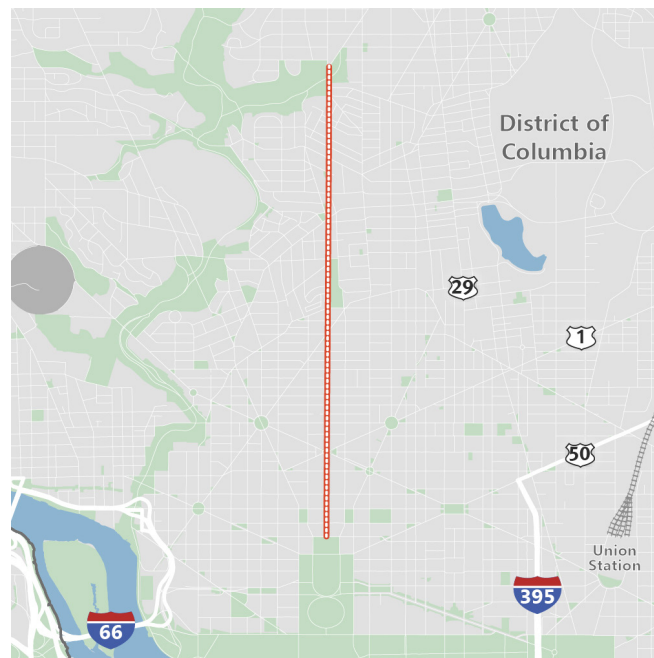
Existing Support for this Project

This project has undergone review at the local, state, and/or sub-regional levels and is included in the following approved plans:

- Move DC**
- 16th Street Transit Priority Study**

See official CLRP Project Description Form for more information about this project, or visit the project website at:

<http://ddot.dc.gov/page/16th-street-nw-transit-priority-planning-study>



Goals in the Regional Transportation Priorities Plan that this project supports or advances



GOAL 1

Provide a Range of Transportation Options



GOAL 2

Promote Dynamic Activity Centers



GOAL 3

Ensure System Maintenance, Preservation, and Safety



GOAL 4

Maximize Operational Effectiveness and Safety



GOAL 5

Protect and Enhance the Natural Environment



GOAL 6

Support Interregional and International Travel and Commerce

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

How this project supports or advances goals in the Regional Transportation Priorities Plan

By providing reliable express bus service for nearly three miles in the congested 16th Street Corridor, this project will expand travel options (Goal 1) and improve connections between Activity Centers and circulation within them

(Goal 2). The project also enhances system efficiencies (Goal 4) by reducing transit travel times without expanding capacity, supports emissions reductions by reducing congestion (Goal 5), and improves safety (Goal 4).

GOAL 1: PROVIDE A RANGE OF TRANSPORTATION OPTIONS

Provides, enhances, supports, or promotes the following travel mode options:

- Single Driver (SOV) Carpool/HOV
- Metrorail Commuter Rail Streetcar/Light Rail
- BRT Express/Commuter Bus Metrobus Local Bus
- Bicycling Walking Other
- Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)

GOAL 2: PROMOTE DYNAMIC ACTIVITY CENTERS

- Begins or ends in an Activity Center
- Connects two or more Activity Centers
- Promotes non-auto travel within one or more Activity Centers

GOAL 3: ENSURE SYSTEM MAINTENANCE, PRESERVATION, AND SAFETY

- Contributes to enhanced system maintenance, preservation, or safety

GOAL 4: MAXIMIZE OPERATIONAL EFFECTIVENESS AND SAFETY

- Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
- Enhances safety for motorists, transit users, pedestrians, and/or bicyclists

GOAL 5: PROTECT AND ENHANCE THE NATURAL ENVIRONMENT

Expected to contribute to reductions in emissions of:

- Criteria Pollutants (NOx, VOCs, PM2.5) Greenhouse Gases

GOAL 6: SUPPORT INTERREGIONAL AND INTERNATIONAL TRAVEL AND COMMERCE

Enhances, supports, or promotes the following freight carrier modes:

- Long-haul Truck Local Delivery Rail Air

Enhances, supports, or promotes the following passenger carrier modes:

- Air Amtrak Intercity Passenger Rail Intercity Bus

Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of the CLR P:

- Support Economic Vitality
- Increase Safety for All Users
 - Support Homeland and Personal Security
- Increase Accessibility and Mobility of People and/or Freight
- Protect and Enhance the Environment
- Enhance Integration and Connectivity
- Promote Efficient System Management and Operation
 - Emphasize System Preservation

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- Transportation demand management measures (including growth management and congestion pricing)
- Traffic operational improvements
- Public transportation improvements
- Intelligent Transportation Systems (ITS) technologies
- Other congestion management strategies
- Not applicable—This project does not increase SOV capacity or is exempt from consideration of alternatives.
- Not yet available—Agencies have until May 6, 2016 to complete the required Congestion Management Documentation.

See the CLR P Congestion Management Documentation Form for more information.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in the CLR P.

The information on this form was last updated on February 8, 2016.



National Capital Region
Transportation Planning Board

Comment on this project or the 2016 CLR P Amendment

• February 11–March 12, 2016

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DC DEDICATED BICYCLE LANE NETWORK

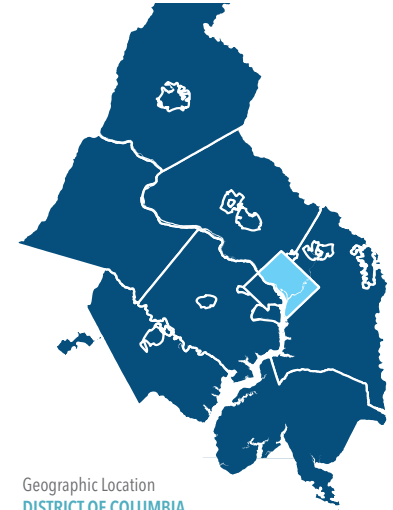
Multiple Street Segments Throughout City

PROPOSED MAJOR ADDITION
2016 CLRP AMENDMENT

Basic Project Information

Project Length..... **3.9 miles**
 Anticipated Completion..... **2016, 2017**
 Estimated Cost of Construction **\$1.35 million**
 Submitting Agency..... **District of Columbia DOT**
 Anticipated Funding Sources.....
 Federal State **Local** Private Bonds Other
 CLRP ID **1171**

HIGHWAY
TRANSIT
BICYCLE OR PEDESTRIAN



NOW AVAILABLE FOR COMMENT

February 11–March 12, 2016

See reverse for details, or visit www.mwcog.org/TPBcomment.

Project Description

This project will expand the District of Columbia’s dedicated bicycle lane network by removing one or more travel lanes for motor vehicles on the following road segments:

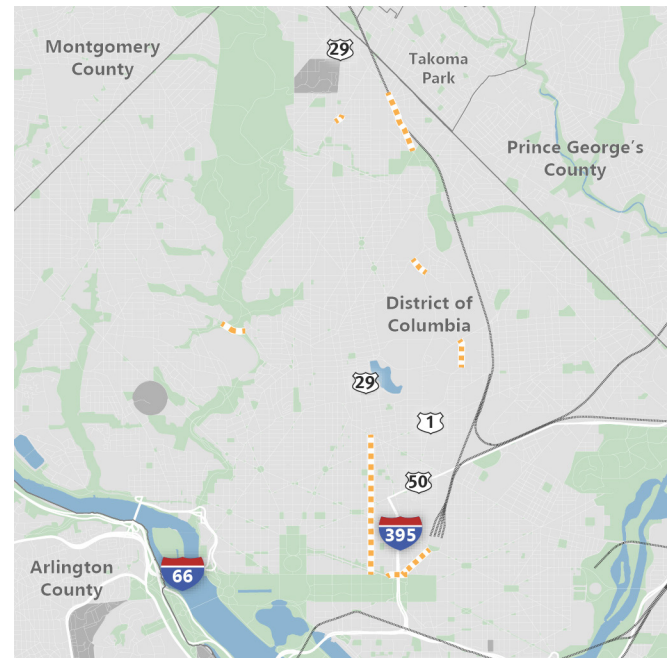
- **4th St NE**, from Lincoln Rd to Harewood Rd
- **Blair Rd NW**, from Peabody St to Aspen St
- **Constitution Ave NW**, from 1st St to Pennsylvania Ave
- **Eastern Downtown Study**, alternatives on 5th, 6th or 9th St. NW
- **Harewood Rd NW**, from Rock Creek Church Rd to North Capitol St
- **Klingle Rd NW**, from Adams Mill Rd to Porter St
- **Louisiana Ave NW**, from Columbus Circle to Constitution Ave NW
- **Piney Branch Rd NW**, from Georgia Ave to Underwood St

Existing Support for this Project

This project has undergone review at the local, state, and/or sub-regional levels and is included in the following approved plans:

- MoveDC**
- Eastern Downtown Protected Bike Lane Study**

See official CLRP Project Description Form for more information about this project.



Goals in the Regional Transportation Priorities Plan that this project supports or advances



GOAL 1

Provide a Range of Transportation Options



GOAL 2

Promote Dynamic Activity Centers



GOAL 3

Ensure System Maintenance, Preservation, and Safety



GOAL 4

Maximize Operational Effectiveness and Safety



GOAL 5

Protect and Enhance the Natural Environment



GOAL 6

Support Interregional and International Travel and Commerce

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

How this project supports or advances goals in the Regional Transportation Priorities Plan

The viability of bicycling as a travel mode—representing an expansion of transportation options (Goal 1)—will be advanced with the implementation of nearly four miles of new bike lanes in the District. The project is particularly supportive of the Priorities Plan’s

call for improved non-motorized circulation within Activity Centers (Goal 2) to make bicycle travel more efficient and safer (Goals 3 and 4). The project further supports emissions reductions (Goal 5).

GOAL 1: PROVIDE A RANGE OF TRANSPORTATION OPTIONS

Provides, enhances, supports, or promotes the following travel mode options:

- Single Driver (SOV) Carpool/HOV
- Metrorail Commuter Rail Streetcar/Light Rail
- BRT Express/Commuter Bus Metrobus Local Bus
- Bicycling** Walking Other
- Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)**

GOAL 2: PROMOTE DYNAMIC ACTIVITY CENTERS

- Begins or ends in an Activity Center**
- Connects two or more Activity Centers**
- Promotes non-auto travel within one or more Activity Centers**

GOAL 3: ENSURE SYSTEM MAINTENANCE, PRESERVATION, AND SAFETY

- Contributes to enhanced system maintenance, preservation, or safety**

GOAL 4: MAXIMIZE OPERATIONAL EFFECTIVENESS AND SAFETY

- Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
- Enhances safety for motorists, transit users, pedestrians, and/or bicyclists**

GOAL 5: PROTECT AND ENHANCE THE NATURAL ENVIRONMENT

Expected to contribute to reductions in emissions of:

- Criteria Pollutants (NOx, VOCs, PM2.5)** **Greenhouse Gases**

GOAL 6: SUPPORT INTERREGIONAL AND INTERNATIONAL TRAVEL AND COMMERCE

Enhances, supports, or promotes the following freight carrier modes:

- Long-haul Truck Local Delivery Rail Air

Enhances, supports, or promotes the following passenger carrier modes:

- Air Amtrak Intercity Passenger Rail Intercity Bus

Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of the CLRP:

- Support Economic Vitality**
- Increase Safety for All Users**
 - Support Homeland and Personal Security
- Increase Accessibility and Mobility of People and/or Freight**
- Protect and Enhance the Environment**
- Enhance Integration and Connectivity**
 - Promote Efficient System Management and Operation
 - Emphasize System Preservation

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- Transportation demand management measures (including growth management and congestion pricing)
- Traffic operational improvements
- Public transportation improvements
- Intelligent Transportation Systems (ITS) technologies
- Other congestion management strategies
- Not applicable**—This project does not increase SOV capacity or is exempt from consideration of alternatives.
- Not yet available—Agencies have until May 6, 2016 to complete the required Congestion Management Documentation.

See the CLRP Congestion Management Documentation Form for more information.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in the CLRP.

The information on this form was last updated on February 4, 2016.



National Capital Region
Transportation Planning Board

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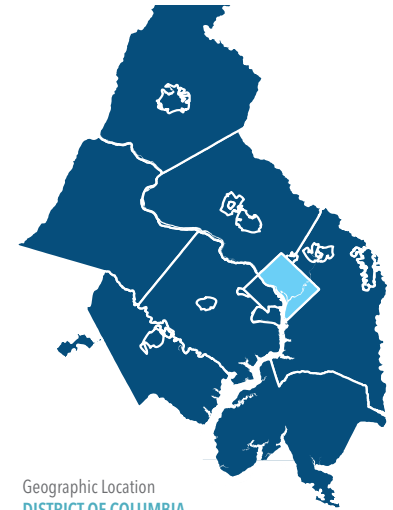
DC STREETCAR: UNION STATION TO GEORGETOWN

Primarily Along the K Street NW Corridor

PROPOSED MAJOR CHANGE
2016 CLRPP AMENDMENT

Basic Project Information

Project Length..... **3.5 miles**
 Anticipated Completion..... **2022**
 Estimated Cost of Construction..... **\$348 million**
 Submitting Agency..... **District of Columbia DOT**
 Anticipated Funding Sources.....
 Federal State **Local** Private Bonds Other
 CLRPP ID..... **3081**



NOW AVAILABLE FOR COMMENT

February 11–March 12, 2016

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Project Description

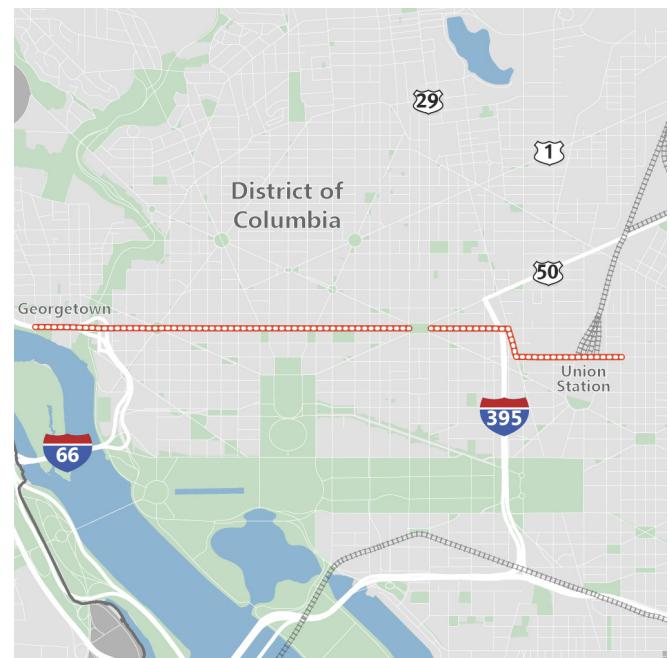
This project will extend the H Street NE streetcar line from Union Station to Georgetown, mainly along the K Street NW corridor. The project was added to the CLRPP in 2014. In this proposed major change, the District Department of Transportation (DDOT) has indicated that travel lanes in each direction on H Street and segments of K Street would be removed and new lanes on New Jersey Avenue and other segments of K Street would be added in order to allow the streetcar to run on an exclusive transitway.

Existing Support for this Project

This project has undergone review at the local, state, and/or sub-regional levels and is included in the following approved plans:

- 2014 Constrained Long-Range Transportation Plan (CLRPP)**
- moveDC**
- Final Alternative Analysis Study Report**

See official CLRPP Project Description Form for more information about this project, or visit the project website at: www.unionstationtogeorgetown.com



Goals in the Regional Transportation Priorities Plan that this project supports or advances



GOAL 1

Provide a Range of Transportation Options



GOAL 2

Promote Dynamic Activity Centers



GOAL 3

Ensure System Maintenance, Preservation, and Safety



GOAL 4

Maximize Operational Effectiveness and Safety



GOAL 5

Protect and Enhance the Natural Environment



GOAL 6

Support Interregional and International Travel and Commerce

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

How this project supports or advances goals in the Regional Transportation Priorities Plan

This 3.5-mile streetcar line will provide a new express travel option (**Goal 1**) and support connections between key Activity Centers (**Goal 2**), including NoMa, Downtown DC, and Georgetown. The project will increase access to Union Station, supporting commuter rail and intercity rail and bus (**Goal 6**). And by

reducing driving and congestion, the project aims to support emissions reductions (**Goal 5**). The Priorities Plan supported street-level transit systems, like streetcars, in jurisdictions that have determined them to be cost-effective and important for mobility, accessibility, and community development.

GOAL 1: PROVIDE A RANGE OF TRANSPORTATION OPTIONS

Provides, enhances, supports, or promotes the following travel mode options:

- Single Driver (SOV) Carpool/HOV
- Metrorail **Commuter Rail** **Streetcar/Light Rail**
- BRT Express/Commuter Bus Metrobus Local Bus
- Bicycling Walking Other
- Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)

GOAL 2: PROMOTE DYNAMIC ACTIVITY CENTERS

- Begins or ends in an Activity Center**
- Connects two or more Activity Centers**
- Promotes non-auto travel within one or more Activity Centers**

GOAL 3: ENSURE SYSTEM MAINTENANCE, PRESERVATION, AND SAFETY

- Contributes to enhanced system maintenance, preservation, or safety

GOAL 4: MAXIMIZE OPERATIONAL EFFECTIVENESS AND SAFETY

- Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
- Enhances safety for motorists, transit users, pedestrians, and/or bicyclists

GOAL 5: PROTECT AND ENHANCE THE NATURAL ENVIRONMENT

Expected to contribute to reductions in emissions of:

- Criteria Pollutants (NOx, VOCs, PM2.5)** **Greenhouse Gases**

GOAL 6: SUPPORT INTERREGIONAL AND INTERNATIONAL TRAVEL AND COMMERCE

Enhances, supports, or promotes the following freight carrier modes:

- Long-haul Truck Local Delivery Rail Air

Enhances, supports, or promotes the following passenger carrier modes:

- Air **Amtrak Intercity Passenger Rail** **Intercity Bus**

Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of the CLRP:

- Support Economic Vitality**
 - Increase Safety for All Users
 - Support Homeland and Personal Security
- Increase Accessibility and Mobility of People and/or Freight**
- Protect and Enhance the Environment**
- Enhance Integration and Connectivity**
- Promote Efficient System Management and Operation**
 - Emphasize System Preservation

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- Transportation demand management measures (including growth management and congestion pricing)
- Traffic operational improvements
- Public transportation improvements
- Intelligent Transportation Systems (ITS) technologies
- Other congestion management strategies
- Not applicable**—This project does not increase SOV capacity or is exempt from consideration of alternatives.
- Not yet available—Agencies have until May 6, 2016 to complete the required Congestion Management Documentation.

See the CLRP Congestion Management Documentation Form for more information.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in the CLRP.

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National Capital Region
Transportation Planning Board

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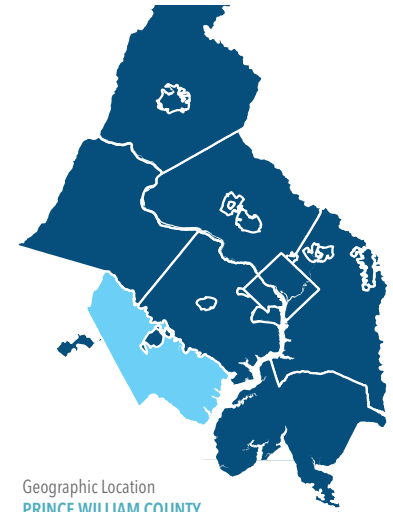
VRE HAYMARKET EXTENSION

From Manassas VRE Station to Gainesville/Haymarket

**PROPOSED
MAJOR ADDITION**
2016 CLRP AMENDMENT

Basic Project Information

Project Length..... **11 miles**
 Anticipated Completion..... **2022**
 Estimated Cost of Construction **\$433 million**
 Submitting Agency..... **Virginia DOT**
 Anticipated Funding Sources.....
 Federal **State** **Local** **Private** Bonds **Other**
 CLRP ID **2420**



NOW AVAILABLE FOR COMMENT

February 11–March 12, 2016

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Project Description

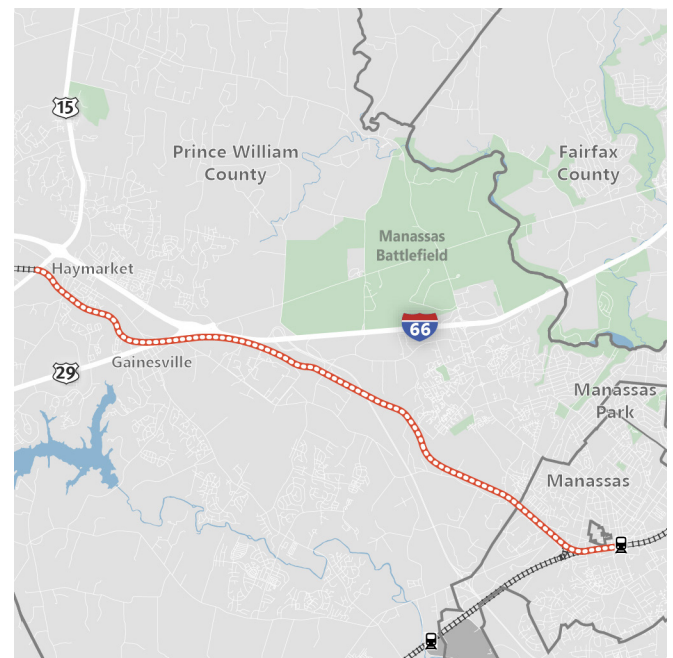
This project will extend the Virginia Railway Express (VRE) Manassas Line by approximately 11 miles to Gainesville and Haymarket. The project includes up to three new stations with platforms, bicycle and pedestrian access, and park-and-ride lots. The project also includes the purchase of additional railcars, expansion of equipment storage and yard facilities, widening of existing right-of-way, and real-time information on parking availability and train arrival. An alternatives analysis and environmental impact study are currently underway.

Existing Support for this Project

This project has undergone review at the local, state, and/or sub-regional levels and is included in the following approved plans:

- Prince William County Comprehensive Plan Transportation Element**
- Town of Haymarket Comprehensive Plan**
- City of Manassas Comprehensive Plan**
- NVTA TransAction 2040 Project List**

See official CLRP Project Description Form for more information about this project, or visit the project website at: www.vre.org/ghx



Goals in the Regional Transportation Priorities Plan that this project supports or advances



GOAL 1

Provide a Range of Transportation Options



GOAL 2

Promote Dynamic Activity Centers



GOAL 3

Ensure System Maintenance, Preservation, and Safety



GOAL 4

Maximize Operational Effectiveness and Safety



GOAL 5

Protect and Enhance the Natural Environment



GOAL 6

Support Interregional and International Travel and Commerce

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

How this project supports or advances goals in the Regional Transportation Priorities Plan

The 11-mile Manassas Line extension will offer VRE services to more residents, eliminate crowding and serve future markets – key components that will expand transportation options (Goal 1). The project will also connect Activity Centers (Goal 2), which are focal points

for economic opportunity and growth. And by reducing congestion and driving, the extension will support emissions reductions (Goal 5) and boost efficient freight movement on both roads and rail (Goal 6).

GOAL 1: PROVIDE A RANGE OF TRANSPORTATION OPTIONS

Provides, enhances, supports, or promotes the following travel mode options:

- Single Driver (SOV) **Carpool/HOV**
- Metrorail **Commuter Rail** Streetcar/Light Rail
- BRT Express/Commuter Bus Metrobus Local Bus
- Bicycling** **Walking** **Other**
- Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)**

GOAL 2: PROMOTE DYNAMIC ACTIVITY CENTERS

- Begins or ends in an Activity Center**
- Connects two or more Activity Centers**
- Promotes non-auto travel within one or more Activity Centers

GOAL 3: ENSURE SYSTEM MAINTENANCE, PRESERVATION, AND SAFETY

- Contributes to enhanced system maintenance, preservation, or safety

GOAL 4: MAXIMIZE OPERATIONAL EFFECTIVENESS AND SAFETY

- Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
- Enhances safety for motorists, transit users, pedestrians, and/or bicyclists**

GOAL 5: PROTECT AND ENHANCE THE NATURAL ENVIRONMENT

Expected to contribute to reductions in emissions of:

- Criteria Pollutants (NOx, VOCs, PM2.5)** **Greenhouse Gases**

GOAL 6: SUPPORT INTERREGIONAL AND INTERNATIONAL TRAVEL AND COMMERCE

Enhances, supports, or promotes the following freight carrier modes:

- Long-haul Truck** Local Delivery **Rail** Air

Enhances, supports, or promotes the following passenger carrier modes:

- Air Amtrak Intercity Passenger Rail Intercity Bus

Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of the CLRP:

- Support Economic Vitality**
- Increase Safety for All Users**
- Support Homeland and Personal Security**
- Increase Accessibility and Mobility of People and/or Freight**
- Protect and Enhance the Environment**
- Enhance Integration and Connectivity**
- Promote Efficient System Management and Operation
- Emphasize System Preservation

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- Transportation demand management measures (including growth management and congestion pricing)
- Traffic operational improvements
- Public transportation improvements
- Intelligent Transportation Systems (ITS) technologies
- Other congestion management strategies
- Not applicable**—This project does not increase SOV capacity or is exempt from consideration of alternatives.
- Not yet available—Agencies have until May 6, 2016 to complete the required Congestion Management Documentation.

See the CLRP Congestion Management Documentation Form for more information.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in the CLRP.

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National Capital Region
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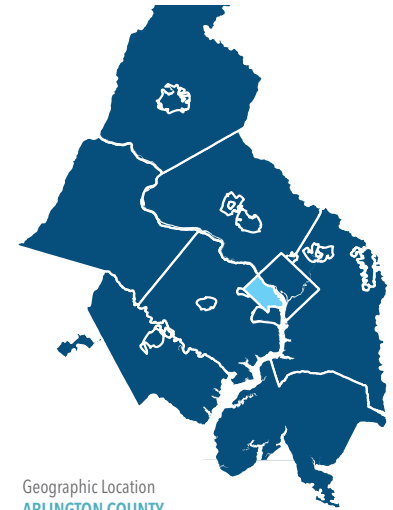
CRYSTAL CITY TRANSITWAY: NORTHERN EXTENSION

From Crystal City Metro Station to Pentagon City Metro Station

**PROPOSED
MAJOR ADDITION**
2016 CLRP AMENDMENT

Basic Project Information

Project Length..... **1 mile**
 Anticipated Completion..... **2023**
 Estimated Cost of Construction **\$24 million**
 Submitting Agency..... **Virginia DOT**
 Anticipated Funding Sources.....
 Federal **State** **Local** **Private** Bonds **Other**
 CLRP ID **3521**



NOW AVAILABLE FOR COMMENT

February 11–March 12, 2016

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Project Description

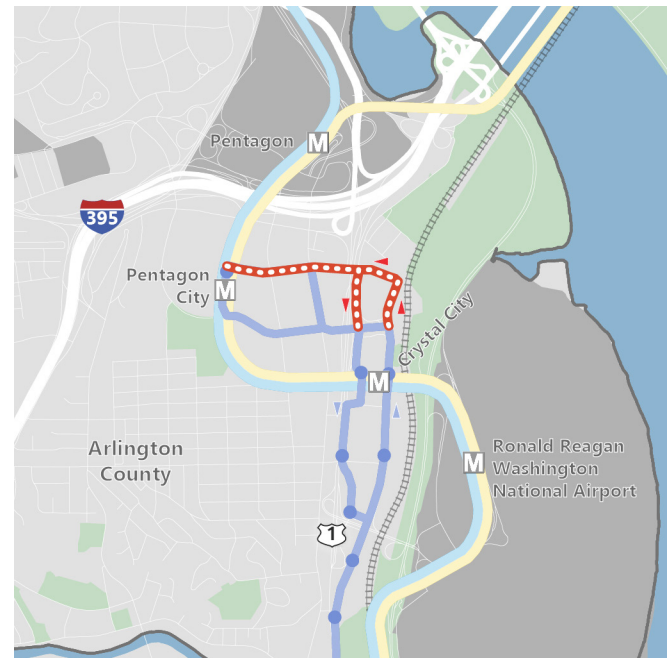
This project will extend the existing Metroway bus rapid transit (BRT) line from the Crystal City Metro Station north to the Pentagon City Metro Station. The extension will follow Clark Street and Crystal Drive as far as 12th Street South, at which point it will turn left and continue to South Hayes Street. The project includes construction of three new BRT stations along the route, as well as construction of a new one-block segment of 12th Street South.

Existing Support for this Project

This project has undergone review at the local, state, and/or sub-regional levels and is included in the following approved plans:

Pending

See official CLRP Project Description Form for more information about this project, or visit the project website at: www.metrowayva.com



Goals in the Regional Transportation Priorities Plan that this project supports or advances



GOAL 1

Provide a Range of Transportation Options



GOAL 2

Promote Dynamic Activity Centers



GOAL 3

Ensure System Maintenance, Preservation, and Safety



GOAL 4

Maximize Operational Effectiveness and Safety



GOAL 5

Protect and Enhance the Natural Environment



GOAL 6

Support Interregional and International Travel and Commerce

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

How this project supports or advances goals in the Regional Transportation Priorities Plan

The Priorities Plan specifically called for cost-effective transit alternatives like bus rapid transit (BRT) that approach the speed, frequency, and reliability of heavy rail, but at a fraction of the cost. This BRT extension will expand transportation choice (Goal 1) by providing a new express transit option and improving the accessibility of non-motorized

modes and other transit. By adding dedicated transit lanes and a new street segment, the project will connect Activity Centers and promote circulation within them (Goal 2). It will also maximize use of existing infrastructure without adding new capacity (Goal 4), while reducing emissions (Goal 5) and supporting local delivery freight (Goal 6).

GOAL 1: PROVIDE A RANGE OF TRANSPORTATION OPTIONS

Provides, enhances, supports, or promotes the following travel mode options:

- Single Driver (SOV) Carpool/HOV
- Metrorail Commuter Rail Streetcar/Light Rail
- BRT Express/Commuter Bus Metrobus Local Bus
- Bicycling Walking Other
- Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)

GOAL 2: PROMOTE DYNAMIC ACTIVITY CENTERS

- Begins or ends in an Activity Center
- Connects two or more Activity Centers
- Promotes non-auto travel within one or more Activity Centers

GOAL 3: ENSURE SYSTEM MAINTENANCE, PRESERVATION, AND SAFETY

- Contributes to enhanced system maintenance, preservation, or safety

GOAL 4: MAXIMIZE OPERATIONAL EFFECTIVENESS AND SAFETY

- Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
- Enhances safety for motorists, transit users, pedestrians, and/or bicyclists

GOAL 5: PROTECT AND ENHANCE THE NATURAL ENVIRONMENT

Expected to contribute to reductions in emissions of:

- Criteria Pollutants (NOx, VOCs, PM2.5) Greenhouse Gases

GOAL 6: SUPPORT INTERREGIONAL AND INTERNATIONAL TRAVEL AND COMMERCE

Enhances, supports, or promotes the following freight carrier modes:

- Long-haul Truck Local Delivery Rail Air

Enhances, supports, or promotes the following passenger carrier modes:

- Air Amtrak Intercity Passenger Rail Intercity Bus

Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of the CLRP:

- Support Economic Vitality
- Increase Safety for All Users
 - Support Homeland and Personal Security
- Increase Accessibility and Mobility of People and/or Freight
- Protect and Enhance the Environment
- Enhance Integration and Connectivity
- Promote Efficient System Management and Operation
 - Emphasize System Preservation

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- Transportation demand management measures (including growth management and congestion pricing)
- Traffic operational improvements
- Public transportation improvements
- Intelligent Transportation Systems (ITS) technologies
- Other congestion management strategies
- Not applicable—This project does not increase SOV capacity or is exempt from consideration of alternatives.
- Not yet available—Agencies have until May 6, 2016 to complete the required Congestion Management Documentation.

See the CLRP Congestion Management Documentation Form for more information.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in the CLRP.

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I-395 EXPRESS LANES

Inside the Capital Beltway (Turkeycock Run to vicinity of Eads Street)

**PROPOSED
MAJOR ADDITION**
2016 CLRP AMENDMENT

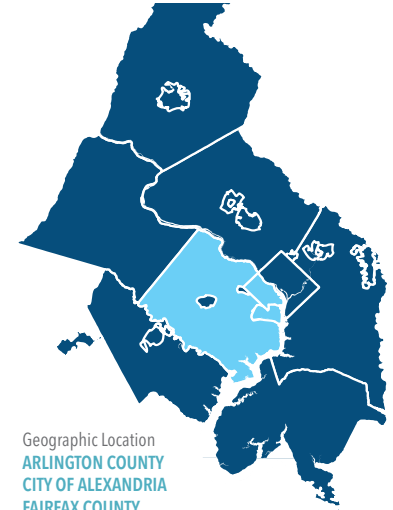
Basic Project Information

Project Length..... **8 miles**
 Anticipated Completion..... **2019**
 Estimated Cost of Construction **\$220 million**
 Submitting Agency..... **Virginia DOT**
 Anticipated Funding Sources.....
 Federal State Local **Private** Bonds Other
 CLRP ID **3525**

HIGHWAY

TRANSIT

BICYCLE OR PEDESTRIAN



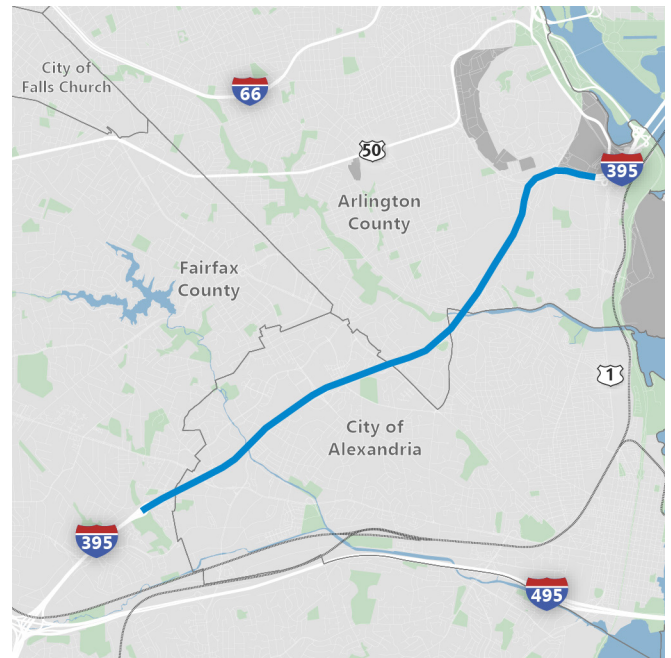
NOW AVAILABLE FOR COMMENT

February 11–March 12, 2016

See reverse for details, or visit www.mwcog.org/TPBcomment.

Project Description

This project will convert and reconfigure the two existing reversible high-occupancy vehicle (HOV) lanes on I-395 inside the Capital Beltway to a three-lane, reversible high-occupancy/toll (HOT) facility (“Express Lanes”). The project will provide a seamless connection from the I-95 Express Lanes to the vicinity of Eads Street in Arlington. This conversion was originally added to the CLRP in 2007 but was removed in 2011. The 2014 opening of the I-95 Express Lanes has led to renewed interest in this project. Travel demand management and enhanced transit services are currently being developed and are expected in the next update of the CLRP. Toll revenue will be used in part to fund transit services.



Existing Support for this Project

This project has undergone review at the local, state, and/or sub-regional levels and is included in the following approved plans:

Pending

See official CLRP Project Description Form for more information about this project.

Goals in the Regional Transportation Priorities Plan that this project supports or advances



GOAL 1

Provide a Range of Transportation Options



GOAL 2

Promote Dynamic Activity Centers



GOAL 3

Ensure System Maintenance, Preservation, and Safety



GOAL 4

Maximize Operational Effectiveness and Safety



GOAL 5

Protect and Enhance the Natural Environment



GOAL 6

Support Interregional and International Travel and Commerce

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

How this project supports or advances goals in the Regional Transportation Priorities Plan

The Priorities Plan called upon the region to use tolling and pricing mechanisms to manage road congestion and raise revenue, and this project adds another key component to the region's express lane network. The I-395 Express Lanes will expand transportation

choices (**Goal 1**) by providing free-flowing travel lanes to solo drivers who pay tolls, carpools, and express bus services. The 8-mile project connects several Activity Centers, which are the region's primary engines for economic growth and opportunity (**Goal 2**).

GOAL 1: PROVIDE A RANGE OF TRANSPORTATION OPTIONS

Provides, enhances, supports, or promotes the following travel mode options:

- Single Driver (SOV)** **Carpool/HOV**
- Metrorail Commuter Rail Streetcar/Light Rail
- BRT** **Express/Commuter Bus** **Metrobus** **Local Bus**
- Bicycling Walking Other
- Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)**

GOAL 2: PROMOTE DYNAMIC ACTIVITY CENTERS

- Begins or ends in an Activity Center**
- Connects two or more Activity Centers**
- Promotes non-auto travel within one or more Activity Centers**

GOAL 3: ENSURE SYSTEM MAINTENANCE, PRESERVATION, AND SAFETY

- Contributes to enhanced system maintenance, preservation, or safety**

GOAL 4: MAXIMIZE OPERATIONAL EFFECTIVENESS AND SAFETY

- Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
- Enhances safety for motorists, transit users, pedestrians, and/or bicyclists

GOAL 5: PROTECT AND ENHANCE THE NATURAL ENVIRONMENT

- Expected to contribute to reductions in emissions of:
- Criteria Pollutants (NO_x, VOCs, PM_{2.5}) Greenhouse Gases

GOAL 6: SUPPORT INTERREGIONAL AND INTERNATIONAL TRAVEL AND COMMERCE

Enhances, supports, or promotes the following freight carrier modes:

- Long-haul Truck** **Local Delivery** Rail Air

Enhances, supports, or promotes the following passenger carrier modes:

- Air Amtrak Intercity Passenger Rail **Intercity Bus**

Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of the CLRP:

- Support Economic Vitality**
- Increase Safety for All Users**
- Support Homeland and Personal Security**
- Increase Accessibility and Mobility of People and/or Freight**
- Protect and Enhance the Environment
- Enhance Integration and Connectivity**
- Promote Efficient System Management and Operation**
- Emphasize System Preservation

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- Transportation demand management measures (including growth management and congestion pricing)
- Traffic operational improvements
- Public transportation improvements
- Intelligent Transportation Systems (ITS) technologies
- Other congestion management strategies
- Not applicable—This project does not increase SOV capacity or is exempt from consideration of alternatives.
- Not yet available**—Agencies have until May 6, 2016 to complete the required Congestion Management Documentation.

See the CLRP Congestion Management Documentation Form for more information.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in the CLRP.

The information on this form was last updated on February 4, 2016.

Comment on this project or the 2016 CLRP Amendment

• **February 11–March 12, 2016**

Comment on projects before they are included in the federally required Air Quality Conformity Analysis.



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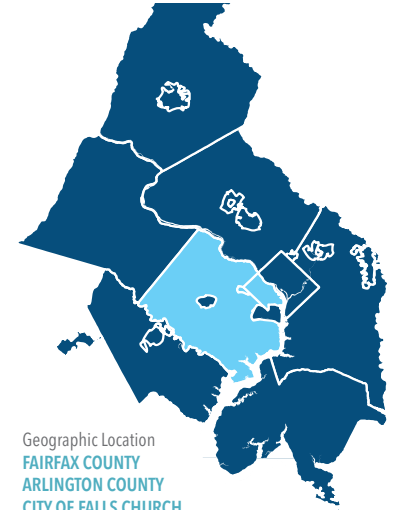
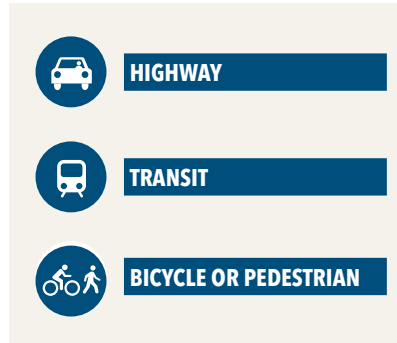
I-66 MULTIMODAL IMPROVEMENTS

Inside the Capital Beltway

PROPOSED MAJOR CHANGE
2016 CLRP AMENDMENT

Basic Project Information

Project Length..... **10 miles**
 Anticipated Completion.....**2017, 2020, 2040**
 Estimated Cost of Construction.....**\$375 million**
 Submitting Agency.....**Virginia DOT**
 Anticipated Funding Sources.....
 Federal **State** Local Private **Bonds** **Other**
 CLRP ID..... **3484**



NOW AVAILABLE FOR COMMENT

February 11–March 12, 2016

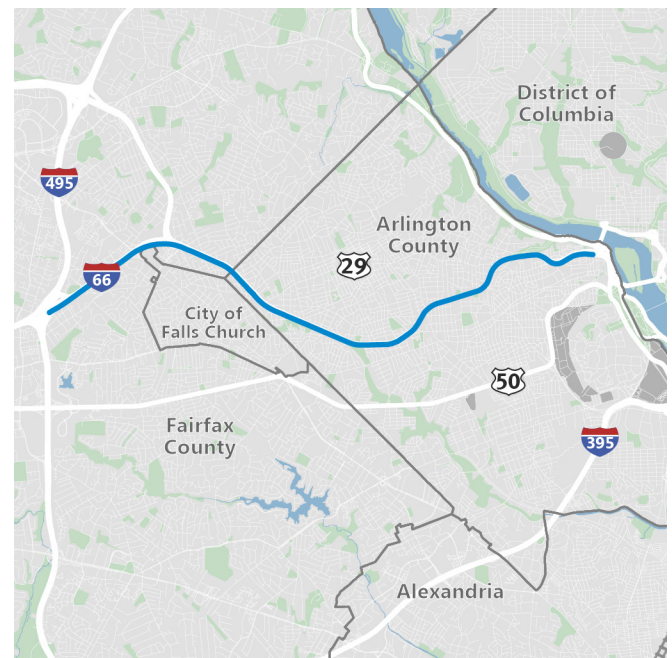
See reverse for details, or visit www.mwcog.org/TPBcomment.

Project Description

This project will convert I-66 inside the Capital Beltway to high-occupancy/toll (HOT) lanes (“Express Lanes”) and widen certain segments (see schedule below). The project also includes enhanced bus service and numerous bicycle, pedestrian, and other multimodal improvements in the corridor.

- **In 2017:** Begin HOT-2+ during peak periods in peak direction
- **By 2020:** Widen EB I-66 from Dulles Toll Rd to Fairfax Dr (near Ballston)
- **In 2021:** Begin HOT-3+ during peak periods in peak direction
- **In 2040:** Expand HOT-3+ during peak periods to both directions
- **By 2040:** Widen WB I-66 from Sycamore St to Washington Blvd

This project was added to the CLRP in 2015. This proposed change alters the scope and timing of the tolling and lane widenings through 2040.



Existing Support for this Project

This project has undergone review at the local, state, and/or sub-regional levels and is included in the following approved plans:

- I-66 Multimodal Study Inside the Beltway**
- 2015 Constrained Long-Range Transportation Plan (CLRP) Amendment**

See official CLRP Project Description Form for more information about this project, or visit the project website at: www.Transform66.org

Goals in the Regional Transportation Priorities Plan that this project supports or advances



GOAL 1

Provide a Range of Transportation Options



GOAL 2

Promote Dynamic Activity Centers



GOAL 3

Ensure System Maintenance, Preservation, and Safety



GOAL 4

Maximize Operational Effectiveness and Safety



GOAL 5

Protect and Enhance the Natural Environment



GOAL 6

Support Interregional and International Travel and Commerce

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

How this project supports or advances goals in the Regional Transportation Priorities Plan

This project is designed to expand transportation choices by introducing a new travel option—Express Lanes—to the I-66 corridor while supporting other transportation modes (Goal 1), including carpooling, express buses, bicycling, and walking. The 10-mile project forms a key link in a network of recent and forthcoming priced-lane projects in the

region, which is consistent with the Priorities Plan’s call for the consideration of express toll facilities. It also supports the Priorities Plan strategy of making targeted roadway improvements that provide congestion relief for drivers in key locations. In addition to the first goal, the project supports aspects of all the other goals in the Priorities Plan.

GOAL 1: PROVIDE A RANGE OF TRANSPORTATION OPTIONS

Provides, enhances, supports, or promotes the following travel mode options:

- Single Driver (SOV)** **Carpool/HOV**
- Metrail** **Commuter Rail** **Streetcar/Light Rail**
- BRT** **Express/Commuter Bus** **Metrobus** **Local Bus**
- Bicycling** **Walking** **Other**
- Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)**

GOAL 2: PROMOTE DYNAMIC ACTIVITY CENTERS

- Begins or ends in an Activity Center**
- Connects two or more Activity Centers**
- Promotes non-auto travel within one or more Activity Centers**

GOAL 3: ENSURE SYSTEM MAINTENANCE, PRESERVATION, AND SAFETY

- Contributes to enhanced system maintenance, preservation, or safety**

GOAL 4: MAXIMIZE OPERATIONAL EFFECTIVENESS AND SAFETY

- Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
- Enhances safety for motorists, transit users, pedestrians, and/or bicyclists**

GOAL 5: PROTECT AND ENHANCE THE NATURAL ENVIRONMENT

- Expected to contribute to reductions in emissions of:
- Criteria Pollutants (NOx, VOCs, PM2.5)** **Greenhouse Gases**

GOAL 6: SUPPORT INTERREGIONAL AND INTERNATIONAL TRAVEL AND COMMERCE

Enhances, supports, or promotes the following freight carrier modes:

- Long-haul Truck Local Delivery Rail Air

Enhances, supports, or promotes the following passenger carrier modes:

- Air Amtrak Intercity Passenger Rail **Intercity Bus**

Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of the CLRP:

- Support Economic Vitality**
- Increase Safety for All Users**
- Support Homeland and Personal Security**
- Increase Accessibility and Mobility of People and/or Freight**
- Protect and Enhance the Environment**
- Enhance Integration and Connectivity**
- Promote Efficient System Management and Operation**
- Emphasize System Preservation**

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- Transportation demand management measures (including growth management and congestion pricing)**
- Traffic operational improvements**
- Public transportation improvements**
- Intelligent Transportation Systems (ITS) technologies**
- Other congestion management strategies
- Not applicable—This project does not increase SOV capacity or is exempt from consideration of alternatives.
- Not yet available—Agencies have until May 6, 2016 to complete the required Congestion Management Documentation.

See the CLRP Congestion Management Documentation Form for more information.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in the CLRP.

The information on this form was last updated on February 4, 2016.



National Capital Region
Transportation Planning Board

Comment on this project or the 2016 CLRP Amendment

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I-66 CORRIDOR IMPROVEMENTS

Outside the Capital Beltway

PROPOSED MAJOR CHANGE
2016 CLRPP AMENDMENT

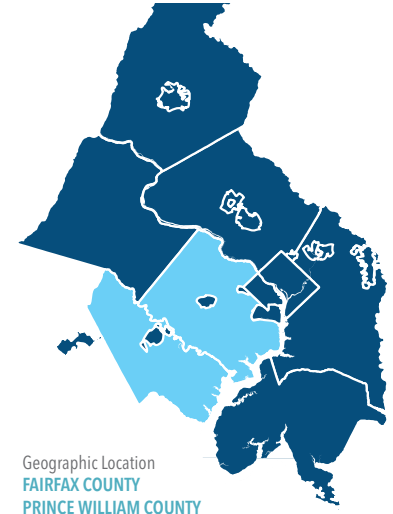
Basic Project Information

Project Length..... **26 miles**
 Anticipated Completion..... **2021, 2040**
 Estimated Cost of Construction **\$2-3 billion**
 Submitting Agency..... **Virginia DOT**
 Anticipated Funding Sources.....
 Federal **State** **Local** **Private** **Bonds** **Other**
 CLRPP ID **3448**

HIGHWAY

TRANSIT

BICYCLE OR PEDESTRIAN



NOW AVAILABLE FOR COMMENT

February 11–March 12, 2016

See reverse for details, or visit www.mwcog.org/TPBcomment.

Project Description

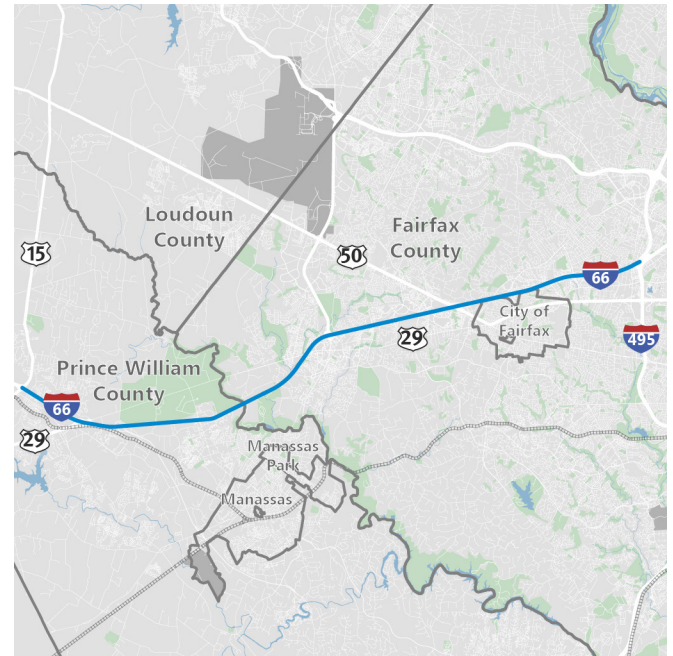
This project will add two new high-occupancy/toll (HOT) lanes (“Express Lanes”) in either direction to I-66 outside the Capital Beltway. One lane will be added new while the other will come from converting the existing high-occupancy vehicle (HOV) lane. Vehicles with three or more occupants (HOV-3+) will get to use the lanes for free while those not meeting the occupancy requirement will pay a toll. The project also includes new park-and-ride lots and enhanced express bus service in the corridor. The project was added to the CLRPP in 2015. This proposed major change includes various ramp movement modifications, but no major policy or facility changes.

Existing Support for this Project

This project has undergone review at the local, state, and/or sub-regional levels and is included in the following approved plans:

- 2015 Constrained Long-Range Transportation Plan (CLRPP) Amendment**

See official CLRPP Project Description Form for more information about this project, or visit the project website at: www.Transform66.org



Goals in the Regional Transportation Priorities Plan that this project supports or advances



GOAL 1

Provide a Range of Transportation Options



GOAL 2

Promote Dynamic Activity Centers



GOAL 3

Ensure System Maintenance, Preservation, and Safety



GOAL 4

Maximize Operational Effectiveness and Safety



GOAL 5

Protect and Enhance the Natural Environment



GOAL 6

Support Interregional and International Travel and Commerce

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

How this project supports or advances goals in the Regional Transportation Priorities Plan

The extension of Express Lanes on I-66 outside the Capital Beltway supports a variety of transportation options by providing congestion-free travel for solo drivers who pay tolls, as well as for carpoolers and express bus services (Goal 1). The 26-mile project is consistent with the Priorities Plan's call for the use of pricing mechanisms to manage road

congestion and raise revenue, especially when building new lanes or roads—that is, when expanding capacity. The project forms a key link in an emerging network of recent and forthcoming priced-lane projects. It supports aspects of all the Priorities Plan goals, ranging from connecting Activity Centers to enhancing safety to reducing emissions.

GOAL 1: PROVIDE A RANGE OF TRANSPORTATION OPTIONS

Provides, enhances, supports, or promotes the following travel mode options:

- Single Driver (SOV) Carpool/HOV
- Metrorail Commuter Rail Streetcar/Light Rail
- BRT Express/Commuter Bus Metrobus Local Bus
- Bicycling Walking Other
- Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)

GOAL 2: PROMOTE DYNAMIC ACTIVITY CENTERS

- Begins or ends in an Activity Center
- Connects two or more Activity Centers
- Promotes non-auto travel within one or more Activity Centers

GOAL 3: ENSURE SYSTEM MAINTENANCE, PRESERVATION, AND SAFETY

- Contributes to enhanced system maintenance, preservation, or safety

GOAL 4: MAXIMIZE OPERATIONAL EFFECTIVENESS AND SAFETY

- Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
- Enhances safety for motorists, transit users, pedestrians, and/or bicyclists

GOAL 5: PROTECT AND ENHANCE THE NATURAL ENVIRONMENT

Expected to contribute to reductions in emissions of:

- Criteria Pollutants (NOx, VOCs, PM2.5) Greenhouse Gases

GOAL 6: SUPPORT INTERREGIONAL AND INTERNATIONAL TRAVEL AND COMMERCE

Enhances, supports, or promotes the following freight carrier modes:

- Long-haul Truck Local Delivery Rail Air

Enhances, supports, or promotes the following passenger carrier modes:

- Air Amtrak Intercity Passenger Rail Intercity Bus

Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of the CLRP:

- Support Economic Vitality
- Increase Safety for All Users
- Support Homeland and Personal Security
- Increase Accessibility and Mobility of People and/or Freight
- Protect and Enhance the Environment
- Enhance Integration and Connectivity
- Promote Efficient System Management and Operation
- Emphasize System Preservation

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- Transportation demand management measures (including growth management and congestion pricing)
- Traffic operational improvements
- Public transportation improvements
- Intelligent Transportation Systems (ITS) technologies
- Other congestion management strategies
- Not applicable—This project does not increase SOV capacity or is exempt from consideration of alternatives.
- Not yet available—Agencies have until May 6, 2016 to complete the required Congestion Management Documentation.

See the CLRP Congestion Management Documentation Form for more information.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in the CLRP.

The information on this form was last updated on February 4, 2016.





Comment on this project or the 2016 CLRP Amendment

• February 11–March 12, 2016


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VA 28 HOV AND WIDENING

From I-66 to the Dulles Toll Road

**PROPOSED
MAJOR CHANGE**
2016 CLRPP AMENDMENT

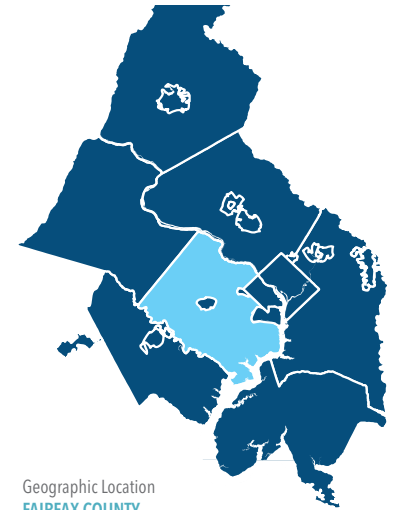
Basic Project Information

Project Length.....**8 miles**
 Anticipated Completion.....**2021, 2025, 2040**
 Estimated Cost of Construction.....**\$100 million**
 Submitting Agencies.....**Fairfax County, Virginia DOT**
 Anticipated Funding Sources.....
 Federal **State** **Local** Private Bonds **Other**
 CLRPP ID..... **1734**

HIGHWAY

TRANSIT

BICYCLE OR PEDESTRIAN



NOW AVAILABLE FOR COMMENT

February 11–March 12, 2016

See reverse for details, or visit www.mwcog.org/TPBcomment.

Project Description

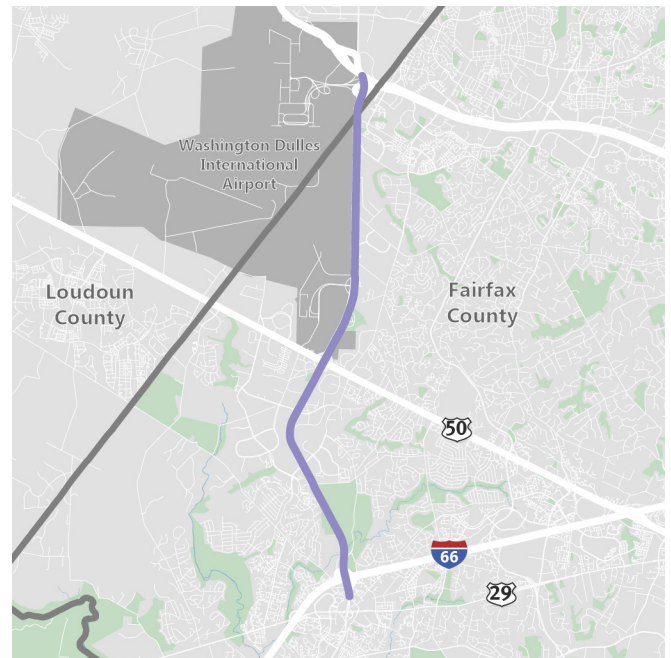
This project will create high-occupancy vehicle (HOV) lanes on VA Route 28 (Sully Rd) between I-66 and the Dulles Toll Road by 2040 by converting one general purpose lane in either direction to HOV. The project will also add a new auxiliary lane in either direction on a 2-mile stretch between I-66 and Westfields Blvd by 2021. This project is part of a larger project to widen VA 28 from 6 to 8 lanes between I-66 and VA Route 7 which has been in the CLRPP since 2004. The addition of auxiliary lanes between I-66 and Westfields Blvd will bring the total number of lanes on that segment to 10.

Existing Support for this Project

This project has undergone review at the local, state, and/or sub-regional levels and is included in the following approved plans:

- Fairfax County Transportation Plan**

See official CLRPP Project Description Form for more information about this project, or visit the project website at: www.28freeway.com



Goals in the Regional Transportation Priorities Plan that this project supports or advances



GOAL 1

Provide a Range of Transportation Options



GOAL 2

Promote Dynamic Activity Centers



GOAL 3

Ensure System Maintenance, Preservation, and Safety



GOAL 4

Maximize Operational Effectiveness and Safety



GOAL 5

Protect and Enhance the Natural Environment



GOAL 6

Support Interregional and International Travel and Commerce

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

How this project supports or advances goals in the Regional Transportation Priorities Plan

This 8-mile road widening will connect four Activity Centers (Goal 2) along a heavily congested circumferential corridor. TPB and COG policies have long emphasized the importance of improving transportation connections between Activity Centers, which are anticipated to attract 75 percent of the region's new jobs over the next 25 years.

The VA 28 project will also expand transportation options in the corridor (Goal 1) by providing carpool lanes in each direction by 2040. In addition, the project will improve access to Dulles Airport, supporting interregional and international travel and commerce. (Goal 6).

GOAL 1: PROVIDE A RANGE OF TRANSPORTATION OPTIONS

Provides, enhances, supports, or promotes the following travel mode options:

- Single Driver (SOV)** **Carpool/HOV**
- Metrorail Commuter Rail Streetcar/Light Rail
- BRT Express/Commuter Bus Metrobus Local Bus
- Bicycling Walking Other
- Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)

GOAL 2: PROMOTE DYNAMIC ACTIVITY CENTERS

- Begins or ends in an Activity Center**
- Connects two or more Activity Centers**
- Promotes non-auto travel within one or more Activity Centers

GOAL 3: ENSURE SYSTEM MAINTENANCE, PRESERVATION, AND SAFETY

- Contributes to enhanced system maintenance, preservation, or safety

GOAL 4: MAXIMIZE OPERATIONAL EFFECTIVENESS AND SAFETY

- Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
- Enhances safety for motorists, transit users, pedestrians, and/or bicyclists

GOAL 5: PROTECT AND ENHANCE THE NATURAL ENVIRONMENT

- Expected to contribute to reductions in emissions of:
- Criteria Pollutants (NOx, VOCs, PM2.5) Greenhouse Gases

GOAL 6: SUPPORT INTERREGIONAL AND INTERNATIONAL TRAVEL AND COMMERCE

Enhances, supports, or promotes the following freight carrier modes:

- Long-haul Truck** **Local Delivery** Rail **Air**

Enhances, supports, or promotes the following passenger carrier modes:

- Air** Amtrak Intercity Passenger Rail Intercity Bus

Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of the CLRPP:

- Support Economic Vitality
- Increase Safety for All Users
- Support Homeland and Personal Security
- Increase Accessibility and Mobility of People and/or Freight**
- Protect and Enhance the Environment
- Enhance Integration and Connectivity**
- Promote Efficient System Management and Operation**
- Emphasize System Preservation

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- Transportation demand management measures (including growth management and congestion pricing)
- Traffic operational improvements
- Public transportation improvements
- Intelligent Transportation Systems (ITS) technologies
- Other congestion management strategies
- Not applicable—This project does not increase SOV capacity or is exempt from consideration of alternatives.
- Not yet available**—Agencies have until May 6, 2016 to complete the required Congestion Management Documentation.

See the CLRPP Congestion Management Documentation Form for more information.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in the CLRPP.

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National Capital Region
Transportation Planning Board

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FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



BASIC PROJECT INFORMATION

1. Submitting Agency: District Department of Transportation
2. Secondary Agency: Policy, Planning and Sustainability Administration (PPSA)
3. Agency Project ID: PM0G6A
4. Project Type: Interstate Primary Secondary Urban Bridge Bike/Ped Transit CMAQ
 ITS Enhancement Other Federal Lands Highways Program
 Human Service Transportation Coordination TERMS
5. Category: System Expansion; System Maintenance; Operational Program; Study; Other
6. Project Name: *16th Street NW Transit Priority Implementation*

Prefix	Route	Name	Modifier
		16 th Street NW	
		H Street NW	
		Arkansas Avenue NW	

7. Facility:
8. From (at):
9. To:
10. Description: This project is the implementation of the recommended alternative from the 16th Street NW Transit Priority Planning Study. The corridor will be reconstructed as shown in the recommended alternative (attached). The reconstruction will add peak-hour peak-direction bus lanes and a fifth lane from W Street to O Street and K Street to H Street. The curb-to-curb street width is anticipated to remain unchanged. The existing center reversible lane will be extended the full length of the corridor. Improvements will be made at the bus stops, including installation of additional shelters, creation of additional waiting areas, and the installation of off-board fare payment kiosks. Pedestrian improvements will also be made, including installation of ADA ramps and the addition of several crosswalks, to improve safe access to the bus stops.
11. Projected Completion Year: 2021
12. Project Manager: Megan Kanagy
13. Project Manager E-Mail: megan.kanagy@dc.gov
14. Project Information URL: <http://ddot.dc.gov/page/16th-street-nw-transit-priority-planning-study>
15. Total Miles: *2.7 miles*
16. Schematic (file upload): *see attached*
17. State/Local Project Standing (file upload): A year-long planning study will be completed in early 2016.
18. Jurisdictions: *District of Columbia ANCs 1A, 1B, 1C, 1D, 2A, 2B, 2C, 2F, 4A, 4C*
19. Baseline Cost (in Thousands): \$6,000 cost estimate as of 01/20/2016
20. Amended Cost (in Thousands): cost estimate as of MM/DD/YYYY
21. Funding Sources: Federal; State; Local; Private; Bonds; Other

Regional Policy Framework: Questions 22-27 address the goals identified in the Regional Transportation Priorities Plan. Question 28 should be used to provide additional context of how this project supports these goals or other regional needs identified in the Call for Projects.

CLRP PROJECT DESCRIPTION FORM

22. Provide a Comprehensive Range of Transportation Options

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

- | | | | |
|--|---|---|------------------------------------|
| <input type="checkbox"/> Single Driver | <input type="checkbox"/> Carpool/HOV | | |
| <input type="checkbox"/> Metrorail | <input type="checkbox"/> Commuter Rail | <input type="checkbox"/> Streetcar/Light Rail | |
| <input type="checkbox"/> BRT | <input type="checkbox"/> Express/Commuter bus | <input checked="" type="checkbox"/> Metrobus | <input type="checkbox"/> Local Bus |
| <input type="checkbox"/> Bicycling | <input checked="" type="checkbox"/> Walking | <input type="checkbox"/> Other | |

Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

23. Promote Regional Activity Centers

Does this project begin or end in an Activity Center?

Does this project connect two or more Activity Centers?

Does this project promote non-auto travel within one or more Activity Centers?

24. Ensure System Maintenance, Preservation, and Safety

Does this project contribute to enhanced system maintenance, preservation, or safety?

25. Maximize Operational Effectiveness and Safety

Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?

Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

26. Protect and Enhance the Natural Environment

Is this project expected to contribute to reductions in emissions of criteria pollutants?

Is this project expected to contribute to reductions in emissions of greenhouse gases?

27. Support Interregional and International Travel and Commerce

Please identify all freight carrier modes that this project enhances, supports, or promotes.

- Long-Haul Truck Local Delivery Rail Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

- Air Amtrak intercity passenger rail Intercity bus

28. Additional Policy Framework Response

Please provide additional written information that describes how this project further supports or advances these and other regional goals or needs.

MAP-21 PLANNING FACTORS

29. Please identify any and all planning factors that are addressed by this project:

a. Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

b. Increase the **safety** of the transportation system for all motorized and non-motorized users.

i. Is this project being proposed specifically to address a safety issue? Yes; No

ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

c. Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.

d. Increase **accessibility and mobility** of people.

e. Increase accessibility and mobility of **freight**.

f. Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

g. Enhance the **integration and connectivity** of the transportation system, across and between

CLRP PROJECT DESCRIPTION FORM

modes, for people and freight.

- h. Promote efficient system **management and operation**.
- i. Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

30. Have any potential mitigation activities been identified for this project? Yes; No
- a. If yes, what types of mitigation activities have been identified?
- Air Quality; Floodplains; Socioeconomics; Geology, Soils and Groundwater; Vibrations;
 - Energy; Noise; Surface Water; Hazardous and Contaminated Materials; Wetlands

CONGESTION MANAGEMENT INFORMATION

31. Congested Conditions
- a. Do traffic congestion conditions necessitate the proposed project or program? Yes; No
 - b. If so, is the congestion recurring or non-recurring? Recurring; Non-recurring
 - c. If the congestion is on another facility, please identify it:
32. Capacity
- a. Is this a capacity-increasing project on a limited access highway or other principal arterial? Yes; No
 - b. If the answer to Question 32.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):
 - None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
 - The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
 - The number of lane-miles added to the highway system by the project totals less than one lane-mile
 - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
 - The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
 - The project consists of preliminary studies or engineering only, and is not funded for construction
 - The construction costs for the project are less than \$10 million.
 - c. If the project is not exempt and requires a Congestion Management Documentation Form, [click here to open a blank Congestion Management Documentation Form](#).

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



BASIC PROJECT INFORMATION

CLRP ID 1171

1. Submitting Agency: **DDOT**
2. Secondary Agency:
3. Agency Project ID:
4. Project Type: Interstate Primary Secondary Urban Bridge Bike/Ped Transit
5. Category: System Expansion; System Maintenance; Operational Program; Study; Other
6. Project Name: **Dedicated Bike Lanes, Citywide**
7. Facility: **See facilities and limits in description below**
10. Description: **Include an additional eight segments of the District of Columbia's Bike Lane Network as described below:**
 - **4th St. NE from Lincoln Rd. NE to Harewood Rd. NE**

This project will connect existing bike lanes south of Lincoln Rd and to the north on Harewood Rd. It will reduce roadway capacity from 4 lanes to 2 lanes plus a center turn lane. 0.27 mile, \$20,000
 - **Eastern Downtown Protected Bike Lane Study**

Design alternatives being considered in this study include 5th St NW, 6th street and 9th St NW. For the purposes of air quality conformity analysis, the project includes the maximum potential change in traffic conditions, which would reduce roadway capacity on 6th St. NW between Constitution Ave. and Massachusetts Ave NW through converting the existing roadway configuration from six general purpose travel lanes in the peak periods to four lanes and protected bicycle lanes. In the off-peak scenario, it would change from four general purpose travel lanes to two lanes and protected bicycle lanes. Between Massachusetts Ave. and Florida Ave. the project would reduce roadway capacity through converting the existing roadway configuration from four general purpose travel lanes to two general purpose travel lanes, a center turn lane, and protected bicycle lanes. 1.6 miles, \$150,000
 - **Blair Rd. NW from Peabody St. NW to Aspen St. NW**

Reduce roadway capacity through converting the existing roadway configuration from three general purpose travel lanes (two northbound and one southbound) to two general purpose lanes (one in each direction) and a shared use trail. 0.73 mile, \$1 million
 - **Constitution Ave. NW from 1st St NW to Pennsylvania Ave. NW**

Reduce roadway capacity through converting the existing roadway configuration from six general purpose travel lanes and a center turn lane to four general purpose lanes, a center turn lane, and protected bicycle lanes. 0.23 mile, \$35,000
 - **Harewood Rd. NW from Rock Creek Church Rd. NW to North Capitol St.**

Harewood Road is currently one-way with two lanes. This project will reduce roadway capacity through the elimination of one lane to provide room for the addition of separated bicycle lanes. It will provide a bicycle connection between the communities along Rock Creek Church Road and the schools east of North Capitol Street. 0.2 mile, \$20,000
 - **Klingle Rd. NW from Adams Mill Rd. NW to Porter St. NW**

Klingle Road has four lanes separated by a crash-barrier-style median – two eastbound lanes, and two westbound lanes This project will reduce roadway capacity through the elimination of one lane in each direction to provide room for the addition of separated bicycle lanes on either side of the roadway. It will provide a bicycle connection between Mount Pleasant and the new Klingle Rd bicycle and pedestrian path under construction in Rock Creek Park. 0.31 mile, \$20,000
 - **Louisiana Ave. NW from Columbus Cir. NE/Massachusetts Ave. NE to Constitution Ave. NW**

Reduce roadway capacity through converting the existing roadway configuration from four general purpose travel lanes and a center turn lane to three general purpose lanes, a center turn lane, and protected bicycle lanes. This lane would connect existing protected lanes on 1st Street NE and Pennsylvania Avenue NW. 0.42 mile, \$100,000
 - **Piney Branch Rd. NW from Georgia Ave. NW to Underwood St. NE**

This project will reduce roadway capacity through converting the existing roadway configuration from four general purpose travel lanes and a center turn lane to two general purpose lanes, a center turn lane, and bicycle lanes. 0.11 mile, \$5,000

CLRP PROJECT DESCRIPTION FORM

- 11. Projected Completion Year: **2016**
- 12. Project Manager: **Mike Goodno**
- 13. Project Manager E-Mail: **mike.goodno@dc.gov**
- 14. Project Information URL:
- 15. Total Miles: **3.88**
- 16. Schematic (file upload):
- 17. State/Local Project Standing (file upload):
- 18. Jurisdictions: District of Columbia
- 19. Baseline Cost (in Thousands): **\$1,350** cost estimate as of MM/DD/YYYY
- 20. Amended Cost (in Thousands): cost estimate as of MM/DD/YYYY
- 21. Funding Sources: Federal; State; Local; Private; Bonds; Other

Regional Policy Framework: Questions 22-27 address the goals identified in the Regional Transportation Priorities Plan. Question 28 should be used to provide additional context of how this project supports these goals or other regional needs identified in the Call for Projects.

22. Provide a Comprehensive Range of Transportation Options

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

- | | | | |
|---|---|---|------------------------------------|
| <input type="checkbox"/> Single Driver | <input type="checkbox"/> Carpool/HOV | | |
| <input type="checkbox"/> Metrorail | <input type="checkbox"/> Commuter Rail | <input type="checkbox"/> Streetcar/Light Rail | |
| <input type="checkbox"/> BRT | <input type="checkbox"/> Express/Commuter bus | <input type="checkbox"/> Metrobus | <input type="checkbox"/> Local Bus |
| <input checked="" type="checkbox"/> Bicycling | <input type="checkbox"/> Walking | <input type="checkbox"/> Other | |

Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

23. Promote Regional Activity Centers

- Does this project begin or end in an Activity Center?
- Does this project connect two or more Activity Centers?
- Does this project promote non-auto travel within one or more Activity Centers?

24. Ensure System Maintenance, Preservation, and Safety

Does this project contribute to enhanced system maintenance, preservation, or safety?

25. Maximize Operational Effectiveness and Safety

- Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?
- Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

26. Protect and Enhance the Natural Environment

- Is this project expected to contribute to reductions in emissions of criteria pollutants?
- Is this project expected to contribute to reductions in emissions of greenhouse gases?

27. Support Interregional and International Travel and Commerce

Please identify all freight carrier modes that this project enhances, supports, or promotes.

- Long-Haul Truck Local Delivery Rail Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

- Air Amtrak intercity passenger rail Intercity bus

28. Additional Policy Framework Response

Please provide additional written information that describes how this project further supports or

CLRP PROJECT DESCRIPTION FORM

advances these and other regional goals or needs.

MAP-21 PLANNING FACTORS

29. Please identify any and all planning factors that are addressed by this project:
- a. Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
 - b. Increase the **safety** of the transportation system for all motorized and non-motorized users.
 - i. Is this project being proposed specifically to address a safety issue? Yes; No
 - ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
 - c. Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
 - d. Increase **accessibility and mobility** of people.
 - e. Increase accessibility and mobility of **freight**.
 - f. Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
 - g. Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
 - h. Promote efficient system **management and operation**.
 - i. Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

30. Have any potential mitigation activities been identified for this project? Yes; No
- a. If yes, what types of mitigation activities have been identified?
 - Air Quality; Floodplains; Socioeconomics; Geology, Soils and Groundwater; Vibrations;
 - Energy; Noise; Surface Water; Hazardous and Contaminated Materials; Wetlands

CONGESTION MANAGEMENT INFORMATION

31. Congested Conditions
- a. Do traffic congestion conditions necessitate the proposed project or program? Yes; No
 - b. If so, is the congestion recurring or non-recurring? Recurring; Non-recurring
 - c. If the congestion is on another facility, please identify it:
32. Capacity
- a. Is this a capacity-increasing project on a limited access highway or other principal arterial? Yes; No
 - b. If the answer to Question 32.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):
 - None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
 - The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
 - The number of lane-miles added to the highway system by the project totals less than one lane-mile
 - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
 - The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
 - The project consists of preliminary studies or engineering only, and is not funded for construction
 - The construction costs for the project are less than \$10 million.
 - c. If the project is not exempt and requires a Congestion Management Documentation Form.

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



BASIC PROJECT INFORMATION

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID:
4. Project Type: Interstate Primary Secondary Urban Bridge Bike/Ped Transit CMAQ
 ITS Enhancement Other Federal Lands Highways Program
 Human Service Transportation Coordination TERMS
5. Category: System Expansion; System Maintenance; Operational Program; Study; Other
6. Project Name: Union Station to Georgetown Streetcar
7. Facility:
8. From (at): H Street NE/NW at 3rd Street NE
9. To: K Street NW at Wisconsin Ave NW
10. Description: Implement streetcar from Union Station to Georgetown in the K Street corridor.

The project is projected to encompass the following changes to the roadway network:

- H Street NE/NW from 3rd St NE to NJ Ave – reduce lanes from 6 to 4, add 1 lane in each direction exclusive for transit
- NJ Ave NW from H to K streets – remove the one-way segment and provide 1 vehicle lane in each direction (this may be included already), add 1 lane in each direction exclusive for transit
- K St NW from NJ Ave to 7th St - add 1 lane in each direction exclusive for transit
- K St NW from 9th St to 12th St – reduce vehicle lanes from 4 to 2, add 1 lane in each direction exclusive for transit
- K St NW from 12th to 21st - add 1 lane in each direction exclusive for transit (this may be in the network already)
- K St NW from 21st to 25th – reduce vehicle lanes from 4 to 2, add 1 lane in each direction exclusive for transit
- K St NW from 25th to 29th - add 1 lane in each direction exclusive for transit
- K St NW from 29th to Wisconsin – reduce vehicle lanes from 4 to 2, add 1 lane in each direction exclusive for transit

11. Projected Completion Year: 2022
12. Project Manager: Jamie Henson
13. Project Manager E-Mail: Jamie.henson@dc.gov
14. Project Information URL:
15. Total Miles: 3.5
16. Schematic (file upload):
17. State/Local Project Standing (file upload):
18. Jurisdictions: DC
19. Baseline Cost (in Thousands):\$348M cost estimate as of 09/30/2013
20. Amended Cost (in Thousands): cost estimate as of MM/DD/YYYY
21. Funding Sources: Federal; State; Local; Private; Bonds; Other

CLRP PROJECT DESCRIPTION FORM

Regional Policy Framework: Questions 22-27 address the goals identified in the Regional Transportation Priorities Plan. Question 28 should be used to provide additional context of how this project supports these goals or other regional needs identified in the Call for Projects.

22. Provide a Comprehensive Range of Transportation Options

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

- | | | | |
|--|---|--|------------------------------------|
| <input type="checkbox"/> Single Driver | <input type="checkbox"/> Carpool/HOV | | |
| <input type="checkbox"/> Metrorail | <input checked="" type="checkbox"/> Commuter Rail | <input checked="" type="checkbox"/> Streetcar/Light Rail | |
| <input type="checkbox"/> BRT | <input type="checkbox"/> Express/Commuter bus | <input type="checkbox"/> Metrobus | <input type="checkbox"/> Local Bus |
| <input type="checkbox"/> Bicycling | <input type="checkbox"/> Walking | <input type="checkbox"/> Other | |

Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

23. Promote Regional Activity Centers

- Does this project begin or end in an Activity Center?
- Does this project connect two or more Activity Centers?
- Does this project promote non-auto travel within one or more Activity Centers?

24. Ensure System Maintenance, Preservation, and Safety

Does this project contribute to enhanced system maintenance, preservation, or safety?

25. Maximize Operational Effectiveness and Safety

- Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?
- Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

26. Protect and Enhance the Natural Environment

- Is this project expected to contribute to reductions in emissions of criteria pollutants?
- Is this project expected to contribute to reductions in emissions of greenhouse gases?

27. Support Interregional and International Travel and Commerce

Please identify all freight carrier modes that this project enhances, supports, or promotes.

- Long-Haul Truck Local Delivery Rail Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

- Air Amtrak intercity passenger rail Intercity bus

28. Additional Policy Framework Response

Please provide additional written information that describes how this project further supports or advances these and other regional goals or needs.

MAP-21 PLANNING FACTORS

29. Please identify any and all planning factors that are addressed by this project:

- a. Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- b. Increase the **safety** of the transportation system for all motorized and non-motorized users.
 - i. Is this project being proposed specifically to address a safety issue? Yes; No
 - ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
- c. Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
- d. Increase **accessibility and mobility** of people.

CLRP PROJECT DESCRIPTION FORM

- e. Increase accessibility and mobility of **freight**.
- f. Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- g. Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
- h. Promote efficient system **management and operation**.
- i. Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

30. Have any potential mitigation activities been identified for this project? Yes; No
- a. If yes, what types of mitigation activities have been identified?
 - Air Quality; Floodplains; Socioeconomics; Geology, Soils and Groundwater; Vibrations;
 - Energy; Noise; Surface Water; Hazardous and Contaminated Materials; Wetlands

CONGESTION MANAGEMENT INFORMATION

31. Congested Conditions
- a. Do traffic congestion conditions necessitate the proposed project or program? Yes; No
 - b. If so, is the congestion recurring or non-recurring? Recurring; Non-recurring
 - c. If the congestion is on another facility, please identify it:
32. Capacity
- a. Is this a capacity-increasing project on a limited access highway or other principal arterial? Yes; No
 - b. If the answer to Question 32.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):
 - None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
 - The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
 - The number of lane-miles added to the highway system by the project totals less than one lane-mile
 - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
 - The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
 - The project consists of preliminary studies or engineering only, and is not funded for construction
 - The construction costs for the project are less than \$10 million.
 - c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

RECORD MANAGEMENT

33. Completed Year:
34. Project is being withdrawn from the CLRP.
35. Withdrawn Date: MM/DD/YYYY
36. Record Creator:
37. Created On:
38. Last Updated by:
39. Last Updated On:
40. Comments:

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



BASIC PROJECT INFORMATION

1. Submitting Agency: **VDOT**
2. Secondary Agency: **VRE**
3. Agency Project ID: **VRE0004**
4. Project Type: Interstate Primary Secondary Urban Bridge Bike/Ped Transit
5. Category: System Expansion; System Maintenance; Operational Program; Study; Other
6. Project Name: **VRE - Gainesville - Haymarket Extension**
7. Facility: **VRE Rail Lines**
8. From: **City of Manassas VRE Station**
9. To: **Gainesville/Haymarket**
10. Description: The project extends VRE's Manassas Line by about 11 miles from the City of Manassas to Gainesville and the Town of Haymarket in western Prince William County along the Norfolk Southern (NS) owned B-Line. The project includes up to 3 new VRE stations with platforms, bike and pedestrian access, and park-and-ride lots. Real-time information on parking availability and train arrivals will be provided at the station facilities. Also included in the project are expansion of equipment storage yard facilities, rolling stock for additional trains, and right-of-way acquisitions for stations and to expand the B-Line railroad corridor from 65 feet to approximately 100 feet in width.

The VRE Gainesville-Haymarket Extension (GHX) is one of 10 multimodal improvements in the I-66 corridor – including Express Lanes, additional general purpose lanes, high-frequency bus service, and Metrorail extension – recommended by the Commonwealth Transportation Board (CTB) in July 2013 to provide new travel choices and enhance transportation safety and travel reliability in this designated Corridor of Statewide Significance. The GHX and expanded VRE Manassas Line service are among the system investments identified in VRE's long-range system plan, System Plan 2040, which was adopted by the VRE Operations Board in January 2014. The plan provides a framework for VRE capital investments and actions that VRE should pursue through 2040 to best meet regional travel needs. System Plan 2040 identified GHX as a VRE priority to expand mobility and travel choices between western Prince William County and the Alexandria-Arlington-Washington, DC core and to provide congestion relief in the I-66 corridor. System Plan 2040 is included in the 2014 CLRP approved by the Transportation Planning Board on October 15, 2014.

Prior to 2014, the idea of extending VRE service to the Gainesville-Haymarket area dates to 2004 and earlier. Population growth and the availability of affordable new housing in western Prince William beyond the central Washington, DC-Arlington-Alexandria core area were acknowledged in the 2004 VRE Strategic Plan, VRE's first long-range plan, as two of the factors supporting the extension of VRE service westward along the I-66 corridor. In 2005, the Virginia General Assembly directed the development of a Gainesville-Haymarket Extension Implementation Plan to identify the necessary actions and estimated costs to facilitate the VRE service extension. Additional studies completed by VRE in 2009, including an Alternatives

Analysis and Feasibility, confirmed the merits of the extension, identified an initial set of potential station locations, and developed an updated set of capital and operating cost estimates.

CLRP PROJECT DESCRIPTION FORM

Additionally, the VRE GHX and related Manassas Line service expansion has been included as a recommended rail transit improvement in the Northern Virginia Transportation Authority (NVTA) TransAction2040 plan, 2013 Virginia Statewide Rail Plan, and the Prince William County, City of Manassas and Town of Haymarket Comprehensive Plans. VRE trains operating over the NS B-Line would share tracks with freight trains. Because the VRE GHX includes construction of additional tracks on the B-Line, implementation of the extension expands freight rail capacity alleviates a freight bottleneck on the B-Line and adjacent Manassas junction as identified in the 2014 Virginia Multimodal Freight Plan.

Current Project Development Activities

In July 2015, VRE initiated a planning and design study for the GHX. The study includes:

- Alternatives analysis of station locations and railroad infrastructure.
- Identification of a preferred railroad improvements, as well as the number of stations and station locations.
- Development of updated ridership projections and GHX service plans.
- Development of detailed cost estimates and a funding plan.
- National Environmental Policy Act (NEPA).
- Preliminary engineering for stations and railroad infrastructure.

It is expected an Environmental Assessment (EA) will be the applicable NEPA class of action. The NEPA process will be initiated in mid-2016. Associated technical studies including traffic and ridership analysis and forecasts, noise and vibration analysis, air quality analysis, evaluation of historic and cultural resources, and examination of indirect and cumulative effects will be completed in conjunction with NEPA. Preliminary engineering for stations (e.g., platforms, parking, related road improvements) and railroad infrastructure (e.g., track, signals, equipment storage facilities) have been initiated and will be closely coordinated with the NEPA process. A comprehensive community and stakeholder engagement strategy has been implemented for the study, recognizing the critical importance of designing a VRE extension that serves the needs of corridor residents, current and future VRE riders, and stakeholders throughout the region. The full study is estimated to be completed in late 2017.

Financial Plan

The project is included in the current VRE long-range plan, System Plan 2040, adopted by the Operations Board in 2014, and the VRE FY 2017-2022 Capital Improvement Program adopted in December 2015. The GHX was included in the CLRP as a study in 2008. While the proposed stations and track improvements are not included in the CLRP, reduced headways on the Manassas Line are included.

The total project cost estimated in September 2015 and escalated to the year of expenditure (YOE) is \$433,055,714. The costs by phase are listed below.

<i>Project Element (YOE)</i>	<i>Estimated Costs (Year of Expenditure \$)</i>
Project Development Planning (completed 2009)	\$ 1,070,000
Project Development Planning, NEPA & PE (FY 2016 \$)	\$ 4,735,714
Final Design (FY 2016 \$)	\$ 24,500,000
Right-of-Way Acquisition (FY 2020 \$)	\$ 55,400,000
Construction (FY 2020 \$)	\$ 347,350,000
TOTAL	\$ 433,055,714

CLRP PROJECT DESCRIPTION FORM

Costs are based on the best information currently available; the preparation of updated cost estimates and a detailed financial plan is underway as part of the current project development activities.

Project Development Planning, NEPA, and Preliminary Engineering

Initial studies of the extension have been completed, including the 2005 VRE Gainesville-Haymarket Implementation Plan, requested by the Virginia General Assembly and funded by the Department of Rail and Public Transportation (DRPT), and a 2009 Alternatives Analysis and Feasibility Study, funded with a combination of Virginia Rail Enhancement Funds (REF) grant (\$700,000), other State funds (\$32,500) and VRE system funds (\$337,500).

Additional Project Development, NEPA, and Preliminary Engineering studies are underway using \$2,785,714 in REF funds, \$1,500,000 from Northern Virginia Transportation Authority (NVTA), and \$450,000 from VRE system funds. This phase of study will be completed in 2017 (FY2018).

Final Design, Right-of-Way and Construction

Final design for the extension is expected to begin in FY 2018 at an estimated cost of \$24,500,000. Right-of-way acquisition for stations and railroad right-of-way is estimated to be \$55,400,000. Construction of stations, railroad infrastructure, equipment storage facilities and rolling stock are estimated to be \$347,350,000. Final funding sources for final design, right-of-way acquisition and construction have not yet been identified. A project financial plan has been developed that includes federal, state and regional/local sources as outlined below; expected sources include a number of funding programs historically used for VRE capital investments as well as new capital funding sources.

The Virginia Rail Enhancement Fund (REF) is an expected source of funding. The REF program is intended for freight and/or passenger rail (including VRE) transportation rolling stock, right-of-way, railroad infrastructure and related facilities and improvements that have been determined to support the common good of a region of the Commonwealth or the Commonwealth as a whole. REF funds of up to \$60,000,000 is anticipated. The REF program is the primary funding source for GHX project development, NEPA and preliminary engineering (PE) phases, accounting for approximately \$3,500,000 of \$5,800,000 in currently committed project funding. Prior VRE REF program commitments include: VRE Brooke and Leeland Road station expansions (\$30.9M); Hamilton to Crossroads 3rd Track (\$20.2M); and Alexandria to Washington, D.C. cab signal installation (\$1.3M). Freight investments in the VRE service area funded through the REF program, which also support current VRE service or proposed GHX service, include: CSX Fredericksburg to DC 3rd track (\$3.7M); CSX Virginia Avenue Tunnel (\$134.3M); Norfolk Southern (NS) Manassas to Alexandria Passenger Corridor Initiative (\$8.2M); NS B-Line Gainesville passing siding (\$6M); and B-Line traffic control/signal system Manassas to Front Royal (\$18.5M).

Approximately \$115,000,000 and \$120,000,000 will be sought from the Commonwealth of Virginia through its House Bill (HB) 2/HB 1887 project prioritization and funding allocation program. The GHX project was submitted for HB 2/ HB 1887 evaluation and funding consideration in September 2015. Although the project was ranked 143 among 287 projects evaluated, and received the 3rd highest project benefit score among all projects evaluated, the project was not recommended for funding in this round. The final funding plan will be adopted by the Commonwealth

CLRP PROJECT DESCRIPTION FORM

Transportation Board (CTB) in June 2016. VRE intends to re-submit the GHX project for HB 2 evaluation using updated project costs and ridership that are currently under development in the next HB 2 call for projects in September 2016. The application process required a resolution of support from the regional entity considering the project for funding. The NVTA, as well as Prince William County and the City of Manassas adopted resolutions to support submitting the project for HB 2 evaluation. The Town of Haymarket passed a resolution earlier in 2015 supporting the study. The project also has the support of the CTB as evidenced by the July 13, 2013 resolution that included the VRE Extension among 10 improvement concepts recommended to expand multimodal travel opportunities and reduce congestion in the I-66 corridor of statewide significance.

VRE also anticipates approximately \$35,000,000-40,000,000 from local funding sources including the NVTA, jurisdiction funds, and VRE system funds. NVTA is planning to fund a FY 2018-23 program of projects. VRE anticipates funding for the GHX project through this source. NVTA's current long range transportation plan, TransAction 2040, includes the GHX project. Inclusion in TransAction is a criteria for obtaining NVTA funding. Prior VRE improvements funded by NVTA include: platform expansions at VRE Lorton, Franconia-Springfield, Rippon, Alexandria and Crystal City stations (\$32.6M); Slaters Lane railroad switch/signal (\$7M); and parking expansion at VRE Manassas Park station (\$0.5M).

In addition to public funding sources, private proffers linked to development approvals in Prince William County have included VRE capital investments. Adopted proffers include construction of the future Potomac Shores Station, currently under design, and commitments for a 700 space parking structure at the VRE Rippon Station, NS B-Line right-of-way expansion in Gainesville, and a pedestrian trail connection to a future VRE Haymarket Station from the Villages of Piedmont development. As additional proposals for new development in the GHX corridor are submitted for approval by Prince William County, other proffers towards GHX implementation are expected. These proffered station facilities, right-of-way or rail infrastructure can be used as local match for federal and state funding. The project is consistent with Prince William County's Comprehensive Plan and Economic Development Strategy. The County is undertaking an update of their Comprehensive Plan Economic Development Chapter which provides an opportunity to better align the GHX project with local goals and policy objectives.

Other funding sources that have historically been used for VRE capital investments include: capital funding assistance from Virginia DRPT, and Federal CMAQ and RSTP funds allocated by NVTA. Currently, \$1,000,000 in CMAQ funding has been allocated for FY2021.

In addition to the state and regional/local funding sources listed above, VRE anticipates funding from the federal Major Capital Investment Grant (CIG) program, commonly referred to as the "New Starts" program. New Starts requires a project sponsor to submit a request to enter project development as a first step. Once approved to enter project development, the project sponsor must complete NEPA as well as develop the estimated project costs, ridership and other data to enable the project to be rated for entry into engineering and a federal funding commitment. New Starts funding can account for up to 50% of project capital costs or up to \$215,000,000-\$220,000,000 for the GHX project. The FAST Act authorizes \$11.3 billion for the program through 2020. Since 2010, FTA has obligated or committed nearly \$5.2 billion of total CIG program funding for commuter rail projects across the US, which is about 24% of total CIG funding available. In northern Virginia, the WMATA Silver Line Phase 1 included New Starts capital commitments.

CLRP PROJECT DESCRIPTION FORM

Coordination with Other Project in the Corridor

This project is being coordinated with other active projects in the corridor including I-66 Corridor Improvement Project Outside the Beltway, US Route 15 improvement with railroad overpass, Dominion Power Haymarket High-Voltage Transmission Line, and Norfolk Southern Crescent Corridor initiative.

11. Projected Completion Year: **2022**
12. Project Manager: **Christine Hoeffner**
13. Project Manager E-Mail: **choeffner@vre.org**
14. Project Information URL: **www.vre.org/ghx**
15. Total Miles: **11 miles**
16. Schematic (file upload):
17. State/Local Project Standing (file upload):
18. Jurisdictions: **Prince William County**
19. Baseline Cost (in Thousands): **\$433,000** cost estimate as of **9/28/2015**
20. Amended Cost (in Thousands): cost estimate as of
21. Funding Sources: Federal; State; Local; Private; Bonds; Other

Regional Policy Framework: Questions 22-27 address the goals identified in the Regional Transportation Priorities Plan. Question 28 should be used to provide additional context of how this project supports these goals or other regional needs identified in the Call for Projects.

22. Provide a Comprehensive Range of Transportation Options

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

- | | | | |
|---|---|---|------------------------------------|
| <input type="checkbox"/> Single Driver | <input checked="" type="checkbox"/> Carpool/HOV | | |
| <input type="checkbox"/> Metrorail | <input checked="" type="checkbox"/> Commuter Rail | <input type="checkbox"/> Streetcar/Light Rail | |
| <input type="checkbox"/> BRT | <input type="checkbox"/> Express/Commuter bus | <input type="checkbox"/> Metrobus | <input type="checkbox"/> Local Bus |
| <input checked="" type="checkbox"/> Bicycling | <input checked="" type="checkbox"/> Walking | <input checked="" type="checkbox"/> Other | |

Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

23. Promote Regional Activity Centers

- Does this project begin or end in an Activity Center?
- Does this project connect two or more Activity Centers?
- Does this project promote non-auto travel within one or more Activity Centers?

24. Ensure System Maintenance, Preservation, and Safety

- Does this project contribute to enhanced system maintenance, preservation, or safety?

25. Maximize Operational Effectiveness and Safety

- Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?
- Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

26. Protect and Enhance the Natural Environment

- Is this project expected to contribute to reductions in emissions of criteria pollutants?
- Is this project expected to contribute to reductions in emissions of greenhouse gases?

CLRP PROJECT DESCRIPTION FORM

27. Support Interregional and International Travel and Commerce

Please identify all freight carrier modes that this project enhances, supports, or promotes.

Long-Haul Truck Local Delivery Rail Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

Air Amtrak intercity passenger rail Intercity bus

28. Additional Policy Framework Response

Please provide additional written information that describes how this project further supports or advances these and other regional goals or needs.

The proposed extension of the Manassas Line will improve access for all demographics, including the historically transportation-disadvantaged populations, from Haymarket and north Prince William County to jobs and services in Washington, D.C., Arlington, and Alexandria. Additional trains will help relieve existing congestion on VRE trains. Reduced frequencies on the Manassas Line will make commuting on VRE feasible for even more residents all along the Line. In summary, the project will help more residents take advantage of VRE services, eliminate existing passenger crowding, and serve future growth in these travel markets (Goal 1).

The project adds a new travel option & improves multimodal connectivity and accessibility from Gainesville, Innovation, City of Manassas and Manassas Regional Airport, which are identified activity centers to VRE destinations including Crystal City, Old Town and Carlyle.

Future land use maps for Prince William County, City of Manassas, and Town of Haymarket show high density employment, commercial, and residential uses within the buffer areas of proposed station locations. The extension will support walkable transit-oriented development in these activity centers as well as the economic development goals of the jurisdictions (Goal 2). Commuter rail is one of the safest and most reliable modes of travel in this region (Goals 3&4).

New stations and additional trains along the Manassas Line will reduce congestion for passenger & freight traffic on adjacent highways, especially I-66 and Route 50. This will improve reliability on these highways due to lower traffic volumes. New/expanded park-and-ride lots along the extension would relieve lots in Fairfax County and Arlington. This project reduces emissions of criteria pollutants and greenhouse gases by reducing the vehicle miles traveled in single-occupant vehicles, as well as reducing congestion on adjacent highways (Goal 5).

The project also improves freight rail throughput by reducing identified bottlenecks on the Norfolk Southern B-Line near Manassas and increases capacity in Norfolk Southern's Crescent Corridor. Increased freight rail throughput will in turn reduce the number of trucks on the congested roadways in this region (Goal 6).

MAP-21 PLANNING FACTORS

29. Please identify any and all planning factors that are addressed by this project:

- a. Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- b. Increase the **safety** of the transportation system for all motorized and non-motorized users.
 - i. Is this project being proposed specifically to address a safety issue? Yes; No
 - ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
- c. Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
- d. Increase **accessibility and mobility** of people.

CLRP PROJECT DESCRIPTION FORM

- e. Increase accessibility and mobility of **freight**.
- f. Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- g. Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
- h. Promote efficient system **management and operation**.
- i. Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

30. Have any potential mitigation activities been identified for this project? Yes; No
- a. If yes, what types of mitigation activities have been identified?
- Air Quality; Floodplains; Socioeconomics; Geology, Soils and Groundwater; Vibrations;
 - Energy; Noise; Surface Water; Hazardous and Contaminated Materials; Wetlands

CONGESTION MANAGEMENT INFORMATION

31. Congested Conditions
- a. Do traffic congestion conditions necessitate the proposed project or program? Yes; No
 - b. If so, is the congestion recurring or non-recurring? Recurring; Non-recurring
 - c. If the congestion is on another facility, please identify it: I-66
32. Capacity
- a. Is this a capacity-increasing project on a limited access highway or other principal arterial? Yes; No
 - b. If the answer to Question 32.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):
 - None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
 - The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
 - The number of lane-miles added to the highway system by the project totals less than one lane-mile
 - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
 - The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
 - The project consists of preliminary studies or engineering only, and is not funded for construction
 - The construction costs for the project are less than \$10 million.
 - c. If the project is not exempt and requires a Congestion Management Documentation Form, click [here](#) to open a blank Congestion Management Documentation Form.

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



BASIC PROJECT INFORMATION

CLRP ID 3521

1. Submitting Agency: **VDOT**
2. Secondary Agency:
3. Agency Project ID:
4. Project Type: Interstate Primary Secondary Urban Bridge Bike/Ped Transit
5. Category: System Expansion; System Maintenance; Operational Program; Study; Other
6. Project Name: **Crystal City Potomac Yard Transitway Northern Extension**
7. Facility: **Crystal City Transitway**
8. From: **Crystal City Metro Station**
9. To: **Pentagon City Metro Station**
10. Description: **Extend the Metroway bus rapid transit (BRT) from Crystal City Metro to Pentagon City Metro. The transitway operates in Crystal City on a paired one-way couplet along South Clark Street and Crystal Drive, ending at 15th Street South. This project will extend the transitway north along Clark Street and Crystal Drive as far as 12th Street South, at which point the transitway will turn left on 12th Street and continue as far as South Hayes Street. The project includes three new bi-directional BRT stations, at 12th/Clark, on 12th between Eads Street and Fern Street, and at 12th/Hayes/Pentagon City Metro. The project also includes construction of new 1-block segment of 12th Street South, between Fern Street and Eads Street. where there is currently no street.**
11. Projected Completion Year: **2023**
12. Project Manager: **Dan Malouff**
13. Project Manager E-Mail: **dmalouff@arlingtonva.us**
14. Project Information URL:
15. Total Miles: **1 mile**
16. Schematic (file upload):
17. State/Local Project Standing (file upload):
18. Jurisdictions: **Arlington County**
19. Baseline Cost (in Thousands): **\$24,000** cost estimate as of **1/29/2016**
20. Amended Cost (in Thousands): cost estimate as of
21. Funding Sources: Federal; State; Local; Private; Bonds; Other

Regional Policy Framework: Questions 22-27 address the goals identified in the Regional Transportation Priorities Plan. Question 28 should be used to provide additional context of how this project supports these goals or other regional needs identified in the Call for Projects.

22. Provide a Comprehensive Range of Transportation Options

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

- | | | | |
|---|---|---|---|
| <input type="checkbox"/> Single Driver | <input type="checkbox"/> Carpool/HOV | <input type="checkbox"/> Streetcar/Light Rail | |
| <input type="checkbox"/> Metrorail | <input type="checkbox"/> Commuter Rail | <input checked="" type="checkbox"/> Metrobus | <input checked="" type="checkbox"/> Local Bus |
| <input checked="" type="checkbox"/> BRT | <input type="checkbox"/> Express/Commuter bus | <input type="checkbox"/> Other | |
| <input checked="" type="checkbox"/> Bicycling | <input checked="" type="checkbox"/> Walking | | |

CLRP PROJECT DESCRIPTION FORM

Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

23. Promote Regional Activity Centers

Does this project begin or end in an Activity Center?

Does this project connect two or more Activity Centers?

Does this project promote non-auto travel within one or more Activity Centers?

24. Ensure System Maintenance, Preservation, and Safety

Does this project contribute to enhanced system maintenance, preservation, or safety?

25. Maximize Operational Effectiveness and Safety

Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?

Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

26. Protect and Enhance the Natural Environment

Is this project expected to contribute to reductions in emissions of criteria pollutants?

Is this project expected to contribute to reductions in emissions of greenhouse gases?

27. Support Interregional and International Travel and Commerce

Please identify all freight carrier modes that this project enhances, supports, or promotes.

Long-Haul Truck Local Delivery Rail Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

Air Amtrak intercity passenger rail Intercity bus

28. Additional Policy Framework Response

Please provide additional written information that describes how this project further supports or advances these and other regional goals or needs.

This project adds new dedicated transit lanes as well as a new street segment, connecting and promoting circulation within regional activity centers.

MAP-21 PLANNING FACTORS

29. Please identify any and all planning factors that are addressed by this project:

a. Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

b. Increase the **safety** of the transportation system for all motorized and non-motorized users.

i. Is this project being proposed specifically to address a safety issue? Yes; No

ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

c. Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.

d. Increase **accessibility and mobility** of people.

e. Increase accessibility and mobility of **freight**.

f. Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

g. Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.

h. Promote efficient system **management and operation**.

i. Emphasize the **preservation** of the existing transportation system.

CLRP PROJECT DESCRIPTION FORM

ENVIRONMENTAL MITIGATION

30. Have any potential mitigation activities been identified for this project? Yes; No
- a. If yes, what types of mitigation activities have been identified?
- Air Quality; Floodplains; Socioeconomics; Geology, Soils and Groundwater; Vibrations;
 - Energy; Noise; Surface Water; Hazardous and Contaminated Materials; Wetlands

CONGESTION MANAGEMENT INFORMATION

31. Congested Conditions
- a. Do traffic congestion conditions necessitate the proposed project or program? Yes; No
- b. If so, is the congestion recurring or non-recurring? Recurring; Non-recurring
- c. If the congestion is on another facility, please identify it: **Metrorail Blue and Yellow Lines, Route 1**
32. Capacity
- a. Is this a capacity-increasing project on a limited access highway or other principal arterial? Yes; No
- b. If the answer to Question 32.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):
- None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
 - The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
 - The number of lane-miles added to the highway system by the project totals less than one lane-mile
 - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
 - The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
 - The project consists of preliminary studies or engineering only, and is not funded for construction
 - The construction costs for the project are less than \$10 million.
- c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



BASIC PROJECT INFORMATION

1. Submitting Agency: **Virginia Department of Transportation**
2. Secondary Agency: **Virginia Department of Rail and Public Transportation**
3. Agency Project ID:
4. Project Type: Interstate Primary Secondary Urban Bridge Bike/Ped
 Transit CMAQ
 ITS Enhancement Other Federal Lands Highways Program
 Human Service Transportation Coordination TERMS
5. Category: System Expansion; System Maintenance; Operational Program; Study; Other
6. Project Name: **395 Express Lanes Project in Northern Virginia**
7. Facility: **I-395 HOV lanes**
8. From (at): Turkeycock Run near Duke Street
9. To: vicinity of Eads Street, Arlington County

10. Description:

The conversion of the I-395 reversible HOV lanes to reversible High Occupancy Toll (HOT) lanes was originally included as part of the I-95/I-395 HOV/Bus/HOT Lanes Project in the 2007 CLRP. This segment was removed from the project and the CLRP in 2011, and VDOT and Transurban (the Concessionaire for the project) moved forward with the I-95 Express Lanes project from Garrisonville to north of the Beltway, ending them at a flyover to the general purpose lanes at Turkeycock Run near Duke Street. The I-95 Express lanes opened to traffic in late 2014, and there is now renewed interest in converting the remaining HOV section of I-395 to Express Lanes, providing a seamless express connection from the I-95 Express Lanes to the vicinity of Eads Street.

The 395 Express Lanes project would expand the two existing reversible HOV lanes on I-395 to three (3) managed High Occupancy Toll lanes for approximately 8 miles, from the terminus of the I-95 Express Lanes (Turkeycock Run near Duke Street) to the vicinity of Eads Street near the Pentagon. The Express lanes will continue to be operated as a reversible facility; northbound in the weekday morning hours and southbound in the weekday evening hours. The 395 project connects to the I-95 Express Lanes at Turkeycock Run and traverses Fairfax County, the City of Alexandria and Arlington County.

The scope of the project includes the following:

- Convert the two existing reversible High Occupancy Vehicle (HOV) lanes to High Occupancy Toll (HOT) lanes; construct an additional HOT lane (total= 3 HOT lanes);
- Install a Tolling and Traffic Management System to enable active traffic management and dynamic tolling;
- Install directional, regulatory, and dynamic messaging signs;

CLRP PROJECT DESCRIPTION FORM

- Construct soundwalls consistent with minimum Federal and State requirements; and
- Construct an improved connection between the 395 Project and Eads Street.
- Conduct multimodal study

All existing HOV ramps along I-395 will be converted to HOT ramps, with the exception of the new south facing bus/HOV only ramp at Seminary Road which will remain HOV/transit only at all times.

Long-Term Transit Investment

The Department of Rail and Public Transportation (DRPT) will conduct a multimodal study for the entire I-395 and existing I-95 Express Lanes corridor by December 2016. DRPT will solicit stakeholder input throughout the study, including scope development. The study will identify transit service and TDM program enhancements that would increase mobility and benefit toll payers in the I-95/I-395 corridor and could be funded with toll revenues. A list of projects will be identified, prioritized, and funded through the toll revenues.

The 395 Express concessionaire will fund an annual transit payment (amount to be determined), which will be provided to the Department. The transit services associated with the I-395 Project will be designed through the multimodal study, and developed in consultation with the local transit providers and local jurisdictions. .

Tolling Policy

The I-395 Express Lanes will be operated similar to the I-95 Express Lanes, using dynamic tolling to manage congestion on the lanes. Express lanes use dynamic pricing to maintain free-flowing conditions for all users during all hours. The toll rates will vary throughout the day, depending on demand and congestion levels. Toll prices will be adjusted in response to the level of traffic to ensure free flowing operations.

Dynamic message signs will provide drivers with current toll rates so they can choose whether or not to use the lanes. Toll collection on the Express Lanes will be totally electronic. There will be no toll booths. The dynamic message signs will be supplemented by other notification/communications methods to ensure all users, including transit operators, have as much advance notice of traffic conditions as is possible.

MAP-21 mandated strict performance standards which are intended to ensure free-flowing conditions on the Express lanes. The proposed Express lanes project will include performance monitoring as an integral part of the project and ensure that the MAP-21 mandated performance standards are complied with at a minimum. More specifically, the project will meet all applicable requirements of MAP-21 regarding "HOV Facility Management, Operation, Monitoring, and Enforcement" as described in Section 166 of Title 23 U.S.C., inclusive of the amendments (deletions, insertions and additions) prescribed by MAP-21 Section 1514 "HOV FACILITIES", similar to the I-95 Express Lanes. This includes a minimum average operating speed of 45 mph for 90% of the time over a specific period of time during the peak period.

CLRP PROJECT DESCRIPTION FORM

Schedule

Construction of the project is projected to begin in 2017 and completed in 2019. The NEPA process will start in January 2016, and be completed by December 2016.

Federal Environmental Review ("NEPA") Process

VDOT and FHWA will be conducting an Environmental Assessment (EA) for the project starting in early 2016. The technical studies associated with this document include traffic analysis and forecasting, air analysis, noise analysis, and examination of indirect and cumulative effects. There will be a robust public outreach component for the project, with the first public information meetings being held in the spring of 2016. The Draft EA is anticipated for late summer 2016, with a formal Public Hearing planned in fall 2016.

Outreach

In addition to VDOT's outreach for the environmental document, VDOT will partner with Transurban to inform and engage key stakeholder groups and surrounding communities throughout the project planning, design, construction and implementation. A key stakeholder technical advisory group comprised of representatives of local jurisdictions and agencies will meet regularly to provide input on the project.

Financial Plan

An agreement between 95 Express Lanes LLC and VDOT outlines the framework to advance the 395 Express Lanes project under the I-95 Comprehensive Agreement as a Concessionaire Project Enhancement. 95 Express will be responsible to for the overall Project Cost, including funding an annual transit payment amount. VDOT will be responsible to complete the environmental document and oversight.

11. Projected Completion Year: 2019
12. Project Manager: Susan Shaw (VDOT)
13. Project Manager E-Mail: Susan.Shaw@vdot.virginia.gov
14. Project Information URL:
15. Total Miles: 8 miles
16. Schematic (file upload):
17. State/Local Project Standing (file upload):
18. Jurisdictions: Fairfax County, Arlington County, City of Alexandria
19. Baseline Cost (in Thousands): \$220 million cost estimate as of 01/26/16
20. Amended Cost (in Thousands): cost estimate as of MM/DD/YYYY

CLRP PROJECT DESCRIPTION FORM

21. Funding Sources: Federal; State; Local; Private; Bonds; Other

Regional Policy Framework: Questions 22-27 address the goals identified in the Regional Transportation Priorities Plan. Question 28 should be used to provide additional context of how this project supports these goals or other regional needs identified in the Call for Projects.

22. Provide a Comprehensive Range of Transportation Options

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

- | | | |
|---|--|---|
| <input checked="" type="checkbox"/> Single Driver | <input checked="" type="checkbox"/> Carpool/HOV | <input type="checkbox"/> Streetcar/Light Rail |
| <input type="checkbox"/> Metrorail | <input type="checkbox"/> Commuter Rail | <input checked="" type="checkbox"/> Metrobus |
| <input checked="" type="checkbox"/> BRT | <input checked="" type="checkbox"/> Express/Commuter bus | <input checked="" type="checkbox"/> Local Bus |
| <input type="checkbox"/> Bicycling | <input type="checkbox"/> Walking | <input type="checkbox"/> Other |

Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

23. Promote Regional Activity Centers

- Does this project begin or end in an Activity Center?
- Does this project connect two or more Activity Centers?
- Does this project promote non-auto travel within one or more Activity Centers?

24. Ensure System Maintenance, Preservation, and Safety

Does this project contribute to enhanced system maintenance, preservation, or safety?

25. Maximize Operational Effectiveness and Safety

- Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?
- Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

26. Protect and Enhance the Natural Environment

- Is this project expected to contribute to reductions in emissions of criteria pollutants?
- Is this project expected to contribute to reductions in emissions of greenhouse gases?

27. Support Interregional and International Travel and Commerce

Please identify all freight carrier modes that this project enhances, supports, or promotes.

- Long-Haul Truck Local Delivery Rail Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

- Air Amtrak intercity passenger rail Intercity bus

CLRP PROJECT DESCRIPTION FORM

28. Additional Policy Framework Response

Please provide additional written information that describes how this project further supports or advances these and other regional goals or needs.

The I-395 Express Lanes project addresses several RTPP goals, as noted above. The project will be particularly effective in helping the Region achieve RTPP Goal # 1: ***Provide a Comprehensive Range of Transportation Options***. This project will combine capacity improvements with managed lanes, congestion pricing, intelligent transportation systems, new transit services, and ride-sharing opportunities to expand the range and magnitude of transportation alternatives available to travelers. Moreover, the project will provide a vital link to the Express Lanes network in Northern Virginia, improving regional accessibility by providing express access to the vicinity of Eads Street in Arlington County. The project addresses three of the four major problems cited in Goal Statement #1: roadway congestion, transit crowding, and inadequate bus service.

MAP-21 PLANNING FACTORS

29. Please identify any and all planning factors that are addressed by this project:
- a. Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
 - b. Increase the **safety** of the transportation system for all motorized and non-motorized users.
 - i. Is this project being proposed specifically to address a safety issue? Yes; No
 - ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
 - c. Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
 - d. Increase **accessibility and mobility** of people.
 - e. Increase accessibility and mobility of **freight**.
 - f. Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
 - g. Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
 - h. Promote efficient system **management and operation**.
 - i. Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

30. Have any potential mitigation activities been identified for this project? Yes; No
- a. If yes, what types of mitigation activities have been identified?
 - Air Quality; Floodplains; Socioeconomics; Geology, Soils and Groundwater; Vibrations;
 - Energy; Noise; Surface Water; Hazardous and Contaminated Materials; Wetlands

CLRP PROJECT DESCRIPTION FORM

CONGESTION MANAGEMENT INFORMATION

31. Congested Conditions

- a. Do traffic congestion conditions necessitate the proposed project or program? Yes; No
- b. If so, is the congestion recurring or non-recurring? Recurring; Non-recurring
- c. If the congestion is on another facility, please identify it: General Purpose lanes of I-395

32. Capacity

- a. Is this a capacity-increasing project on a limited access highway or other principal arterial? Yes; No
- b. If the answer to Question 32.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):
 - None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
 - The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
 - The number of lane-miles added to the highway system by the project totals less than one lane-mile
 - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
 - The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
 - The project consists of preliminary studies or engineering only, and is not funded for construction
 - The construction costs for the project are less than \$10 million.
- c. If the project is not exempt and requires a Congestion Management Documentation Form, [click here to open a blank Congestion Management Documentation Form.](#)

RECORD MANAGEMENT

- 33. Completed Year:
- 34. Project is being withdrawn from the CLRP.
- 35. Withdrawn Date: MM/DD/YYYY
- 36. Record Creator:
- 37. Created On:
- 38. Last Updated by:
- 39. Last Updated On:
- 40. Comments:

Congestion Management Documentation Form for Projects in the 2040 CLRP



Project Name: [395 Express Lanes Project in Northern Virginia](#)

- 1.** Indicate whether the proposed project's location is subject to or benefits significantly from any of the following in-place congestion management strategies:
- a) Metropolitan Washington Commuter Connections program (ridesharing, telecommuting, guaranteed ride home, employer programs)
 - b) A Transportation Management Association is in the vicinity
 - c) Channelized or grade-separated intersection(s) or roundabouts
 - d) Reversible, turning, acceleration/deceleration, or bypass lanes
 - e) High occupancy vehicle facilities or systems
 - f) Transit stop (rail or bus) within a 1/2 mile radius of the project location
 - g) Park-and-ride lot within a one-mile radius of the project location
 - h) Real-time surveillance/traffic device controlled by a traffic operations center
 - i) Motorist assistance/hazard clearance patrols
 - j) Interconnected/coordinated traffic signal system
 - k) Other in-place congestion management strategy or strategies (briefly describe below:)

2. List and briefly describe how the following categories of (additional) strategies were considered as full or partial alternatives to single-occupant vehicle capacity expansion in the study or proposal for the project.

a. Transportation demand management measures, including growth management and congestion pricing

The project includes the addition of one HOV/HOT lane in each direction combined with the existing HOV lanes to provide three barrier-separated reversible managed HOT express lanes, which will be tolled (congestion priced) for single and two occupant vehicles. HOV-3+ and transit vehicles will travel on the express lanes for free.

b. Traffic operational improvements

Congestion pricing will insure that the express lanes will operate at 45 mph or better throughout the day.

c. Public transportation improvements

The Department of Rail and Public Transportation (DRPT) will conduct a multimodal study for the entire I-395 and existing I-95 Express Lanes corridor by December 2016. DRPT will solicit stakeholder input throughout the study, including scope development. The study will identify transit service and TDM program enhancements that would increase mobility and benefit toll payers in the corridor and could be funded with toll revenues. A list of projects will be identified, prioritized, and funded through the toll revenues.

The 395 Express concessionaire will fund an annual transit payment (amount to be determined), which will be provided to the Department. The transit services associated with the I-395 project will be designed through the multimodal study, and developed in consultation with the local transit providers and local jurisdictions.

d. Intelligent Transportation Systems technologies

The project will be operated similar to the I-95 Express Lanes using dynamic tolling to manage congestion in the lanes. There will be no toll booths; toll collection will be totally electronic.

e. Other congestion management strategies

f. Combinations of the above strategies

3. Could congestion management alternatives fully eliminate or partially offset the need for the proposed increase in single-occupant vehicle capacity? Explain why or why not.

The corridor currently is served by two reversible HOV lanes, Metrorail's Blue/Yellow Line service, the I-95 Express Lanes to the south, and numerous TDM strategies. The current multimodal services in the corridor do not alleviate the congested conditions experienced on a daily basis on the general purpose lanes. Increasing the HOV capacity and converting the HOV lanes to HOT will facilitate transit service, HOV trips, and others willing to pay a fee for a faster trip. This will not only help alleviate the congestion caused by the current merge from the I-95 HOT lanes to the general purpose lanes at Turkeycock, but could also reduce congestion in the existing general purpose lanes in the northbound (am) and southbound (pm) directions.

4. Describe all congestion management strategies that are going to be incorporated into the proposed highway project.

See 2a, 2b, 2c and 2d above.

5. Describe the proposed funding and implementation schedule for the congestion management strategies to be incorporated into the proposed highway project. Also describe how the effectiveness of strategies implemented will be monitored and assessed after implementation.

The 395 Express Lanes concessionaire will fund an annual transit payment (to be determined) which will be provided to VDOT. DRPT will complete the Transit/TDM Corridor Study in calendar year 2016 and then the implementation schedule will be determined. Strategies will be monitored by the implementing agencies, and modified as needed.

**FINANCIALLY CONSTRAINED LONG-RANGE
TRANSPORTATION PLAN FOR 2040
PROJECT DESCRIPTION FORM
BASIC PROJECT INFORMATION**

1. Submitting Agency: **Virginia Department of Transportation**
2. Secondary Agency: **Virginia Department of Rail and Public Transportation**
3. Agency Project ID: **UPC 107371**
4. Project Type:
 Interstate Primary Secondary Urban Bridge Bike/Ped
 Transit CMAQ ITS Enhancement Other
 Federal Lands Highways Program Human Service Transportation Coordination
 TERMS
5. Category:
 System Expansion; System Maintenance; Operational Program;
 Study; Other
6. Project Name: **I-66 Multimodal Improvement Project, Inside the Beltway**
Prefix Route Name Modifier
7. Facility: **I-66**
8. From: **I-495, Fairfax County**
9. To: **Route 29 near Rosslyn, Arlington County**

10. Description:

The I-66 Multimodal Improvement Project (the "Project") was originally submitted for the 2015 CLRP Air Quality Analysis, and this current submission provides the most recent updates to the project components, schedule, and costs.

The Project is based on the recommendations from the June 2012 Final Report of the I-66 Multimodal Study inside the Beltway. The study team for the Multimodal Study included local, state, regional and federal stakeholders who participated in an interactive process which resulted in endorsements from these partners. The study, which built upon the 2009 Department of Rail and Public Transportation (DRPT) I-66 Transit/Transportation Demand Management (TDM) study, evaluated and recommended various multimodal improvements in the corridor that were further refined in the August 2013 Supplemental Report. The recommended improvements from the study included transit, bike/ped, TDM, integrated corridor management (ICM), tolling, and widening components, making this a truly multimodal solution for the corridor.

VDOT is completing a categorical exclusion (CE) NEPA process to advance the tolling component identified in the I-66 Multimodal Study. VDOT is also completing a comprehensive traffic

analysis as well as a traffic and revenue study to determine the expected project revenues by year. VDOT has been working with corridor stakeholders, including local jurisdictional partners, to review the results of the traffic analysis and refine the list of multimodal and operational improvements.

VDOT will own and operate the facility inside the Beltway. Toll revenues will be used first to operate and maintain the facility, to repay the cost of construction, and then to implement multimodal solutions in the corridor. The Northern Virginia Transportation Commission (NVTC) will take the lead, in coordination with the local jurisdictions, in recommending to the Commonwealth Transportation Board (CTB) which multimodal projects should be funded using the toll revenues. This arrangement has been formalized through a Memorandum of Agreement (MOA) between CTB, VDOT and NVTC, which details the specific responsibilities of each agency.

The multimodal improvement program administered by NVTC will implement multimodal projects beginning in 2017 in conjunction with the tolling component. The multimodal improvement program will be funded through net toll revenues allocated by CTB for the term of the MOA, which is 40 years. Multimodal projects will be selected through a process established by NVTC.

The tolling component of the Project and Initial Multimodal Program will be implemented first. The tolling includes conversion of the existing I-66 facility inside the Capital Beltway to a Managed Lanes facility with the following characteristics:

- Dynamic tolling during 4-hour peak periods
- Opens to tolling in the peak direction only
- When the tolling begins, HOV-2+ will be allowed to ride free. The free HOV occupancy requirement will be raised to HOV-3+ when the I-66 outside the Beltway project opens or converts to HOV-3+.
- Facility free to all traffic during off-peak periods;
- Consistent with current policy, heavy trucks will be prohibited.

Concurrent with the tolling component, the first group of multimodal improvements will be implemented. The improvements will be based on recommendations from VDOT's June 2012 *Final Report of the I-66 Multimodal Study Inside the Beltway*, and the further refinements found in the *August 2013 Supplemental Report*, recommendations from DRPT's 2009 Transportation Demand Management/Transit Report, projects in the region's constrained long range plan (updated periodically) and including but not limited to multimodal transportation improvements to the corridor roadways and associated transportation and transit facilities, as established by NVTC through a defined selection process. The net toll revenues will fund the multimodal improvements that can be obligated by the time tolling begins in the corridor and that meet project eligibility as established in the MOA:

- Must benefit the toll-paying users of the Facility;
- Must have the capacity to attain one or more of the Improvement Goals, defined as (1) move more people; (2) enhance transportation connectivity; (3) improve transit service; (4) reduce roadway congestion; and (5) increase travel options

- Must be one of the following multimodal transportation improvements serving the Corridor subject to the limitation set forth in the MOA:
 - 1) New or enhanced local and commuter bus service, including capital and operating expenses (e.g., fuel, tires, maintenance, labor and insurance) and transit priority improvements; Vanpool, and formal and informal carpooling programs and assistance;
 - 2) Capital improvements for Washington Metropolitan Area Transit Authority rail and bus service, including capital and operating expenses, and improved access to Metrorail stations and Metrobus stops;
 - 3) Park and ride lot(s) and access or improved access thereto;
 - 4) Roadway improvements to address impacts from the dynamic tolling of the Facility on roadways in the Corridor (including but not limited to Routes 7, 29, 50, and 309, and Washington Boulevard, Wilson Boulevard, and Westmoreland Street);
 - 5) Roadway operational improvements in the Corridor;
 - 6) Transportation Systems Management and Operations as defined in 23 U.S.C. § 101(a)(30) on December 1, 2015;
 - 7) Projects identified in VDOT's June 2012 Final Report of the I-66 Multimodal Study Inside the Beltway and the August 2013 Supplemental Report, as well as recommendations from DRPT's 2009 Transportation Demand Management/Transit Report, and projects in the region's constrained long range plan, as such plan may be updated from time to time,

The multimodal improvement program will include the following types of projects:

The **transit** components include all the current improvements in the CLRP plus new priority bus routes on I-66, Route 29, and Route 50; Metrorail station improvements at Ballston and East Falls Church, and service enhancements for numerous routes in the study area inside the Beltway. Consideration will also be given to Metrorail core capacity improvements (8-car trains) that will address capacity concerns in the I-66 corridor.

For the **bicycle/pedestrian** components, the Multimodal Study identified approximately 60 capital and operating projects inside the Beltway. The Supplemental Report examined projects deemed to be the most regionally significant of the 60, based on (1) projects that can impact bicycling and walking for relatively large numbers of people and (2) projects that enhance the connectivity and functionality of the regional network. Sample projects include:

- Custis trail/W&OD trail improvements
- Fairfax Drive connector
- Arlington Boulevard trail- Glebe Rd. to City of Fairfax
- West Falls Church connector trail
- VA 7 – Tysons to Falls Church

The **TDM** elements of the Project were built on those recommended in the DRPT Transit and TDM Study of 2009, and in the 2012 Multimodal Study were grouped into high, medium and low impact, based on the ability of each measure to impact travel demand. High impact strategies included rideshare program operational support, enhanced telework, van priority access, direct transit subsidies, and enhanced employer outreach. Medium impact strategies included vanpool driver incentives, I-66 corridor carpool startup incentives, and regionwide financial incentives. Lower impact strategies included enhanced corridor marketing, enhanced vanpool insurance pool, capital assistance for vanpools, and flexible vanpool network strategies.

The Project **ICM** recommendation also includes the addition of dynamic merge/junction control, speed harmonization, advanced parking management systems for park-and-ride lots, multimodal traveler information including travel time information by mode, and implementing signal priority for transit vehicles in the corridor.

Lastly, the project also includes the **widening** of I-66 in the eastbound direction from the Dulles Toll Road (DTR) to Fairfax Drive near Ballston by 2020. It also includes the westbound **widening** between the Sycamore Street off-ramp to the Washington Blvd. on-ramp by 2040.

Tolling Policy

As on the other managed lane facilities in the region, tolls will be congestion-based. To use this section of I-66 inside the Beltway during the 4-hour peak periods in the peak direction, motorists will have the choice of forming a carpool (2+ at project opening (2017), 3+ when I-66 outside the beltway opens or converts to HOV-3+), taking transit, or paying a toll. When tolling starts in 2017, carpools of two or more persons, buses, motorcycles, and emergency response vehicles will ride free. Other vehicles not meeting the occupancy requirement can choose to pay a toll, using electronic toll collection equipment, at a rate that will vary based on the level of congestion, to ensure free-flow conditions as specified by Federal and State regulations. When the I-66 outside the Beltway project converts to HOV-3+ or opens to tolling, the carpool occupancy requirement for free access to the inside the Beltway managed lanes will be increased to HOV-3+.

The region's current Constrained Long Range Plan calls for all HOV lanes in Northern Virginia to be HOV-3+ by 2020. Allowing HOV-3+ vehicles to ride free is consistent with this policy change, and will also match the occupancy requirement on I-495 and the I-95 Express Lanes. The Project provides a seamless network of Express lanes by connecting to adjacent Express facilities.

MAP-21 mandates strict performance standards which are intended to ensure free-flowing conditions on the Express lanes. The proposed Express lanes project will include performance monitoring as an integral part of the project and ensure that the MAP-21 mandated performance standards are complied with as a minimum. More specifically, the project will meet all applicable requirements of MAP-21 regarding "HOV Facility Management, Operation, Monitoring, and Enforcement" as described in Section 166 of Title 23 U.S.C., inclusive of the amendments (deletions, insertions and additions) prescribed by MAP-21 Section 1514 "HOV FACILITIES". This includes a minimum average operating speed of 45 mph for 90% of the time over a specific period of time during the peak period.

Schedule

Project development and procurement began in 2015, and will be followed by construction of the tolling gantries starting in 2016. Tolling is expected to start in summer 2017, along with the initial multimodal improvements. The multimodal improvement program will continue for the term of the 40 year MOA executed in January 2016 (expected to sunset in 2056). Eastbound widening is expected by 2020 and westbound widening is expected by 2040.

Federal Environmental Review (“NEPA”) Process

VDOT is conducting a CE for the tolling component in order to participate in the Value Pricing Pilot Program, which is a federal program. Completion of the CE is expected in March 2016. Environmental documentation for future widening will be prepared at a later date.

Coordination with Other Projects

The Project has been closely coordinated with other initiatives such as the I-66 Active Traffic Management (ATM) project (recently implemented) and the I-66 Express Lanes project outside the Beltway. The Project will also be coordinated with future improvements that may be underway in the corridor.

Financial Plan

The total baseline cost for the Project is estimated to be approximately \$375M (in year of expenditure dollars). This estimate includes the cost of tolling, multimodal improvements, and roadway widening, all of which will be self-financed through toll revenues.

Stakeholder Outreach

VDOT and DRPT have been working closely with Arlington County, Fairfax County, the City of Falls Church, transit providers, and other stakeholders to implement a comprehensive outreach program. The outreach program has provided the opportunity for direct engagement with various groups along the corridor, including the local political leadership, transit service providers, various other interest groups, and business and community groups and leaders. There will also be additional opportunities for the public to learn more about the Project, as well as provide comments, both through the CLRP process and the NEPA process.

11. Projected Completion Year: **2017 (tolling, implement multimodal program), 2020 and 2040 (widening)**
12. Project Manager: Ms. Amanda Baxter
13. Project Manager E-Mail: Amanda.Baxter@VDOT.Virginia.gov
14. Project Information URL: **Transform66.org**
15. Total Miles: **10 miles (approximate)**

16. Schematic:



17. Documentation: **<to be determined>**

18. Jurisdictions: **Fairfax County, Arlington County, City of Falls Church**

19. Baseline Cost (in Thousands): **\$375,000**

20. Amended Cost (in Thousands): cost estimate as of 1/14/2016

21. Funding Sources: Federal; State; Local; Private; Bonds; Other

Regional Policy Framework

22. Provide a Comprehensive Range of Transportation Options

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

- Single Driver Carpool/HOV Metrorail Commuter Rail Streetcar/Light Rail
- BRT Express/Commuter bus Metrobus Local Bus Bicycling Walking Other

Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?) Yes No

23. Promote Dynamic Activity Centers

Does this project begin or end in an Activity Center? Yes No

Does this project connect two or more Activity Centers? Yes No

Does this project promote non-auto travel within one or more Activity Centers? Yes No

24. Ensure System Maintenance, Preservation, and Safety

Does this project contribute to enhanced system maintenance, preservation, or safety?

Yes No

25. Maximize Operational Effectiveness and Safety

Does this project reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)? Yes No

Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists? Yes No

26. Protect and Enhance the Natural Environment

Is this project expected to contribute to reductions in emissions of criteria pollutants and/or greenhouse gases? Yes No

27. Support Interregional and International Travel and Commerce

Please identify all freight carrier modes that this project enhances, supports, or promotes.

Long-Haul Truck Local Delivery Rail Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

Air Amtrak intercity passenger rail Intercity bus

28. Additional Policy Framework

In the box below, please provide any additional information that describes how this project further supports or advances these and other regional goals.

VDOT and DRPT's Transforming I-66 Inside the Beltway project addresses several RTPP goals, as noted above. The project will be particularly effective in helping the Region achieve RTPP Goal # 1: **Provide a Comprehensive Range of Transportation Options**. This project combines capacity improvements with managed lanes, congestion pricing, intelligent transportation systems, new transit services, ride-sharing, and bicycle and pedestrian facilities improvements to expand the range of transportation alternatives available to travelers. The project addresses the four major problems cited in Goal Statement #1: roadway congestion, transit crowding, inadequate bus service, and unsafe walking and biking.

The Transform66: inside the Beltway project, as approved by the Commonwealth Transportation Board, is the culmination of a process that began with the development of the I-66 Multimodal Study for I-66 Inside the Beltway. This study recommended a multimodal package of improvements for I-66 which will provide improved and expanded travel opportunities for all modes in the corridor.

MAP-21 PLANNING FACTORS

29. Please identify any and all planning factors that are addressed by this project:

a. Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

b. Increase the **safety** of the transportation system for all motorized and non-motorized users.

i. Is this project being proposed specifically to address a safety issue? Yes; No

ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

c. Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.

d. Increase **accessibility and mobility** of people.

e. Increase accessibility and mobility of **freight**.

f. Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

- g. Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
- h. Promote efficient system **management and operation**.
- i. Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

30. Have any potential mitigation activities been identified for this project? Yes; No

a. If yes, what types of mitigation activities have been identified?

- Air Quality; Floodplains; Socioeconomics; Geology, Soils and Groundwater; Vibrations;
- Energy; Noise; Surface Water; Hazardous and Contaminated Materials; Wetlands

Environmental mitigation may be required through analysis associated with future environmental studies associated with the widening.

CONGESTION MANAGEMENT INFORMATION

31. Congested Conditions

a. Do traffic congestion conditions necessitate the proposed project or program?

- Yes; No

b. If so, is the congestion recurring or non-recurring? Recurring; Non-recurring

c. If the congestion is on another facility, please identify it:

32. Capacity

a. Is this a capacity-increasing project on a limited access highway or other principal arterial? Yes; No

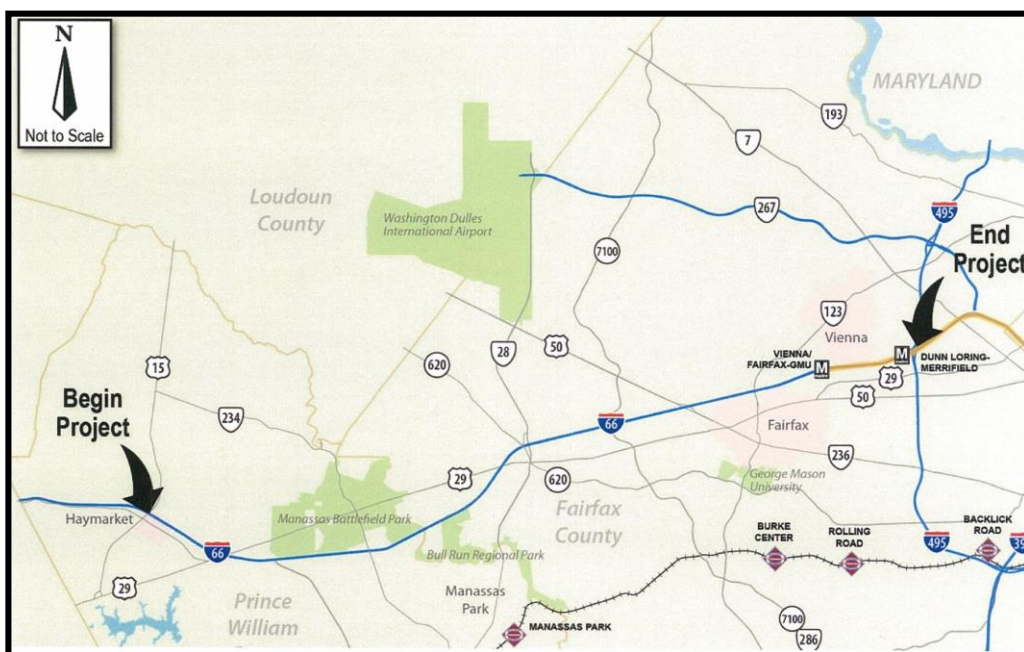
b. If the answer to Question 32.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):

- None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
- The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
- The number of lane-miles added to the highway system by the project totals less than one lane-mile
- The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
- The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
- The project consists of preliminary studies or engineering only, and is not funded for construction
- The construction costs for the project are less than \$10 million.

c. If the project is not exempt and requires a Congestion Management Documentation Form, [click here to open a blank Congestion Management Documentation Form](#).

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM BASIC PROJECT INFORMATION

1. Submitting Agency: **Virginia Department of Transportation**
2. Secondary Agency: **Virginia Department of Rail & Public Transportation**
3. Agency Project ID: **0066-96A-297, P101 UPC#105500**
4. Project Type:
 - Interstate Primary Secondary Urban Bridge Bike/Ped
 - Transit CMAQ ITS Enhancement Other
 - Federal Lands Highways Program Human Service Transportation Coordination
 - TERMS
5. Category:
 - System Expansion; System Maintenance; Operational Program;
 - Study; Other
6. Project Name: **I-66 Corridor Improvements Project Outside the Beltway**
Prefix Route Name Modifier
7. Facility: **I-66**
8. From: **US 15, Prince William County**
9. To: **I-495, Fairfax County**



10. Description:

The Commonwealth's I-66 Corridor Improvements Project ("Project") outside the Beltway was first submitted for the 2015 CLRP Air Quality Analysis, and the FY16 submission provides minor modifications to the project based on the Commonwealth Transportation Board's selection of a preferred alternative on October 27, 2015. The project includes:

- Three general purpose lanes in each direction (with auxiliary lanes between interchanges where needed: between US 29 Gainesville and VA 234 Bypass / Prince William Parkway; and between US 29 Centreville and I-495 / Capital Beltway);
- Two barrier-separated managed express lanes in each direction (the existing high-occupancy vehicle (HOV) lane will be converted to an express lane and one new express lane will be added);
- New high-frequency bus service with more predictable travel times;
- Direct access ramps to and from the Express lanes:
 - Haymarket - west of US 15 - to / from east and west
 - Gainesville - at University Boulevard - to / from east*
 - VA 234 Bypass / Prince William Parkway - to / from west
 - Cushing Road Park and Ride Lot / VA 234 Bypass - to / from east
 - Manassas - Balls Ford Road Park and Ride Lot - to / from east*
 - Centreville - VA 28 - to / from east and west (access between west and south excluded)*
 - Centreville - I-66 mainline transition ramps to allow all movements between I-66 General Purpose lanes and I-66 Express lanes*
 - Centreville - Stringfellow Road - to / from east*
 - Fair Oaks - Monument Drive - to / from east and west*
 - Fairfax - US 50 - to / from east (I-66) and northwest (US 50)*
 - Fairfax - VA 123 - to / from east*
 - Vienna - Vaden Drive - to / from west*
 - Dunn Loring - from Eastbound I-66 General Purpose lanes to Eastbound I-66 Express lanes*

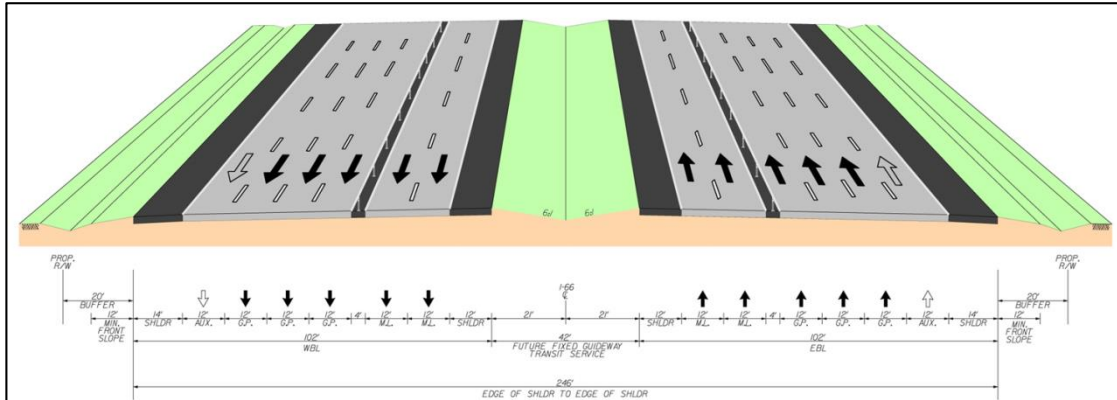
** Ramps implemented in Phase 1 by 2021; all other access is part of ultimate Preferred Alternative constructed by 2040*

- New or expanded commuter park and ride lots in the corridor.
- A phased approach to construction that includes express lanes from Gainesville to I-495 in the first phase (opening in 2021), with the remaining portion of the corridor express lanes between Gainesville and Haymarket constructed by 2040. In addition, a typical section that provides space in the median for future transit will be phased as well, between US 15 Haymarket and US 29 Centreville, as described below.

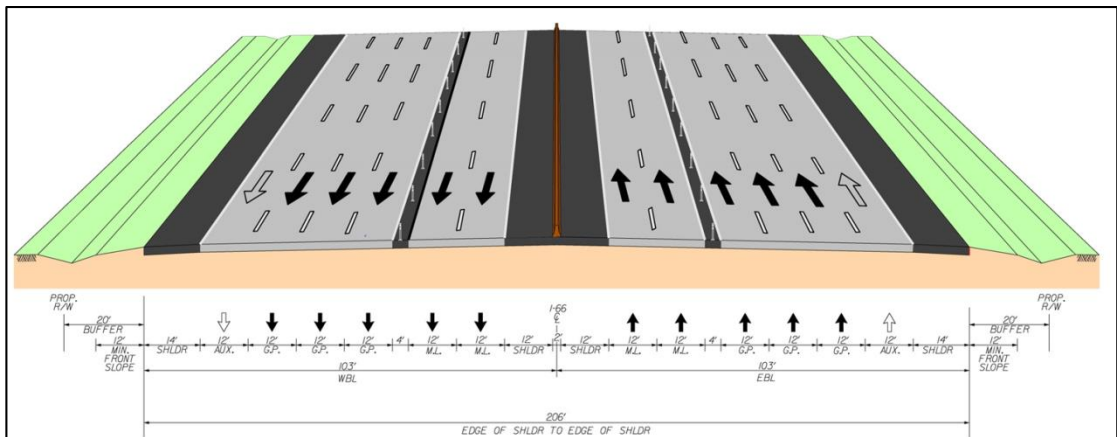
Below are two typical sections that will be implemented along the corridor. The first typical section illustrates the alternative selected by the Commonwealth Transportation Board for the Preferred Alternative. The second typical section illustrates the alternative that will be initially utilized as part of a phased construction approach, from east of US 29 Gainesville to US 29 Centreville only, under Phase 1.

Once the entire project is constructed, the cross section will be reconfigured where needed to allow for future transit.

Preferred Alternative – Flexible Barrier with Buffer & Median reserved for Future Center Transit



Phase 1 (Opening Year Configuration) – Flexible Barrier with Buffer and No Median Between US 29 Gainesville and US 29 Centreville



As on the I-495 and I-95 Express Lanes, access to the I-66 Express Lanes will be available to automobiles, motorcycles, light-trucks, emergency vehicles, buses and transit vehicles only. Vehicles with three or more occupants and motorcycles would travel on the Express Lanes for free, as per the code of the Commonwealth of Virginia and Federal law. The facility will be operated and enforced for HOV3+ occupancy and toll payment in a manner that complies with the statutory requirements of the Commonwealth. Other vehicles not meeting the occupancy requirement of 3+ will pay a toll, using electronic toll collection equipment, at a rate that will vary based on congestion, to ensure free-flow conditions as specified by Federal regulations.

The region's current Constrained Long Range Plan calls for all HOV lanes in Northern Virginia to be HOV-3+ by 2020. Allowing HOV-3's to ride free is consistent with this policy change, and will also match the High Occupancy Toll lane occupancy requirement on 495 and 95. The Project expands the NoVA network of Express lanes by connecting to the I-495 Express Lanes Project, which also connects to the newly constructed I-95 Express Lanes.

The project includes a robust transit component, consisting of new and expanded commuter bus services providing one-seat rides between park and ride lots and major regional destinations on I-66 to complement Metrorail in the corridor. New and expanded park and ride lots are included throughout the corridor, with easy or direct access to the managed lanes. Finally, to promote and incentivize alternative modes in the corridor, new and enhanced corridor transportation demand management strategies will be included as part of the project.

Bicycle and Pedestrian accommodations in the corridor are included as part of the Preferred Alternative, and will be consistent with VDOT's Policy for Integrating Bicycle and Pedestrian Accommodations (www.virginiadot.org/bikepedpolicy/).

Project construction, operations and maintenance will be procured using Virginia's Public-Private Transportation Act (PPTA) legislation leading to the selection of a private consortium ("Concessionaire"). A comprehensive agreement will ultimately outline all of the terms and conditions of the Public-Private Partnership.

Tolling Policy

Express lanes use dynamic pricing to maintain free-flowing conditions for all users, even during rush hour. The toll rates will vary throughout the day corresponding to demand and congestion levels. Toll prices will be adjusted in response to the level of traffic to ensure free flowing operations.

Dynamic message signs will provide drivers with current toll rates so they can choose whether or not to use the lanes. Toll collection on the Express Lanes will be totally electronic. There will be no toll booths. The dynamic message signs will be supplemented by other notification/communications methods to ensure all users, including transit operators, have as much advance notice of traffic conditions as is possible.

MAP-21 mandates strict performance standards which are intended to ensure free-flowing conditions on the Express lanes. The proposed Express lanes project will include performance monitoring as an integral part of the project and ensure that the MAP-21 mandated performance standards are complied with as a minimum. More specifically, the project will meet all applicable requirements of MAP-21 regarding "HOV Facility Management, Operation,

Monitoring, and Enforcement” as described in Section 166 of Title 23 U.S.C., inclusive of the amendments (deletions, insertions and additions) prescribed by MAP-21 Section 1514 "HOV FACILITIES". This includes a minimum average operating speed of 45 mph for 90% of the time over a specific period of time during the peak period.

Schedule

Construction for the Project is projected to begin in 2017, with an estimated construction completion time of 4-5 years for Phase 1. The facility is expected to enter operations in 2021. The remaining construction of the Preferred Alternative will be implemented by 2040. The current schedule calls for completion of the environmental review in compliance with Federal (NEPA) and state regulations by January – February 2016. FHWA has further conditioned environmental approval to the Project being included in a conforming Transportation Improvement Program ("TIP") and Constrained Long Range Plan ("CLRP") for construction.

Federal Environmental Review ("NEPA") Process

The Tier 2 Environmental Assessment scope builds upon and includes a combination of concepts identified in the Tier 1 Environmental Impact Statement. It evaluates site-specific conditions and potential effects the proposed improvements would have on air quality, noise, neighborhoods, parks, recreation areas, historic properties, wetlands and streams. The environmental review is currently being conducted in full accordance and compliance with Federal and state law. FHWA is the 'Lead Agency' for the NEPA document and will provide document review / approval and issuance of FONSI at the conclusion of the process.

Transportation Management Plan

As a matter of policy, practice and a reflection the agency's commitment to safety, VDOT adopts Transportation Management Plans for its construction projects. Such Plans are also required by FHWA for large projects such as this initiative. The congestion mitigation plans used for projects such as the Springfield Interchange, the I-495 Express Lanes, and the I-95 Express Lanes have been very successful in managing traffic during construction. VDOT and the Concessionaire will similarly implement a robust Transportation Management Plan for this Project.

Coordination with Other Projects in the Corridor

This project is being coordinated with other active projects in the corridor such as:

- Vaden Drive ramp improvements (now incorporated into I-66 project)

- Active Traffic Management (ATM) project (now operational)
- Route 28 / I-66 interchange improvements (now incorporated into I-66 project)
- US 15 / I-66 interchange improvements
- HOV lane and widening project from Gainesville to US 15

Financial Plan

The total cost for the proposed Project is estimated to be approximately \$2 – 3 billion in year of expenditure dollars. Funding sources for the Project will include a combination of private and public equity and third party debt, including private bank loans and/or Private Activity Bonds, with the potential for TIFIA funding as a form of subordinated debt. As the Project progresses, VDOT will explore all avenues of funding to ensure the lowest cost of capital for the Project.

The Concessionaire will be fully authorized to toll the facility, which will serve to pay debt service, operating and maintenance costs and return on equity. Toll revenue will be the main source of revenue. The Commonwealth will enter into a Comprehensive Agreement with the selected Concessionaire, which will authorize the Concessionaire to raise the necessary funds to construct the Project.

Stakeholder Outreach

A Stakeholder Technical Advisory Group (STAG) has been established and meets regularly. The STAG provides the opportunity for direct engagement with various groups along the corridor, including local jurisdictions, environmental resource agencies, transit service providers, and various other agencies. Stakeholder and public outreach is a high priority for the I-66 project team. A Transit/TDM Technical Advisory Group (TTAG) is also actively engaged in project development. There have been numerous opportunities for the public to learn more about the Project, as well as provide comments, through public meetings, the project website, and community dialogs in addition to other items. The project outreach has included 2 sets of Public Information Meetings and two sets of Public Hearings.

- 11. Projected Completion Year: **2021 for Phase 1 / 2040 for Preferred Alternative**
- 12. Project Manager: **Ms. Susan Shaw, P.E.**
- 13. Project Manager E-Mail: **susan.shaw@VDOT.Virginia.gov**
- 14. Project Information URL: **<http://www.transform66.org>**
- 15. Total Miles: **23 miles for Phase 1 / 26 miles for Preferred Alternative**
- 16. Schematic: **See figures in items 9 and 10 above, as well as attached roll maps.**

17. Documentation: **The graphics included in the response to items 9 and 10 above have been uploaded to allow a more readable version. All project documentation may be accessed electronically at: <http://outside.transform66.org/>**

18. Jurisdictions: **Fairfax County, Prince William County**

19. Baseline Cost (in Thousands): **\$2,000,000 - \$3,000,000 (approximately 2 to 3 \$billion) combined public & private cost estimate as of 11/10/2014**

20. Amended Cost (in Thousands): **\$2,100,000 (Phase 1) / approximately \$3,100,000 (Preferred Alternatives) - combined public & private cost estimate as of 9/28/2015**

21. Funding Sources: Federal; State; Local; Private; Bonds; Other

Regional Policy Framework

22. Provide a Comprehensive Range of Transportation Options

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

Single Driver Carpool/HOV Metrorail Commuter Rail Streetcar/Light Rail
 BRT Express/Commuter bus Metrobus Local Bus Bicycling Walking Other

Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?) Yes No

23. Promote Dynamic Activity Centers

Does this project begin or end in an Activity Center? Yes No

Does this project connect two or more Activity Centers? Yes No

Does this project promote non-auto travel within one or more Activity Centers? Yes No

24. Ensure System Maintenance, Preservation, and Safety

Does this project contribute to enhanced system maintenance, preservation, or safety?

Yes No

25. Maximize Operational Effectiveness and Safety

Does this project reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)? Yes No

Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

Yes No

26. Protect and Enhance the Natural Environment

Is this project expected to contribute to reductions in emissions of criteria pollutants and/or greenhouse gases? Yes No

27. Support Interregional and International Travel and Commerce

Please identify all freight carrier modes that this project enhances, supports, or promotes.

Long-Haul Truck Local Delivery Rail Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

Air Amtrak intercity passenger rail Intercity bus

28. Additional Policy Framework

In the box below, please provide any additional information that describes how this project further supports or advances these and other regional goals.

VDOT and DRPT's Transforming I-66 Outside the Beltway project addresses several RTPP goals, as noted above. The project will be particularly effective in helping the Region achieve RTPP Goal # 1: **Provide a Comprehensive Range of Transportation Options**. This innovative project will combine capacity improvements with managed lanes, congestion pricing, intelligent transportation systems, new transit services, ride-sharing, new and expanded park and ride lots and bicycle and pedestrian facilities improvements to expand the range of transportation alternatives available to travelers. Moreover, the project is being designed to reserve opportunities for future westward extension of Metrorail or other high quality transit services. The project addresses the four major problems cited in Goal Statement #1: roadway congestion, transit crowding, inadequate bus service, and unsafe walking and biking.

The Preferred Alternative, as approved by the Commonwealth Transportation Board, is the culmination of a process that began with the development of the *Draft Tier1 Environmental Impact Statement* for I-66 Outside the Beltway. This document concluded that there was not a "single mode" solution to the problems associated with I-66. Adding enough freeway lanes to insure reliable travel was not feasible, while it was determined that the mix of modes, strategies and technologies embodied in what became the Preferred Alternative would provide improved and expanded travel opportunities.

MAP-21 PLANNING FACTORS

29. Please identify any and all planning factors that are addressed by this project:

a. Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

b. Increase the **safety** of the transportation system for all motorized and non-motorized users.

- i. Is this project being proposed specifically to address a safety issue? Yes; No
- ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

c. Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.

d. Increase **accessibility and mobility** of people.

e. Increase accessibility and mobility of **freight**.

f. Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

g. Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.

h. Promote efficient system **management and operation**.

i. Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

30. Have any potential mitigation activities been identified for this project? Yes; No

a. If yes, what types of mitigation activities have been identified?

Air Quality; Floodplains; Socioeconomics; Geology, Soils and Groundwater;

Vibrations;

Energy; Noise; Surface Water; Hazardous and Contaminated Materials; Wetlands

CONGESTION MANAGEMENT INFORMATION

31. Congested Conditions

a. Do traffic congestion conditions necessitate the proposed project or program?

Yes; No

b. If so, is the congestion recurring or non-recurring? Recurring; Non-recurring

c. If the congestion is on another facility, please identify it:

32. Capacity

a. Is this a capacity-increasing project on a limited access highway or other principal arterial? Yes; No

b. If the answer to Question 32.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):

None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required

The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)

The number of lane-miles added to the highway system by the project totals less than one lane-mile

The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange

- The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
- The project consists of preliminary studies or engineering only, and is not funded for construction
- The construction costs for the project are less than \$10 million.

c. If the project is not exempt and requires a Congestion Management Documentation Form, [click here to open a blank Congestion Management Documentation Form](#).

RECORD MANAGEMENT

33. Completed Year:

34. Project is being withdrawn from the CLRP.

35. Withdrawn Date: MM/DD/YYYY

36. Record Creator:

37. Created On:

38. Last Updated by:

39. Last Updated On:

40. Comments:

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



BASIC PROJECT INFORMATION

1. Submitting Agency: Fairfax County DOT
2. Secondary Agency: Virginia DOT
3. Agency Project ID:
4. Project Type: Interstate Primary Secondary Urban Bridge Bike/Ped Transit CMAQ
 ITS Enhancement Other Federal Lands Highways Program
 Human Service Transportation Coordination TERMS
5. Category: System Expansion; System Maintenance; Operational Program; Study; Other
6. Project Name: Route 28 Expansion with HOV Lanes

	Prefix	Route	Name	Modifier
7. Facility:		28	Sully Road	
8. From (<input type="checkbox"/> at):			I-66	
9. To:			Loudoun County (at Dulles Toll Road)	

10. Description: Widen Route 28 from 6 to 8 lanes plus auxiliary lanes between I-66 and Westfields Blvd., with a later incorporation of HOV lanes into 8 lane roadway.
11. Projected Completion Year: 2025/2040
12. Project Manager:
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles: 8
16. Schematic:
17. Documentation:
18. Jurisdictions: Fairfax County, VA
19. Baseline Cost (in Thousands): \$100,000 cost estimate as of 05/19/2010
20. Amended Cost (in Thousands): cost estimate as of MM/DD/YYYY
21. Funding Sources: Federal; State; Local; Private; Bonds; Other

Regional Policy Framework

22. Provide a Comprehensive Range of Transportation Options

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

- | | | | |
|---|---|---|------------------------------------|
| <input checked="" type="checkbox"/> Single Driver | <input checked="" type="checkbox"/> Carpool/HOV | <input type="checkbox"/> Streetcar/Light Rail | <input type="checkbox"/> Local Bus |
| <input type="checkbox"/> Metrorail | <input type="checkbox"/> Commuter Rail | <input type="checkbox"/> Metrobus | |
| <input type="checkbox"/> BRT | <input type="checkbox"/> Express/Commuter bus | <input type="checkbox"/> Other | |
| <input type="checkbox"/> Bicycling | <input type="checkbox"/> Walking | | |

Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?) Yes No

CLRP PROJECT DESCRIPTION FORM

23. Promote Regional Activity Centers

Does this project begin or end in an Activity Center? Yes No

Does this project connect two or more Activity Centers? Yes No

Does this project promote non-auto travel within one or more Activity Centers? Yes No

24. Ensure System Maintenance, Preservation, and Safety

Does this project contribute to enhanced system maintenance, preservation, or safety? Yes No

25. Maximize Operational Effectiveness and Safety

Does this project reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)? Yes No

Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists? Yes No

26. Protect and Enhance the Natural Environment

Is this project expected to contribute to reductions in emissions of criteria pollutants? Yes No

Is this project expected to contribute to reductions in emissions of greenhouse gases? Yes No

27. Support Interregional and International Travel and Commerce

Please identify all freight carrier modes that this project enhances, supports, or promotes.

Long-Haul Truck Local Delivery Rail Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

Air Amtrak intercity passenger rail Intercity bus

28. Additional Policy Framework

In the box below, please provide any additional information that describes how this project further supports or advances these and other regional goals.

MAP-21 PLANNING FACTORS

29. Please identify any and all planning factors that are addressed by this project:

a. Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

b. Increase the **safety** of the transportation system for all motorized and non-motorized users.

i. Is this project being proposed specifically to address a safety issue? Yes; No

ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

c. Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.

d. Increase **accessibility and mobility** of people.

e. Increase accessibility and mobility of **freight**.

f. Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

g. Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.

h. Promote efficient system **management and operation**.

i. Emphasize the **preservation** of the existing transportation system.

CLRP PROJECT DESCRIPTION FORM

ENVIRONMENTAL MITIGATION

30. Have any potential mitigation activities been identified for this project? Yes; No
- a. If yes, what types of mitigation activities have been identified?
- Air Quality; Floodplains; Socioeconomics; Geology, Soils and Groundwater; Vibrations;
 - Energy; Noise; Surface Water; Hazardous and Contaminated Materials; Wetlands

CONGESTION MANAGEMENT INFORMATION

31. Congested Conditions
- a. Do traffic congestion conditions necessitate the proposed project or program? Yes; No
- b. If so, is the congestion recurring or non-recurring? Recurring; Non-recurring
- c. If the congestion is on another facility, please identify it:
32. Capacity
- a. Is this a capacity-increasing project on a limited access highway or other principal arterial? Yes; No
- b. If the answer to Question 26.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):
- None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
 - The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
 - The number of lane-miles added to the highway system by the project totals less than one lane-mile
 - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
 - The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles
 - The project consists of preliminary studies or engineering only, and is not funded for construction
 - The construction costs for the project are less than \$10 million.
- c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

ITEM 7 – Information
October 19, 2016

Overview of the Draft FY 2017-2022 TIP

Staff

Recommendation: Receive briefing

Issues: None

Background: The board will be briefed on the Draft FY 2017-2022 Transportation Improvement Program (TIP), which was released for public comment on October 13. After the 30-day comment period, the TPB will be asked to approve the TIP at its November 16 meeting.



MEMORANDUM

TO: Transportation Planning Board
FROM: Andrew Austin, TPB Transportation Planner
SUBJECT: Briefing on the Draft FY 2017-2022 Transportation Improvement Program (TIP)
DATE: October 13, 2016

On Thursday, October 13, 2016 the TPB released the draft 2016 Constrained Long-Range Plan (CLRP) Amendment, the draft FY 2017-2022 Transportation Improvement Program (TIP) and the draft Air Quality Conformity Analysis results for a 30-day public comment period. This memo provides information on the development of the draft FY 2017-2022 TIP. In December 2015, the TPB released the Call for Projects for the 2016 Amendment to the CLRP and the FY 2017-2022 TIP. The baseline used for the development of the new TIP was the FY 2015-2020 TIP, as amended, and carried over to cover fiscal years 2017-2022. Agencies were asked to provide their inputs for the Draft TIP in May 2016.

BACKGROUND ON THE TIP

Before a transportation funding agency can apply for federal funds to use toward any projects, the project must be identified in a TIP and in a CLRP (if applicable). Typically, it is the last step a project must go through before any work can begin. When USDOT approves a project for funding, the submitting agency must know several things at the moment of the transaction, including exactly what type of funding is available and identified for use, how much the project phase costs, and other details. Often referred to as an “obligation” document, the TIP must meet strict federal requirements and serves as one official way that these funding details are provided.

Federal law requires that the TIP cover a minimum of four-years and be updated at least every four years. The TIP is a short term implementation document that is essentially the means for implementing the projects and programs identified in the long term in the CLRP. It includes capital projects, operational programs and some maintenance for all modes of surface transportation: roads and bridges, transit, bicycle and pedestrian, and freight. The TPB’s TIP covers a six-year period to be consistent with the budgeting and programming processes of its member agencies. Funding in the first two years of the TIP must be “available and committed,” according to federal law, while funding for the third and fourth years must be “reasonably expected to be available,” much like funding in the CLRP.

The prioritization and implementation of projects is a continuously evolving process for each agency. The TIP document included in this item can only provide a “snapshot” of the TIP at this point in time. The TIP is amended or modified on a monthly and sometimes even weekly basis, through staff approvals, TPB Steering Committee actions, or large-scale amendments brought to the TPB for adoption.

The funding included in the TIP does not provide a comprehensive picture of all transportation-related spending in the region. There are many operations and maintenance programs that do not use federal funding and that are not required to be included in the TIP. Similarly, many small-scale projects that are

not regionally significant or federally funded are not required to be included either. While the funding of different phases (planning, engineering, right-of-way acquisition, construction) is described in the TIP, it is not intended to provide a schedule for construction the way that a Capital Improvement Program (CIP) might. There is also no guarantee that projects programmed in the TIP will be built. Priorities can change and funding can be withdrawn from one project to be applied to other projects.

INPUTS TO THE FY 2017-2022 TIP

The previously approved FY 2015-2020 TIP, as amended through October 7, 2016, formed the baseline of inputs for each agency to start with when updating the FY 2017-2022 TIP. The three Departments of Transportation in the District, Maryland, and Virginia, and the Washington Metropolitan Area Transit Authority are on different schedules for their budgeting and programming processes. For this reason, some agencies have provided inputs that cover the full six years of the TIP, while inputs from other agencies may only cover the first four years.

Projects in the **District of Columbia** come from the DDOT State Transportation Improvement Program (STIP). DDOT is currently developing its new FY 2017-2023 STIP, and will provide a significant amendment to update the TPB FY 2017-2022 TIP in early 2017. Currently, funding in the District portion of the FY 2017-2022 TIP reflects the FY 2015-2020 TIP, as amended. Projects in **Maryland** come from the Maryland Consolidated Transportation Program (CTP). MDOT has provided inputs to the TIP based on its draft FY 2017-2022 (CTP). Projects in **Virginia** come from the VDOT STIP. VDOT is currently developing the FY 2018-2021 STIP, which is expected to provide the inputs for a significant amendment to the TIP in early 2017. Funding in the Virginia portion of the FY 2017-2022 TIP reflects the FY 2015-2020 TIP, as amended. Projects from **Washington Metropolitan Area Transit Authority** (WMATA) come from their latest Capital Budget. Currently, WMATA funding of the FY 2017-2022 TIP reflects the FY 2015-2020 TIP, as amended. An amendment to reflect funding changes related to the Metro SafeTrack program is expected by the end of 2016. An amendment to reflect WMATA's FY 2018 Capital Budget and FY 2018-2023 CIP is expected in the spring of 2017.

SUMMARY OF FUNDING IN THE FY 2017-2022 TIP

There are over 300 projects and programs included in the FY 2017-2022 TIP with a total of \$11 billion programmed over the document's six year span. There are 114 road and bridge projects that total \$2.45 billion and 55 transit projects that total \$6.63 billion (the Purple Line in Maryland accounting for \$2.4 billion of that funding). There are 34 projects identified as bicycle and pedestrian projects with \$250 million in funding. It should be noted that there are many road projects that include bicycle and/or pedestrian accommodations that are not included in this count or total.

Almost half of the funding in the TIP – \$4.8 billion, or 45% – comes from state or local sources. The remaining \$6.2 billion (55%) comes from formula funding programs from the Federal Highway Administration and the Federal Transit Administration.

MATERIALS FOR PUBLIC COMMENT

Attached to this memo is the draft FY 2017-2022 TIP which was released for a 30-day public comment period on Thursday, October 13, 2016. Comments may be submitted:

- Online at www.mwcog.org/TPBcomment
- Via email at TPBcomment@mwkog.org
- By calling (202) 962-3262, TDD: (202) 962-3213
- Or in writing to The Transportation Planning Board
777 North Capitol Street, NE, Suite 300
Washington, DC 20002-4239

The public comment period ends on Saturday, November 12, 2016. The TPB will be asked to approve the FY 2017-2022 TIP at the meeting on November 16, 2016.

FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM

Draft for Public Comment

October 13, 2016



National Capital Region
Transportation Planning Board

Interstate

11th Street Bridges and Interchange Reconstruction

TIP ID: 5554 Agency ID: HTF02A Title: Garvee Bond Debt Service

Rehabilitation of I-395 HOV Bridge over Potomac River

TIP ID: 6187 Agency ID: MRR27A Title: Rehabilitation of I-395 HOV Bridge over Potomac River

Rehabilitation of I-66 Ramp to Whitehurst Freeway over Potomac Pkwy and Rock Creek (Bridge No.1303)

TIP ID: 6416 Agency ID: Title: Rehabilitation of I-66 Ramp to Whitehurst Freeway over Potomac Pkwy and

Primary

Anacostia Waterfront Initiative

TIP ID: 5957 Agency ID: AW0, EW002C Title: Pennsylvania Ave/Potomac Circle

TIP ID: 5723 Agency ID: AW027A Title: St. Elizabeths Campuses Access Improvements

TIP ID: 5802 Agency ID: CD044A Title: Program Manager AWI

TIP ID: 3290 Agency ID: SR049A Title: Reconstruction of Kenilworth Avenue, NE

South Capitol Street

TIP ID: 6038 Agency ID: Title: Garvee Debt Service

TIP ID: 3423 Agency ID: AW011, AW024 Title: South Capitol Street Corridor

Secondary

Columbia Road NW, Reconstruction 16th to 18th Streets and Resurface 18th Street to Conn Ave

TIP ID: 6189 Agency ID: MRR24A Title: Columbia Road, NW, Reconstruction 16th to 18th Streets and Resurface 18

Florida Avenue Transportation Study

TIP ID: 6195 Agency ID: ZU033A Title: Florida Avenue Transportation Study

Maryland Avenue Pedestrian Safety Project

TIP ID: 6014 Agency ID: SR088A Title: Maryland Avenue NE Road Diet

Mid City East

TIP ID: 6184 Agency ID: OSS14A Title: Mid City East

Reconstruction of 18th Street, NW from Virginia Ave to Connecticut Ave/M Street

TIP ID: 6412 Agency ID: Title: Reconstruction of 18th Street, NW from Virginia Ave to Connecticut Ave/M

Reconstruction of 21st Street, NW from Constitution Ave to G Street and from I Street to New Hampshi

TIP ID: 6413 Agency ID: Title: Reconstruction of 21st Street, NW from Constitution Ave to G Street and Fr

Reconstruction of Columbia Rd NW from Michigan Ave./Park Place to 15th Street

TIP ID: 6415 Agency ID: Title: Reconstruction of Columbia Rd NW from Michigan Ave NW/Park Place to 1

Reconstruction of Harvard Street NW from 16th Street NW to Georgia Ave NW

TIP ID: 6425 Agency ID: Title: Reconstruction of Harvard Street NW from 16th St NW to Georgia Ave NW

Reconstruction of Kenyon Street NW from Park Place to 13th Street

TIP ID: 6414 Agency ID: Title: Reconstruction of Kenyon Street NW from Park Place NW to 13th Street N

Reconstruction of Ward II

TIP ID: 6493 Agency ID: Title: Reconstruction of Ward II

Safety Improvements of 22nd and I NW

TIP ID: 6492 Agency ID: Title: Safety Improvements of 22nd and I NW

Bike/Ped

District-wide Bicycle and Pedestrian Management Program

TIP ID: 3232 Agency ID: CM064A, ZUT0 Title: Bicycle and Pedestrian Management Program

East Capitol Street Pedestrian Safety Project

TIP ID: 6315 Agency ID: SR086A Title: East Capitol Street Corridor Mobility & Safety Plan

Metropolitan Branch Trail

TIP ID: 3228 Agency ID: AF073A, ZU024 Title: Metropolitan Branch Trail

National Recreational Trails

TIP ID: 2796 Agency ID: AF066A Title: National Recreational Trails

TIP ID: 6230 Agency ID: ZU010A Title: New York Avenue Trail

Rock Creek Park Trail

TIP ID: 3230 Agency ID: AF005A Title: Rock Creek Park Trail

Safe Routes to School

TIP ID: 2888 Agency ID: CM086A Title: Safe Routes to School

South Capitol Street Trail

TIP ID: 6114 Agency ID: ZUT10C Title: South Capitol Street Trail

Bridge

Anacostia Freeway Bridges over Nicholson Street SE

TIP ID: 6082 Agency ID: MRR15A Title: Anacostia Freeway Bridges over Nicholson Street SE (Bridges #1001, 1002)

H Street Bridge over Amtrak

TIP ID: 6039 Agency ID: CD054A Title: H Street Bridge over Railroad

Rehabilitation of 14th Street, SW Bridge over Streetcar Terminal

TIP ID: 6426 Agency ID: Title: Rehabilitation of 14th Street, SW Bridge over Streetcar Terminal

Rehabilitation of K Street NW Bridge, over Whitehurst Freeway Ramp (Bridge No. 1304)

TIP ID: 6417 Agency ID: Title: Rehabilitation of K Street NW Bridge, over Whitehurst Freeway Ramp (Brid

Roadway and Bridge Improvement on Southern Avenue and Winkle Doodle Branch Bridge

TIP ID: 5353 Agency ID: ED028A Title: Roadway and Bridge Improvement on Southern Avenue and Bridge #64 (ov

Enhancement

Transportation Alternatives Program

TIP ID: 3210 Agency ID: AF049A Title: Transportation Alternatives Program

ITS

Traffic Operations Improvements Citywide

TIP ID: 3216 Agency ID: OSS07A, CI060 Title: Traffic Operations Improvements Citywide

TIP ID: 6283 Agency ID: PM0A4A Title: Managed Lanes

Traffic Signal LED Replacement

TIP ID: 6115 Agency ID: CI040A Title: Traffic Signal LED Replacement

Other

Asset Condition Assessment

TIP ID: 5323 Agency ID: MNT06A, SR09 Title: Condition Assessment

Cleveland Park Study

TIP ID: 6193 Agency ID: PM0D7A Title: Cleveland Park Study

Planning and Management Systems

TIP ID: 3213 Agency ID: CAL16C, PM30 Title: Planning and Management Systems

TIP ID: 5322 Agency ID: CM085A Title: Preventive Maintenance and Repair of Stormwater Pumping Stations

TIP ID: 3355 Agency ID: PM086A Title: Professional Capacity-Building Strategy

Rehabilitation of Anacostia Freeway Bridges over South Capitol Street (Bridge No. 1016 & 1017)

TIP ID: **6097** Agency ID: **MRR14A** Title: **Rehabilitation of Anacostia Freeway Bridges over South Capitol Street (Bri**

Roadside Improvements Citywide

TIP ID: **5792** Agency ID: **ED0C2A** Title: **C Street NE Implementation**

Roadway Reconstruction Citywide

TIP ID: **2965** Agency ID: **SR060A MRR1** Title: **Roadway Reconstruction Citywide**

Safety Improvements

TIP ID: **3212** Agency ID: **CB0, CIO** Title: **Safety Improvements Citywide**

TIP ID: **6240** Agency ID: **MRR01A** Title: **Safety and Geometric Improvements of I-295**

Streetscape

TIP ID: **2922** Agency ID: **ED064A** Title: **Great Streets - Minnesota Ave, NE**

Traffic Congestion Mitigation

TIP ID: **2945** Agency ID: **CM074A** Title: **District TDM (goDCgo)**

Traffic Signal Maintenance

TIP ID: **5347** Agency ID: **CI046A, CI047** Title: **Traffic Signal Maintenance NHPP-STP**

Urban Forestry Program

TIP ID: **5313** Agency ID: **CG311, CG312,** Title: **Urban Forestry Program**

TERMS

Transportation Emissions Reduction Measures

TIP ID: **3219** Agency ID: **ZU022A** Title: **Commuter Connections Program**

Maintenance

Bloomingdale/LeDroit Park Medium Term Flood Mitigation Project

TIP ID: **6190** Agency ID: **FLD01** Title: **Bloomingdale/LeDroit Park Medium Term Flood Mitigation Project**

Bridge Replacement/Rehabilitation Program

TIP ID: **6427** Agency ID: Title: **Kenilworth Terrace Bridge over Watts Branch**

TIP ID: **5298** Agency ID: **AF067A** Title: **Emergency Transportation Project**

TIP ID: **3202** Agency ID: **CD032C, MNT0** Title: **Bridge Design Consultant Services**

TIP ID: **5342** Agency ID: **CD046A** Title: **Approach Bridges to 14th Street Bridge**

TIP ID: **5337** Agency ID: **CD051A** Title: **Replacement of Pedestrian Bridges over Kenilworth Ave**

TIP ID: **5334** Agency ID: **CD052A** Title: **Safety Improvements of Benning Road Bridges over Kenilworth Ave**

TIP ID: **3243** Agency ID: **CD062A** Title: **Citywide Consultant Bridge Inspection**

TIP ID: **5316** Agency ID: **CD062A** Title: **Impact Attenuators and Guiderrails**

TIP ID: **5804** Agency ID: **MRR04A** Title: **East Capitol St. Bridge over Anacostia River, Br. # 233**

TIP ID: **5433** Agency ID: **PM094A, CD05** Title: **Bridge management Project/AASHTOWARE**

Maintenance of Stormwater management / Best Management Ponds

TIP ID: **3242** Agency ID: **CA303C, MNT0** Title: **Maintenance, Rehab and Reconstruction of Stormwater-Hydraulic Structur**

Normanstone/Fulton Street Culvert & LID

TIP ID: **6194** Agency ID: **Temp1315** Title: **Normanstone/Fulton Street Culvert & LID**

Resurfacing Streets and Freeways Citywide

TIP ID: **5339** Agency ID: **SR037A** Title: **FY2012 Pavement Restoration - NHPP Streets**

TIP ID: **3215** Agency ID: **SR092A** Title: **Federal Aid Pavement Restoration**

Streetlight Asset Mgmt & Streetlight Construction - Federal

TIP ID: 5439 Agency ID: AD017A Title: Citywide streetlight construction

TIP ID: 5385 Agency ID: AD020A Title: Streetlight Asset Mgmt - Federal

Streetlight Asset Mgmt & Streetlight Construction - Local

TIP ID: 5350 Agency ID: AD304 Title: Streetlight Asset Mgmt & Streetlight Construction - Local

Systems Maintenance

TIP ID: 2699 Agency ID: CD018A, CD01 Title: Asset Preservation of Tunnels in the District of Columbia

TIP ID: 2927 Agency ID: CD036A, CD04 Title: Citywide FA Preventive Maintenance

Transit

5303/5304 FTA Program

TIP ID: 6102 Agency ID: Title: 5303/5304 FTA Program

DC Circulator New Buses for Replacement and Expansion

TIP ID: 6105 Agency ID: Title: DC Circulator New Buses for Replacement and Expansion

DC Circulator Expansion - Phase I

TIP ID: 6103 Agency ID: Title: DC Circulator Expansion - Phase I

Streetcar

TIP ID: 5754 Agency ID: CM080A Title: Benning Road Extension

TIP ID: 5755 Agency ID: STC12A Title: Union Station to Georgetown Premium Transit; K Street Transit

Freight

District Freight Plan

TIP ID: 5922 Agency ID: AF081A Title: District Freight Plan

Off-Hours Freight Delivery Pilot Project

TIP ID: 6408 Agency ID: Title: Off-Hours Freight Delivery Pilot Project

Planning and Systems Enhancement for Weight Stations

TIP ID: 2633 Agency ID: CI029A, CI053 Title: Size and Weight Enforcement Program

Virginia Avenue Tunnel Project

TIP ID: 5959 Agency ID: MRR16A Title: Virginia Avenue Tunnel Project

Interstate

I-270 at Watkins Mill Road Interchange

TIP ID: 3044 Agency ID: MO3511 Title: I-270 at Watkins Mill Road Interchange Construction

I-270/I-495 West Side Corridor

TIP ID: 6444 Agency ID: MO0691 Title: I-270 Innovative Congestion Management

TIP ID: 6432 Agency ID: MO8382 Title: I-495, Capital Beltway, American Legion Bridge Planning Study

I-270/US 15 Corridor

TIP ID: 6431 Agency ID: FR1881 Title: US 15/US 40 Frederick Freeway Highway Reconstruction

I-70/US 40 at MD 144FA, Meadow Road, and Old National Pike Interchange

TIP ID: 6411 Agency ID: FR5801 Title: I-70/US 40 at MD 144FA, Meadow Road, and Old National Pike Interchange C

I-95/I-495 at Greenbelt Metro Station Interchange

TIP ID: 2894 Agency ID: PG3331 Title: I-95/I-495 at Greenbelt Metro Station Interchange Construction

MD 5 at I-95/I-495 Interchange

TIP ID: 3554 Agency ID: PG4941 Title: MD 5 at I-95/I-495 Phase 2 Highway Reconstruction

Primary

MD 210 Corridor

TIP ID: 4879 Agency ID: PG7001 Title: MD 210 at Kerby Hill Road/Livingston Road

MD 4 at Suitland Parkway Interchange

TIP ID: 3547 Agency ID: PG6181 Title: MD 4 at Suitland Parkway Interchange Construction

MD 5 Corridor

TIP ID: 4882 Agency ID: PG1751 Title: MD 5 at MD 373 and Brandywine Road Interchange Construction

TIP ID: 3469 Agency ID: PG3916 Title: MD 5 Corridor Study

TIP ID: 6395 Agency ID: PG5971 Title: MD 5 at Linda Lane Intersection Improvements

US 1 Corridor

TIP ID: 3108 Agency ID: PG6241 Title: US 1 Highway Reconstruction

US 15 at Monocacy Boulevard Interchange

TIP ID: 4892 Agency ID: FR5711 Title: US 15 at Monocacy Boulevard Interchange Construction

US 29 Corridor

TIP ID: 6389 Agency ID: MO4253 Title: US 29 at Stewart Lane, Tech Road, Greencastle Road, and Blackburn Road In

US 301 Corridor (Waldorf Area)

TIP ID: 4881 Agency ID: CH2031 Title: US 301 Waldorf Area Project

US 50 Corridor

TIP ID: 6398 Agency ID: PG0641 Title: US 50 Feasibility Study

Secondary

Joint Base Andrews BRAC Improvements

TIP ID: 5759 Agency ID: PG7801 Title: Joint Base Andrews BRAC Improvements

TIP ID: 6392 Agency ID: PG7802 Title: MD 337 at MD 218 and I-95/I-495 NB Off-Ramp BRAC Intersection Improve

MD 124 Corridor

TIP ID: 3057 Agency ID: MO6322 Title: MD 124 Phases 2-3 Highway Reconstruction

MD 180/MD 351 Corridor

TIP ID: 6489 Agency ID: FR6781 Title: MD 180, Jefferson Pike - Urban Reconstruction

MD 28/MD 198 Corridor

TIP ID: 3476 Agency ID: MO8861 Title: MD 28/MD 198 Corridor Study

MD 355 at Randolph Road/Montrose Parkway Interchange

TIP ID: 3542 Agency ID: MO3441 Title: MD 355 Phase 2 Highway Reconstruction

MD 85 Corridor

TIP ID: 6483 Agency ID: FRNEW3 Title: MD 85 Buckeystown Pike

MD 97 at Brookeville

TIP ID: 3106 Agency ID: MO7461 Title: MD 97 at Brookeville Highway Construction

MD 97 at Randolph Road Interchange

TIP ID: 3104 Agency ID: MO8541 Title: MD 97 at Randolph Road Interchange Construction

MD 97 Montgomery Hills Study

TIP ID: 5420 Agency ID: MO2241 Title: MD 97 Montgomery Hills Study

Naval Support Activity Bethesda BRAC Improvements

TIP ID: 6384 Agency ID: MO5931 Title: Naval Support Activity Bethesda BRAC Improvements

TIP ID: 5998 Agency ID: MO5932 Title: MD 355 at Cedar Lane and Jones Bridge Road Phases 1-2 BRAC Intersection

TIP ID: 6072 Agency ID: MO5933 Title: MD 187 at West Cedar Lane/Oakmont Avenue BRAC Intersection Improve

TIP ID: 6122 Agency ID: MO5934 Title: MD 355 BRAC Highway Improvements

TIP ID: 6077 Agency ID: MO5936 Title: MD 320 at Sligo Creek Parkway BRAC Improvements Mitigation

TIP ID: 6071 Agency ID: MO5938 Title: MD 185 at Jones Bridge Road and Kensington Parkway Phase 3 BRAC Inters

Other

Bladensburg War of 1812 Archaeological/Historical Study

TIP ID: 6399 Agency ID: PG7621 Title: Bladensburg War of 1812 Archaeological/Historical Study

System Preservation Projects

TIP ID: 6532 Agency ID: Title: MD 355 Frederick Road Bridge Relplacement over Little Bennett Creek

TIP ID: 3081 Agency ID: AWBR Title: Bridge Replacement and Rehabilitation

TIP ID: 5838 Agency ID: AWCE Title: Congressional Earmarks

TIP ID: 3085 Agency ID: AWCM Title: Congestion Management

TIP ID: 3038 Agency ID: AWEN Title: Environmental Projects

TIP ID: 3082 Agency ID: AWRR Title: Resurfacing and Rehabilitation

TIP ID: 3084 Agency ID: AWSS Title: Safety and Spot Improvements

TIP ID: 2710 Agency ID: AWTE Title: Transportation Alternatives

TIP ID: 3083 Agency ID: AWUR Title: Urban Reconstruction

TIP ID: 6517 Agency ID: CH2061 Title: MD 234 Gilbert Swamp Run Bridge Replacement

TIP ID: 6481 Agency ID: FR1301 Title: US 15 Catoctin Mountain Highway Bridge Replacement

TIP ID: 6518 Agency ID: FR1321 Title: MD 355 Urbana Pike Bridge Replacement

TIP ID: 6488 Agency ID: FR3501 Title: US 40 AL Urban Reconstruction

TIP ID: 6439 Agency ID: FR5361 Title: MD 140 Flat Run Bridge Replacement

TIP ID: 6486 Agency ID: FR5591 Title: MD 355 Urbana Pike Bridge Replacement

TIP ID: 6482 Agency ID: FR6471 Title: MD 75 Green Valley Road Bridge Replacement

TIP ID: 6507 Agency ID: MO1741 Title: Complete Streets Near Metro Station S. Stonestreet Ave

TIP ID: 6508 Agency ID: MO1751 Title: Complete Streets Near Metro Station Twinbrook Station

SUBURBAN MARYLAND
FY 2017-2022 TIP PROJECT TYPE INDEX

TIP ID: 6430	Agency ID: MO1881	Title: I-495 Inner Loop Resurfacing
TIP ID: 6538	Agency ID: MO2401	Title: MD 195, Carroll Avenue at Sligo Creek and Sligo Creek Parkway Bridge Repla
TIP ID: 6033	Agency ID: MO5821	Title: MD 193 I-495 Bridge Rehabilitation
TIP ID: 6487	Agency ID: PG0461	Title: MD 381 Brandywine Road Bridge Replacement
TIP ID: 6529	Agency ID: PG1061	Title: MD 212 A Urban Reconstruction
TIP ID: 6521	Agency ID: PG1272	Title: I-95/I-495 at MD 214 Bridges Replacement
TIP ID: 6522	Agency ID: PG1272	Title: I-95/I-495 at MD 214 Bridges Replacement
TIP ID: 6180	Agency ID: PG1291	Title: I-595/US 50 Resurfacing (Eastbound)
TIP ID: 6182	Agency ID: PG5431	Title: US 1 Drainage Improvements
TIP ID: 6150	Agency ID: PG5461	Title: MD 500 Community Safety and Enhancement Improvements
TIP ID: 6032	Agency ID: PG6641	Title: MD 4 MD 223 Bridges Replacement
TIP ID: 6437	Agency ID: PG6981	Title: I-95/I-495 Suitland Road Bridges Replacement
TIP ID: 6438	Agency ID: PG6982	Title: I-95/I-495 Suitland Parkway Bridges Replacement
TIP ID: 6183	Agency ID: PG7581	Title: MD 4 Community Safety and Enhancement Improvements
TIP ID: 6433	Agency ID: PG8231	Title: I-95 Resurfacing
TIP ID: 6514	Agency ID: PG9792	Title: I-595/US 50 Resurfacing (Westbound)
TIP ID: 6181	Agency ID: PG9795	Title: MD 5 Resurfacing

TERMS

Transportation Emissions Reduction Measures

TIP ID: 3566	Agency ID: AWCC	Title: Commuter Connections Program
TIP ID: 5773	Agency ID: AWGR	Title: Commuter Connections Program - Guaranteed Ride Home Baltimore/Saint M

Transit

MD 586 Bus Rapid Transit Study

TIP ID: 6000	Agency ID: MO2441	Title: MD 586 Bus Rapid Transit Study
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Maintenance

Marc Improvements

TIP ID: 6400	Agency ID:	Title: MARC Improvements
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Transit

Large Urban Operating

TIP ID: 6147	Agency ID:	Title: Large Urban Systems - Preventive Maintenance
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Large Urban Systems- Capital

TIP ID: 2713	Agency ID: 0892/0893	Title: Large Urban Systems - Capital
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MARC Rolling Stock Overhauls and replacements

TIP ID: 6401	Agency ID:	Title: MARC Rolling Stock Overhauls and Replacements
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Purple Line

TIP ID: 2795	Agency ID:	Title: Purple Line
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Ridesharing

TIP ID: 3760	Agency ID:	Title: Ridesharing - Statewide Program
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Rural Transit - Capital Assistance

TIP ID: 2602	Agency ID: Part of 0218	Title: Rural Transit - Capital Assistance
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Rural Transit - Operating Assistance

TIP ID: 2853 Agency ID: Part of 0218 Title: Rural Transit - Operating Assistance

Seniors and Individuals with Disabilities

TIP ID: 6440 Agency ID: Title: Seniors and Individuals with Disabilities

Small Urban Systems - Capital

TIP ID: 3012 Agency ID: Part of 0217 Title: Small Urban Systems - Capital

Small Urban Systems - Operating Assistance

TIP ID: 2594 Agency ID: Part of 0217 Title: Small Urban Transit Systems - Operating Assistance

Secondary

Various Roads - County Capital Improvement Program

TIP ID: 5494 Agency ID: Title: Study, Design, ROW, & Construction

Bike/Ped

Bikeways & Trails Program - County Capital Improvement Program

TIP ID: 5495 Agency ID: F3 Title: Planning, Design & Construction

Bridge

Various Bridges - County Capital Improvement Program

TIP ID: 3173 Agency ID: F3 Title: Study, Design, ROW, Construction, Inspection & Training

Secondary

Burtonsville Access Road

TIP ID: 3498 Agency ID: P500500 Title: Burtonsville Access Road

Clarksburg Transportation Connections

TIP ID: 6020 Agency ID: P501315 Title: Clarksburg Transportation Connections

Goshen Road South

TIP ID: 3049 Agency ID: P501107 Title: Goshen Road South

Montrose Parkway East

TIP ID: 3703 Agency ID: P500717 Title: Montrose Parkway East

Snouffer School Road North

TIP ID: 3062 Agency ID: P501119 Title: Snouffer School Road North

Snouffer School Road: Sweet Autumn Dr. to Centerway Road

TIP ID: 6064 Agency ID: P501109 Title: Snouffer School Road: Sweet Autumn Dr. to Centerway Rd

Bike/Ped

Bethesda CBD Streetscape

TIP ID: 5943 Agency ID: P500102 Title: Bethesda CBD Streetscape

Bicycle Pedestrian Priority Area Improvements

TIP ID: 6365 Agency ID: P501532 Title: Bicycle and Pedestrian Priority Area Improvements

Bikeway Program - Minor Projects

TIP ID: 3066 Agency ID: P507596 Title: Annual Bikeway Program

Capital Crescent Trail

TIP ID: 6015 Agency ID: P501316 Title: Capital Crescent Trail

Falls Road East Side Hiker/Biker Path

TIP ID: 3429 Agency ID: P500905 Title: Falls Road East Side Hiker/Biker Path

Frederick Road Bike Path: Stringtown to Milestone Manor

TIP ID: 6063 Agency ID: P501118 Title: Frederick Road Bike Path: Stringtown to Milestone Manor

MacArthur Boulevard Bikeway Improvements- Segment 2

TIP ID: 5729 Agency ID: P500718 Title: MacArthur Boulevard Bikeway Improvements

MD 355 Multimodal Crossing

TIP ID: 5724 Agency ID: P501209 Title: MD 355 Multimodal Crossing Project

Metropolitan Branch Trail

TIP ID: 5942 Agency ID: P501110 Title: Metropolitan Branch Trail

Needwood Road Bikepath

TIP ID: 6016 Agency ID: P501304 Title: Needwood Road Bikepath

Pedestrian Safety Program

TIP ID: 3642 Agency ID: P500333 Title: Pedestrian Safety Program

Seven Locks Bikeway & Safety Improvements

TIP ID: 6017 Agency ID: P501303 Title: Seven Locks Bikeway & Safety Improvements

Sidewalk & Infrastructure Revitalization

TIP ID: 5975 Agency ID: P508182 Title: Sidewalk & Curb Replacement

Sidewalk Program - Minor Projects

TIP ID: 3067 Agency ID: P506747 Title: Sidewalk Program - Minor Projects

Transportation Improvements for Schools

TIP ID: 6364 Agency ID: P509036 Title: Transportation Improvements for Schools

Bridge

Beach Drive Bridge M-PK-24001

TIP ID: 5912 Agency ID: P509132 Title: Beach Drive Bridge M-PK-24001

Bridge Renovation

TIP ID: 5972 Agency ID: P509753 Title: Bridge Renovation

Brink Road Bridge M-0064001

TIP ID: 5913 Agency ID: P509132 Title: Brink Road Bridge M-0064001

Garrett Park Road Bridge M-PK-04001

TIP ID: 5916 Agency ID: P509132 Title: Garrett Park Road Bridge M-PK-04001

Piney Meetinghouse Road Bridge M-0021001

TIP ID: 5919 Agency ID: P501522 Title: Piney Meetinghouse Road Bridge M-0021001

Enhancement

Silver Spring Green Trail

TIP ID: 3125 Agency ID: P509975 Title: Silver Spring Green Trail

ITS

Advanced Transportation Management System

TIP ID: 3065 Agency ID: P509399 Title: Advanced Transportation Management System

Traffic Signal System Modernization

TIP ID: 3648 Agency ID: P500704 Title: Traffic Signal System Modernization

Other

East Gude Drive Roadway Improvements

TIP ID: 6018 Agency ID: P501309 Title: East Gude Drive Roadway Improvements

Intersection & Spot Improvements

TIP ID: 5980 Agency ID: P507017 Title: Intersection & Spot Improvements

Neighborhood Traffic Calming

TIP ID: 5981 Agency ID: P509523 Title: Neighborhood Traffic Calming

Seminary Road Intersection Improvement

TIP ID: 6019 Agency ID: P501307 Title: Seminary Road Intersection Improvement

Streetlight Enhancements - CBD /Town Center

TIP ID: 5982 Agency ID: P500512 Title: Streetlight Enhancements - CBD / Town Center

Traffic Signals

TIP ID: 6065 Agency ID: P507154 Title: Traffic Signals

White Flint District East - Transportation

TIP ID: 5985 Agency ID: P501204 Title: White Flint District East - Transportation

White Flint District West: Transportation & Workaround

TIP ID: 5986 Agency ID: P501116 & P50 Title: White Flint District West: Transportation & West Workaround

White Flint Traffic Analysis and Mitigation

TIP ID: 5987 Agency ID: P501202 Title: White Flint Traffic Analysis and Mitigation

Maintenance

Bridge Preservation Program

TIP ID: 5971 Agency ID: P500313 Title: Bridge Preservation Program

Resurfacing: Primary/Arterial

TIP ID: 5974 Agency ID: P508527 Title: Resurfacing: Primary / Arterial

Transit Park and Ride Lot Renovations

TIP ID: 5976 Agency ID: P500534 Title: Transit Park and Ride Lot Renovations

Transit

ADA Compliance Transportation Access

TIP ID: 3068 Agency ID: P509325 Title: ADA Compliance Transportation Access

Bethesda Metro South Entrance

TIP ID: 5560 Agency ID: P500929 Title: Bethesda Metro South Entrance

Bus Stop Improvement Program

TIP ID: 3063 Agency ID: P507658 Title: Bus Stop Improvement Program

RideOn Bus Fleet

TIP ID: 3072 Agency ID: P500821 Title: Ride On Bus Fleet

Primary

Contee Road Reconstruction

TIP ID: 5424 Agency ID: Title: Contee Road Reconstruction

TIP ID: 5425 Agency ID: Title: Construct Contee Road from I-95 to Old Gunpowder Road

Secondary

Addison Road

TIP ID: 6367 Agency ID: Title: Addison Road I

Auth Road

TIP ID: 5608 Agency ID: Title: Auth Road II

Cherry Hill Road

TIP ID: 6369 Agency ID: Title: Cherry Hill Road III

Contee Road

TIP ID: 3114 Agency ID: Title: Contee Road

Governor Bridge Road

TIP ID: 6509 Agency ID: Title: **Governor's Bridge Road Bridge Reconstruction**

Livingston Road and Bridge

TIP ID: 5806 Agency ID: Title: **Bridge Replacement - Livingston Road**

Old Gunpowder Road

TIP ID: 5258 Agency ID: Title: **Old Gunpowder Road II**

Suitland Road

TIP ID: 3157 Agency ID: Title: **Suitland Road**

Surratts Road

TIP ID: 3159 Agency ID: Title: **Surratts Road**

Traffic Congestion Improvemets

TIP ID: 6373 Agency ID: Title: **Traffic Congestion Improvements**

Wheeler Road

TIP ID: 3166 Agency ID: Title: **Wheeler Road**

Bike/Ped

Pedestrian Safety Improvements

TIP ID: 6370 Agency ID: Title: **Pedestrian Safety Improvements**

School access project

TIP ID: 6026 Agency ID: Title: **School Access Project**

Bridge

Bridge Rehabilitation, Federal Aid

TIP ID: 5401 Agency ID: Title: **Bridge Replacement, Federal Aid**

Enhancement

County Revitalization & Restoration 2

TIP ID: 6023 Agency ID: Title: **Coounty Revitalization & Restoration 2**

Green Street Improvements

TIP ID: 6003 Agency ID: Title: **Green/Complete Street Improvements**

Planning and site Acquisition 2

TIP ID: 6371 Agency ID: Title: **Planning and site acquisition 2**

Transportation Enhancements 2

TIP ID: 6374 Agency ID: Title: **Transportation Enhancements 2**

Other

Developer Contribution Projects

TIP ID: 6024 Agency ID: Title: **Developer Contribution Projects**

Maintenance

ADA Right of Way Modifications

TIP ID: 6012 Agency ID: Title: **Modification of ADA Rights of Way County-Wide**

Curb and Road Rehabilitation I & II

TIP ID: 5609 Agency ID: Title: **Curb and Road rehabilitation II**

Transit

Bus Mass Transit/Metro Access 2

TIP ID: 6375 Agency ID: Title: **Bus Mass Transit/ Metro Access 2**

Safety

Street Lights and Traffic Signals 2

TIP ID: 6372 Agency ID:

Title: **Street Lights and Traffic Signals 2**

Interstate

Boundary Chanel Drive Modifications

TIP ID: 5965 Agency ID: 104323 Title: Boundary Chanel Drive Modifications

I-495 HOT Lanes- South of GW Pkwy to South of Old Dominion Drive

TIP ID: 6361 Agency ID: 106025 Title: I-495 Northern Section Shoulder Use Debt Service

I-66 Corridor Improvements Project

TIP ID: 6540 Agency ID: 108826 Title: Transform 66 Outside of Beltway

I-66 Multimodal Improvement Project, inside the Beltway

TIP ID: 6513 Agency ID: 108336 Title: I-66 Inside the Beltway Tolling Infrastructure

TIP ID: 6512 Agency ID: 108337 Title: I-66 Inside the Beltway Tolling Systems Integration

I-66 Study / Access Improvements(Outside the Beltway)

TIP ID: 6347 Agency ID: 54911, 105239 , Title: I 66 Preliminary Engineering for EIS

I-95 HOT/HOV Lanes Construction

TIP ID: 6265 Agency ID: 103222 [T1161 Title: I-95 HOV/HOT Lanes Debt Service

Primary

Route 1 Improvements

TIP ID: 6446 Agency ID: 104303 Title: Route 1 Widening from Featherstone Road to Mary's Way

Route 7 (Leesburg Pike) Widening (VA 267 to Reston Ave.)

TIP ID: 6519 Agency ID: 99478 Title: RTE 7 CORRIDOR IMPROVEMENTS HB 2 FY17

Rte. 28 Widening

TIP ID: 6298 Agency ID: 96721 Title: Route 28 Widening

US 1, Widen, Reconstruct Interchange, Study

TIP ID: 6296 Agency ID: 104303 Title: WIDEN ROUTE 1 TO SIX LANES - PE & RW ONLY

VA 28 Centreville Road

TIP ID: 6450 Agency ID: 108720 Title: VA Route 28 Widening (Prince William County Line to Route 29)

VA 28 PPTA, Upgrade, Construct

TIP ID: 6457 Agency ID: 106652 Title: Route 28 Widening (SB from the Dulles Toll Road to Route 50)

VA 7

TIP ID: 6301 Agency ID: 99478 Title: Route 7 - Widen to Six Lanes

VA 7, Widen, Upgrade

TIP ID: 6539 Agency ID: 106917 Title: RTE 7 CORRIDOR IMPROVEMENTS

Secondary

Jones Branch Dr. Connector

TIP ID: 6080 Agency ID: 103907 Title: Jones Branch Drive Connector

Neabsco Mills Road

TIP ID: 6541 Agency ID: 107947 Title: NEABSCO MILLS ROAD - Widen to 4 lanes

Reconstruct and widen Rte. 659 - Belmont Ridge Road

TIP ID: 6447 Agency ID: -16861 Title: Belmont Ridge Road (Route 659), South of the Dulles Greenway

Rogues Road Reconstruction

TIP ID: 6429 Agency ID: 104300 Title: Rogues Road Reconstruction

Rolling Road Widening

TIP ID: 6248 Agency ID: 102905 Title: Rolling Road Widening

Rte 659 - Belmont Ridge Road Reconstruction to four lanes

TIP ID: 6335 Agency ID: 76244 Title: VA 659 Reconstruct to 4 Lanes

Telegraph Road

TIP ID: 6336 Agency ID: 104802 Title: TELEGRAPH RD - RTE 611- WIDEN TO 4 LANES (PE Only)

VA 638 Rolling Road Widening

TIP ID: 6247 Agency ID: 5559 Title: Rolling Road

Urban

Evergreen Mill Road Widening

TIP ID: 6256 Agency ID: 104380 Title: Evergreen Mill Road Widening

Spring Street

TIP ID: 6537 Agency ID: 105521 Title: Widen East Spring Street

Sycolin Road

TIP ID: 6203 Agency ID: 102895 Title: Sycolin Road

Wellington Rd. Overpass Phase III

TIP ID: 6332 Agency ID: 104374 Title: Wellington rd. Overpass Phase II

Bridge

Construction: Bridge Rehabilitation/Replacement/Reconstruction

TIP ID: 5503 Agency ID: TIPGRP001 Title: Construction: Bridge Rehabilitation/Replacement/Reconstruction

TIP Grouping for Preventive Maintenance for Bridges

TIP ID: 5525 Agency ID: TIPGRP006 Title: TIP Grouping for Preventive Maintenance for Bridges

Enhancement

Colechester Road

TIP ID: 6316 Agency ID: 76256 Title: Colchester Road - RTE 612

TIP Grouping project for Construction: Transportation Enhancement Byway Non-Traditional

TIP ID: 5523 Agency ID: TIPGRP004 Title: TIP Grouping project for Construction: Transportation Enhancement Byway

ITS

TIP Grouping project for Maintenance: Traffic and Safety Operations

TIP ID: 5526 Agency ID: TIPGRP007 Title: TIP Grouping project for Maintenance: Traffic and Safety Operations

Other

TIP Grouping project for Construction: Safety/ITS/Operational Improvements

TIP ID: 5506 Agency ID: TIPGRP003 Title: TIP Grouping project for Construction: Safety/ITS/Operational Improvements

Virginia Statewide Vehicle Fuel Conversion Program

TIP ID: 6041 Agency ID: T11802 Title: Virginia Statewide Vehicle Fuel Conversion Program

Maintenance

TIP Grouping project for Preventive Maintenance and System Preservation

TIP ID: 5524 Agency ID: TIPGRP005 Title: TIP Grouping project for Preventive Maintenance and System Preservation

Transit

CSX RF &P Rail Corridor Third Track

TIP ID: 6402 Agency ID: VRE0018 Title: Phase II - Work related potomac shores station

Dulles Corridor Metrorail Extension Phase II

TIP ID: 6362 Agency ID: 102891 and F Title: Route 28 Metrorail Station (Innovation Station)

Dulles Corridor Metrorail Project

TIP ID: 4272 Agency ID: DUL0002 Title: Dulles Corridor Metrorail Project - Phase 2

Franconia-Springfield Parkway Park-and-Ride Lots

TIP ID: **6281** Agency ID: **106274** Title: **Springfield CBD Commuter Parking Garage**

PRTC - Bus Acquisition / Replacement Program

TIP ID: **4506** Agency ID: **PRTC0005** Title: **PRTC - Bus Acquisition / Replacement Program**

PRTC - Captial Cost of Contracting

TIP ID: **5601** Agency ID: **PRTC0004** Title: **PRTC - Preventive Maintenance**

PRTC Security Enhancements

TIP ID: **5707** Agency ID: **PRTC0006** Title: **PRTC Security Enhancements**

TIP Grouping for Transit Vehicles

TIP ID: **6331** Agency ID: Title: **Transit : Vehicles**

TIP Grouping project for Transit Access

TIP ID: **6333** Agency ID: Title: **Transit : Access**

TIP Grouping project for Transit Amenities

TIP ID: **6328** Agency ID: Title: **Aminities**

Transit: Ridesharing

TIP ID: **6330** Agency ID: Title: **Transit Ridesharing**

VRE - Administration / Studies / Training

TIP ID: **4802** Agency ID: **VRE0002** Title: **Fare Collection System/Comm. Improvements**

TIP ID: **4277** Agency ID: **VRE0003** Title: **Security Enhancements Systemwide**

TIP ID: **4489** Agency ID: **VRE0008** Title: **Grant and Project Management**

VRE - Rolling Stock Acquisition

TIP ID: **4818** Agency ID: **VRE0001** Title: **Rolling Stock Modifications and Overhauls**

TIP ID: **4534** Agency ID: **VRE0009** Title: **Rolling Stock Acquisition**

VRE - Stations and Facilities

TIP ID: **6404** Agency ID: Title: **VRE Stations and Facilities**

TIP ID: **6320** Agency ID: **T10671** Title: **VRE Rippon Platforms**

TIP ID: **4310** Agency ID: **VRE0011** Title: **VRE Stations and Facilities**

VRE - Tracks and Storage Yards

TIP ID: **4070** Agency ID: **VRE0007** Title: **VRE Storage Yards Improvements**

VRE Track Lease Improvements

TIP ID: **5489** Agency ID: **VRE0012** Title: **VRE Track Lease Improvements**

Transit		
Maintenance Equipment		
TIP ID: 5861	Agency ID:	Title: Maintenance Equipment
Maintenance Facilities		
TIP ID: 5867	Agency ID:	Title: Facilities Maintenance Support – Systemwide Support Equipment, Environm
TIP ID: 5866	Agency ID:	Title: Rail Yards - Systemwide Maintenance, Expansion, Rehabilitation and Replac
TIP ID: 5857	Agency ID:	Title: Bus Garages - Systemwide Maintenance, Expansion, Rehabilitation, and Rep
Other Facilities		
TIP ID: 5862	Agency ID:	Title: Other Support Facilities
Passenger Facilities		
TIP ID: 5860	Agency ID:	Title: Passenger Facilities
Project Management and Support		
TIP ID: 5863	Agency ID:	Title: Credit Facility
Rail System Infrastructure Rehabilitation		
TIP ID: 5856	Agency ID:	Title: Rail Line Segment Rehabilitation
Systems and Technology		
TIP ID: 5858	Agency ID:	Title: Systems and Technology
Track & Structures		
TIP ID: 5859	Agency ID:	Title: Track and Structures
Vehicles/ Vehicle Parts		
TIP ID: 5855	Agency ID:	Title: MetroAccess and Service Vehicles
TIP ID: 5854	Agency ID:	Title: Buses - Replacement, Rehabilitation, Expansion, & Enhancements
TIP ID: 5853	Agency ID:	Title: Rail Cars - Replacement, Rehabilitation, Expansion, & Enhancements

DISTRICT OF COLUMBIA

FY 2017-2022 TIP Tables

Draft for Public Comment
October 13, 2016

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 2633 Agency ID: CI029A, CI053 Title: Size and Weight Enforcement Program									Total Cost:	\$11,280

Facility: Citywide	STP	80/20/0	450 a	5,000 c	450 c	450 c	250 c			
From:			440 c							
To:			150 e							

Total Funds: 6,150

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 Maintenance
- b. Truck Size and Weight Program

TIP ID: 2699 Agency ID: CD018A, CD01 Title: Asset Preservation of Tunnels in the District of Columbia									Total Cost:	\$41,275
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Facility: Citywide Asset Management of Tunnel	NHPP	80/20/0	650 a	1,000 a	175 a	175 a	175 a			
From:			600 c	7,600 c	7,600 c	14,600 c				
To:										

Total Funds: 31,325

Description: This initiative provides technical support and supportive services for this performance based contract that enables sustained preventive maintenance, rehabilitation and preservation of all tunnel assets in DDOT inventory system. This principal objectives relative to public safety are the maintenance of automated or natural ventilation system for the explosion of harmful carbon monoxide gas from all tunnels and the provision of an adequate lighting system within each tunnel.

TIP ID: 2796 Agency ID: AF066A Title: National Recreational Trails									Total Cost:	\$2,100
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Facility: Citywide	NRT	80/20/0	1,125 a	300 a	300 a	300 a	300 a			
From:										
To:										

Total Funds: 1,200

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 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).

TIP ID: 2888 Agency ID: CM086A Title: Safe Routes to School									Total Cost:	\$10,406
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Facility: Safe Routes to School	SRTS	100/0/0	4,651 c	1,151 c	1,151 c	1,151 c	1,151 c			
From:										
To:										

Total Funds: 4,604

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.

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 2922 Agency ID: ED064A Title: Great Streets - Minnesota Ave, NE									Total Cost:	\$15,000

Facility: Minnesota Ave	STP	80/20/0	700 a	14,000 c						14,000
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From: A Street, NE

To: Sheriff Road, NE

Total Funds: 14,000

Description: Reconstruction of Minnesota Avenue from A St., SE to Sheriff Rd., NE including LIDs, streetscape. Schedule is impacted by Benning Streetcar study. Project will be phased to mitigate impacts. Phase 1 will construct from A St. to just south of Benning Road; Phase 2 will follow when streetcar study produces direction as to track route.

TIP ID: 2927 Agency ID: CD036A, CD04 Title: Citywide FA Preventive Maintenance									Total Cost:	\$44,100
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Facility:	NHPP	80/20/0	9,600 c	4,800 c	10,720 c				5,360 c	20,880
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From:

To:

Total Funds: 26,100

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.

TIP ID: 2945 Agency ID: CM074A Title: District TDM (goDCgo)									Total Cost:	\$7,000
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Facility: citywide	CMAQ	80/20/0	2,000 a	1,000 a	1,000 a	1,000 a	1,000 a			4,000
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From:

To:

Total Funds: 4,000

Description: Identify neighborhoods affected by traffic congestion impacts; determine the causes of traffic congestion; and identify alternative construction projects, traffic management strategies, and other transportation improvement strategies to reduce traffic congestion. Also, environmental studies will assess how the proposed construction projects or traffic management studies will impact air and water quality in the District of Columbia. Outreach to residents, employees and visitors about alternative transportation options to special events and attractions. Provide a multi-modal transportation information resource website (www.goDCgo.com). Create a commuter store that sells fare media and provides trip planning assistance. The project includes an annual District program and annual allocations.

a. District TDM/goDCgo: Encourage sustainable travel by District residents, workers and visitors primarily through goDCgo brand. Includes employer outreach, bikeshare and circulator marketing, special events.

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

			Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 2965 Agency ID: SR060A MRR1 Title: Roadway Reconstruction Citywide												Total Cost: \$53,900
Facility:	CITYWIDE		HSIP	90/10/0								
From:			NHPP	80/20/0			6,000 c					6,000
To:			STP	80/20/0	1,760 a 8,000 c	19,000 c		18,000 c				37,000
											Total Funds: 43,000	

Description: This project reconstructs streets and highways on the Federal-aid highway system and other streets with poor pavement condition, drainage, or other reconstruction needs. Total roadway reconstruction is required when the highway pavement has reached the end of its useful life and can no longer be resurfaced. Streets must be reconstructed once the base deteriorates or the crown becomes too high, creating an undesirable slope from the center line to each curb. The scope of work includes the removal of deteriorated base and pavement, repairing the sub-base, replacing or reconstructing pavement and base within the roadway area and resetting or reconstructing curbs and sidewalks. Additional work includes the installation of wheelchair ramps, bicycle facilities, safety features and landscaping improvements. Projects Include:

- a. Oregon Ave. NW, Military Rd. to Western Ave.
- b. Rehabilitation of Broad Branch NW
- c. Canal Road NW, Chain Bridge to M St.
- d. New Jersey Ave., Mass Ave. to N St.
- e. Florida Ave NW, 9th to Sherman

TIP ID: 3202 Agency ID: CD032C, MNT0 Title: Bridge Design Consultant Services												Total Cost: \$4,075
Facility:	CITYWIDE		NHPP	80/20/0	300 a	1,550 a	300 a	625 a	650 a			3,125
From:			STP	80/20/0	200 a	200 a	200 a					400
To:												
											Total Funds: 3,525	

Description: Provide engineering services for bridges and structures design, geotechnical or other investigations, surveying, including constructability review.

FY2013 Citywide Open End Bridge Design Consultant Services under this contract, the consultant will investigate structural deficiencies encountered during bridge inspections and from observation of DDOT staff. They will propose and design solutions for temporary shoring, structural repair and retrofit, perform structural analyses and rating of bridges, prepare plans, details, special provisions, cost estimates and work orders for construction by the DDOT preventive maintenance contractor.

TIP ID: 3210 Agency ID: AF049A Title: Transportation Alternatives Program												Total Cost: \$8,050
Facility:	Citywide		STP	80/20/0	2,300 a							
From:			TAP	80/20/0		1,150 a	1,150 a	1,150 a	1,150 a			4,600
To:												
											Total Funds: 4,600	

Description: The Transportation Enhancements program is federally funded through the Transportation Equity Act for the 21st Century (TEA-21). The program funds projects that aim to strengthen the cultural, aesthetic, and environmental aspects of the nation's intermodal transportation system. Categories include pedestrian and bicycle facilities, scenic and historic preservation, archeological research, and environmental mitigation of runoff pollution.

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3212 Agency ID: CB0, CIO Title: Safety Improvements Citywide			Total Cost:							
Facility: Citywide	HSIP	90/10/0	3,254 a	3,000 a	3,000 a	3,000 a	3,000 a	3,000 a		14,260
From:			1,563 c	565 c	565 c	565 c	565 c	565 c		
To:	NHPP	80/20/0								
	SPR	80/20/0	220 a							
	STP	80/20/0	1,266 a	560 a	560 a	560 a	560 a	560 a		3,740
			1,542 c	375 c	375 c	375 c	375 c	375 c		
Total Funds:										18,000

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. Funding identified to be obligated District-wide as projects are identified.

- a. City-Wide Traffic Safety
- b. CW Road Safety Audit Program
- c. Pavement Skid Testing
- d. Traffic Accident Reporting and Analysis System (TARAS)
- f. Traffic Safety Data Center at Howard University
- g. Traffic Safety Design Program - HSIP
- h. Traffic Safety Engineering Support Services
- i. Traffic Sign Inventory Upgrade
- j. Traffic Data Collection and Analysis Service
- k. Work Zone Project Management System (CWTMP)
- l. 16th Street NW Circle (Blair Circle) Improvements
- m. Alabama Avenue SE Safety Study
- n. CCTV Cameras
- o. Transportation Asset Management Plan

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**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

FY 2017 - 2022

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3213 Agency ID: CAL16C, PM30 Title: Planning and Management Systems								Total Cost:	\$49,377
Facility: Citywide	CMAQ	80/20/0	595 a	149 a	153 a	198 a	157 a		657
From:	HSIP	80/20/0		381 a	392 a	404 a	416 a		1,593
To:	Sect. 5339	80/20/0							
	SHRP2	100/0/0							
	SPR	80/20/0	5,800 a	6,500 a	7,000 a	6,500 a	7,000 a		27,000
	STP	80/20/0	3,653 a	3,080 a	2,280 a	2,380 a	2,130 a		9,870
	TID	100/0/0							
Total Funds:									39,120

- Description:
- a. ADA Ramps
 - b. Asset Inventory and ADA Compliance
 - c. Civil Rights/EEO Compliance Monitoring Program
 - d. Climate Change and Air Quality
 - e. Constructability and Work Zone Safety Review
 - f. DBE Support Services
 - g. District STIP Development
 - h. Environmental Management System
 - i. Metropolitan Planning
 - j. State Planning and Research Program
 - k. Boundary Stones
 - l. Research Development and Technology
 - m. Audit and Compliance
 - n. Non-Destructive Concrete Tester and Surveyor
 - o. Utility Location 3D Data Repository
 - p. Research and Innovation Implementation and Evaluation
 - q. Summer Transportation Institute
 - r. Bus Stop ADA Improvements

TIP ID: 3215 Agency ID: SR092A Title: Federal Aid Pavement Restoration								Total Cost:	\$65,100
Facility: Citywide	STP	80/20/0	9,300 c	9,300 c	9,300 c	9,300 c	9,300 c		37,200
From:									
To:									
Total Funds:									37,200

Description: Citywide pavement and resurfacing/restoration, upgrading of sidewalk, curb and gutter, and wheelchair ramps.

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3216 Agency ID: OSS07A, CI060 Title: Traffic Operations Improvements Citywide										Total Cost:
Facility:	DEMO	80/20/0	96 a							
From:										
To:	NHPP	80/20/0	428 c	477 c	477 c	477 c	477 c	477 c		1,908
	NHS	80/20/0	310 a							
	STP	80/20/0	2,700 a	1,000 a	1,000 a	1,000 a	1,000 a	1,000 a		37,950
			17,365 c	7,900 c	8,000 c	8,000 c	8,000 c	8,000 c		
			1,500 e	600 e	550 e	500 e	400 e			
										Total Funds: 39,858

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. ITS On Call Technical Support Services
- b. MATOC Annual Fee
- c. Traffic Management Center Operations
- d. Citywide Thermoplastic Pavement Markings
- e. Advanced Traffic Management System
- f. Infrastructure Information Technology Support Services
- g. Moveable Barrier System
- h. Implementation of Advanced Traffic Signal Controllers for DC Signal System
- i. Maintenance of Existing Transportation Systems

TIP ID: 3219 Agency ID: ZU022A Title: Commuter Connections Program										Total Cost: \$4,900
Facility:	CMAQ	80/20/0	1,400 a	700 a	700 a	700 a	700 a	700 a		2,800
From:										
To:										
										Total Funds: 2,800

Description: The purpose of the Commuter Connections Program is to reduce mobile source emission 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.

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3228 Agency ID: AF073A, ZU024 Title: Metropolitan Branch Trail									Total Cost: \$7,432
Facility: Union Station District Line	CMAQ	80/20/0	400 a	3,300 c					3,300
From:									
To:	DEMO	80/20/0	732 a	300 a					300
									Total Funds: 3,600

Description: The Metropolitan Branch Trail project will provide a 6.25-mile bicycle/pedestrian trail from Union Station north to the District Line along the railroad right-of-way. This trail will connect at the District line with a route continuing into Silver Spring MD. This project is intended to serve both recreational users and commuters to meet Transportation Control Measures (TCMs) and air quality objectives.

- a. L & M St.
- b. Ft. Totten

TIP ID: 3230 Agency ID: AF005A Title: Rock Creek Park Trail									Total Cost: \$8,550
Facility: M Street to Beach Drive	CMAQ	80/20/0		5,050 c					5,050
From: Piney Branch Pkwy									
To: 16th Street	DEMO	80/20/0	500 a						
									Total Funds: 5,050

Description: Rehabilitate the paved trail in Rock Creek Park including selected widening, resurfacing, new connections, and a new bridge south of the Zoo tunnel. Retaining wall repair on Piney Branch.

TIP ID: 3232 Agency ID: CM064A, ZUT0 Title: Bicycle and Pedestrian Management Program									Total Cost:
Facility: Citywide	CMAQ	80/20/0	2,935 c	1,165 c	605 c	165 c	165 c		2,100
From:									
To:									
									Total Funds: 2,100

Description: The goal of this project is to increase the safety and convenience of bicycle and pedestrian travel. It includes the widening of existing routes, curve realignment, grade reduction, and signage and lighting upgrades. Included in the Bicycle and Pedestrian Management Program is:

- a. Bicycle Parking Racks
- b. Bicycle Lanes and Signs (mark dedicated bicycle lanes, including signage)
- c. BIKE_Capital Bikeshare (CaBi)

TIP ID: 3242 Agency ID: CA303C, MNT0 Title: Maintenance, Rehab and Reconstruction of Stormwater-Hydraulic Structures and Flood									Total Cost: \$3,215
Facility:	STP	80/20/0	250 a	350 a					1,100
From:			750 c	750 c					
To:									
									Total Funds: 1,100

Description: The purpose of this project is to replace/rehab existing hydraulic structures as culverts, inlets, etc.. On a bi-annual bases and based on stormwater drainage problem occurrences the structures will be inspected. On an annual bases, structures will be rehabilitated or replaced depending on their condition. The project also assesses and manages flooding conditions on transportation infrastructures.

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3243	Agency ID: CD062A	Title: Citywide Consultant Bridge Inspection							Total Cost: \$13,150	

Facility:	NHPP	80/20/0	2,650 a	1,850 a	1,850 a	3,750 a				7,450
From:										
To:	Total Funds: 7,450									

Description: Consultant inspection of the District's bridges. Work under this contract consist 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 prescribed inspections schedule, the DDOT Bridge Inspection Manual of Procedures and the National Bridge Inspection Standards (NBS). Safety inspection of railroad owned bridges crossing District streets shall also be performed. Selected inspections of culverts and overhead sign structures shall be performed as needed. FY2014 obligation includes Phase II of the overhead sign structure effort.

TIP ID: 3290	Agency ID: SR049A	Title: Reconstruction of Kenilworth Avenue, NE							Total Cost: \$13,050	
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Facility: Kenilworth Ave, NE	NHPP	80/20/0				13,050 c				13,050
From: East Capitol St Ramp										
To: Rail Over Pass north of Benning Rd	NHS	80/20/0	750 a							
Total Funds: 13,050										

Description: Design of Kenilworth Ave/I295 from East Capitol Street, NE to Penn Rail Road Bridge over pass is a total reconstruction project. The length of the project is about 2,600 both directions. The design project will include upgrade of the existing curb and gutter, replace existing fences, remove the existing temporary Jersey Barriers and replace with permanent Jersey Barriers and address the current hydraulic problem.

TIP ID: 3355	Agency ID: PM086A	Title: Professional Capacity-Building Strategy							Total Cost: \$7,000	
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Facility: Citywide	STP	80/20/0	2,000 a	1,000 a	1,000 a	1,000 a	1,000 a			4,000
From:										
To:	Total Funds: 4,000									

Description: This project provides training and educational experiences to build the technical capability and functional knowledge of DDOT employees to be a high-performing DDOT organization that will enhance community involvement and improve management's capacity.

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3423 Agency ID: AW011, AW024 Title: South Capitol Street Corridor									Total Cost: \$554,172
Facility: DEMO	80/20/0	36,018 c							
From: N St, MLK Ave, Suitland Pkwy, Memorial Bri									
To: GARVEE	80/20/0		48,690 c	84,270 c	76,330 c				209,290
NHPP	80/20/0			22,320 c	22,320 c	22,320 c			66,960
State	0/100/0		34,420 c	4,294 c	24,303 c				63,017
Total Funds:									339,267

Description: Redevelopment of the South Capitol Street corridor is a part of the Anacostia Waterfront Initiative. Concept plans for the replacement of the Frederick Douglas Memorial Bridge are under development as part of the EIS currently being prepared for the corridor.

- a. New Frederick Douglass Memorial Bridge: Full replacement and realignment of the Frederick Douglass Memorial Bridge.
- b. Reconfigure the interchange at Suitland Parkway and I-295: The improvements include the removal of existing cloverleaf ramps at the interchange, replacing them with a diamond interchange. The diamond interchange will include two at-grade signalized intersections, one at the I-295 northbound ramps and the other at I-295 southbound ramps.
- c. Reconfigure the interchange at Martin Luther King Jr. Ave. and Suitland Parkway. The existing MLK Jr. Bridge over Suitland Parkway will be replaced and a center ramp signalized interchange will be created to allow full movements to and from Suitland Parkway to MLK Jr. Ave.
- d. Boulevard streetscape treatments along South Capitol Street from between N Street and the SE/SW Freeway. In this segment, South Capitol Street will be rebuilt as a six-lane boulevard divided by a landscaped median.
- e. New Jersey Avenue Streetscape improvements: The streetscape concept will restore a consistent design to the avenue between the SE-SW Freeway and M Street SE.

TIP ID: 5298 Agency ID: AF067A Title: Emergency Transportation Project									Total Cost: \$175
Facility: C ITYWIDE	STP	80/20/0	25 c	25 c	25 c	25 c	25 c		100
From:									
To:									
Total Funds:									100

Description: The purpose of this project is to provide a vehicle that allows the Department to respond to emergencies or other unforeseen events that are not budgeted or planned. It is always to plan for emergency work such as major pavement failures, such as sinkholes, falling steel and concrete from bridges and other urgent needs. The project will enable the Department to quickly respond to any emergency without delay,

TIP ID: 5313 Agency ID: CG311, CG312, Title: Urban Forestry Program									Total Cost: \$10,800
Facility: Citywide	NHPP	80/20/0		1,512 c		1,512 c			3,024
From:									
To: NHS	80/20/0		1,500 c						
	STP	80/20/0	4,200 c	2,088 c		2,088 c			4,176
Total Funds:									7,200

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

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5316 Agency ID: CD062A Title: Impact Attenuators and Guiderails									Total Cost:	

Facility: Citywide	HSIP	90/10/0	1,600 c		1,675 c	1,700 c	1,700 c			5,075
From:										
To:	Total Funds: 5,075									

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.

TIP ID: 5322 Agency ID: CM085A Title: Preventive Maintenance and Repair of Stormwater Pumping Stations									Total Cost: \$3,336	
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Facility:	CMAQ	80/20/0		600 a	650 a	700 a	750 a			2,700
From:										
To:	State	0/100/0	303 a	1,000 a	1,000 a					2,000
Total Funds: 4,700										

Description: Maintain DDOT's environmental management system and update, as necessary, the DDOT Environmental Policy and Process manual. This project will also enable the review and processing of environmental documentation.

TIP ID: 5323 Agency ID: MNT06A, SR09 Title: Condition Assessment									Total Cost:	
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Facility: citywide	State	0/100/0	700 a							
From: citywide										
To:	STP	80/20/0	1,650 a	1,000 a	650 a	1,000 a	650 a			3,300
Total Funds: 3,300										

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

TIP ID: 5334 Agency ID: CD052A Title: Safety Improvements of Benning Road Bridges over Kenilworth Ave									Total Cost: \$23,000	
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Facility: Benning Road over Kenilworth	NHPP	80/20/0		20,000 c						20,000
From:										
To:	Total Funds: 20,000									

Description: Structural design of three bridge alternatives. The project scope includes infrastructure improvements within vicinity of the bridges, including construction of handicap ramps according to ADA guidelines.

TIP ID: 5337 Agency ID: CD051A Title: Replacement of Pedestrian Bridges over Kenilworth Ave									Total Cost: \$16,500	
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Facility: Kenilworth	STP	80/20/0	1,000 a		9,000 c					9,000
From:										
To:	Total Funds: 9,000									

Description: This project will fund the replacement of the deck, approach slabs, bearing joints; and repair the substructure and repaint steel.

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5339 Agency ID: SR037A Title: FY2012 Pavement Restoration - NHPP Streets									Total Cost: \$29,350
Facility: NHPP	80/20/0	6,000 c	150 a	5,200 c					11,350
From:			6,000 c						
To:									
									Total Funds: 11,350

Description: Resurfacing of selected roadway segments on the National Highway System (NHPP), repair-replacement of curbs, gutters and sidewalks, driveways, base pavements, perimeter fencing, furnishing sewer-water manhole frames, catch basin tope and removal of roadway and roadside debris.

TIP ID: 5342 Agency ID: CD046A Title: Approach Bridges to 14th Street Bridge									Total Cost:
Facility: 14th Street Bridge northbound over the Poto	NHPP	80/20/0	750 a	23,500 c					23,500
From:									
To:									
									Total Funds: 23,500

Description: The approach bridges to be rehabilitated are over Maine Ave. (bridge 171-1), over the Outlet Channel (bridge 171-2) and over Haines Point Park (bridge 171-3).

TIP ID: 5347 Agency ID: CI046A, CI047 Title: Traffic Signal Maintenance NHPP-STP									Total Cost: \$59,000
Facility: Citywide	HSIP	90/10/0	1,240 c	500 c	1,000 c	1,000 c	1,000 c		3,500
From: Citywide	NHPP	80/20/0	1,164 c	2,420 c	2,450 c	2,480 c	2,510 c		9,860
To: Citywide	NHS	80/20/0	3,121 c						
	STP	80/20/0	3,950 a	1,250 a	1,750 a	1,750 a	1,750 a		28,100
			13,619 c	5,650 c	5,650 c	5,150 c	5,150 c		
									Total Funds: 41,460

Description: Provide effective and efficient maintenance services for the traffic signal systems throughout the District of Columbia.

Support the Traffic Signal Group of DDOT TOA in providing traffic engineering studies and signal system analysis and management for the city's roadway system. This projects mission is to perform signal warrants. Projects include:

- a. Citywide Traffic Signal Construction Contract
- b. Citywide Traffic Signal Construction Contract (National Highway System Routes)
- c. Traffic Signal Consultant Design
- d. Traffic Signal Optimization
- e. Traffic Signal Uninterruptible Power Supply
- f. Traffic Signal Maintenance - NHPP
- g. Traffic Signal Maintenance - STP
- h. Asset Inventory, Preliminary Design and RFP Development for Improved Signal System and Communication Network
- i. Traffic Signal Systems Analysis
- J. Implementation of Freeway Traffic Management System

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5350 Agency ID: AD304 Title: Streetlight Asset Mgmt & Streetlight Construction - Local									Total Cost: \$10,500
Facility: Citywide	State	0/100/0	4,236 a	300 a	300 a	300 a	300 a		34,800
From:			43,989 c	8,400 c	8,400 c	8,400 c	8,400 c		
To:									
									Total Funds: 34,800

Description: This project will provide maintenance of streetlights, alley lights, alley tree trimming for blockage of alley lighting, knockdowns, and asset inventory for lighting on non-federally-funded streets.

TIP ID: 5353 Agency ID: ED028A Title: Roadway and Bridge Improvement on Southern Avenue and Bridge #64 (over Winkle Do									Total Cost: \$19,100
Facility: Southern Avenue	STP	80/20/0	1,100 a	15,100 c					15,100
From: South Capitol Street									
To: 23rd Street									
									Total Funds: 15,100

Description: The purpose of this project is to identify solutions that improve the livability of the Southern Avenue corridor from South Capitol Street SE to 23rd Street SE.

TIP ID: 5385 Agency ID: AD020A Title: Streetlight Asset Mgmt - Federal									Total Cost:
Facility: Citywide	NHPP	80/20/0	606 c	3,384 c	3,384 c	3,384 c	3,384 c		13,536
From:	NHS	80/20/0	3,000 c						
To:	STP	80/20/0	964 c	5,383 c	5,383 c	5,383 c	5,383 c		21,532
									Total Funds: 35,068

Description: This project will provide maintenance for the District's aging lighting system to provide safe operations. Work includes upgrade of lights in tunnels and underpasses, bridges, highways, overhead guide sign lighting, obsolete incandescent and mercury vapor lights as well as navigation lights on bridges and waterways. Projects include:

- a) Street Light Replacement
- b) Streetlight Design Services
- c) Streetlight System Upgrade
- d) Streetlight Conversion
- e) Electrical Upgrade
- f) CW painting of street light and traffic signal poles
- g) CW Street and Bridge Light Maintenance
- h) Multiple Circuit Conversion
- i) Streetlight Asset Management
- j) Highway Lighting
- k) Emergency Response to Knockdowns

TIP ID: 5433 Agency ID: PM094A, CD05 Title: Bridge management Project/AASHTOWARE									Total Cost: \$2,125
Facility: Citywide	NHPP	80/20/0	275 a	300 a	325 a	325 a	325 a		1,275
From: Citywide									
To:	STP	80/20/0	300 e	300 e	300 e	310 e	310 e		1,220
									Total Funds: 2,495

Description: This project provide funds to support the Bridge Management Program and to pay the annual Points license fee.

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
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TIP ID: 5439		Agency ID: AD017A		Title: Citywide streetlight construction				Total Cost:	
Facility: citywide	STP	80/20/0	450 a	100 a	100 a	100 a	100 a		4,000
From: citywide				900 c	900 c	900 c	900 c		
To:									
									Total Funds: 4,000

Description: This project will provide installation/construction of the District's aging streetlight systems to provide safe operations. Work includes upgrading of lighting in tunnels, freeway air rights, overhead signs structures, and obsolete navigational lights on bridges.

TIP ID: 5554		Agency ID: HTF02A		Title: Garvee Bond Debt Service				Total Cost: \$82,390	
Facility:	NHPP	80/20/0	11,763 c	11,774 c	11,772 c	11,771 c	11,771 c		47,088
From:									
To:									
									Total Funds: 47,088

Description: This project consist of rehabilitation of existing deck, steel beams.

TIP ID: 5723		Agency ID: AW027A		Title: St. Elizabeths Campuses Access Improvements				Total Cost: \$108,980	
Facility:	GSA Earmark	80/20/0		31,420 c	24,800 c				56,220
From:									
To:									
									Total Funds: 56,220

Description: Multimodal transportation improvements to accommodate the DHS consolidation at ST. Elizabeths East and West Campuses, and other nearby development. West Campus project will improve access and transportation flow in and around the area. Improvements include I-295 interchange reconfigurations, roadway, safety, ITS and operational improvements to nearby streets. Project details include:

- a. I-295 interchange reconfigurations – I-295/Malcolm X Ave., I-295/South Capitol St.; Malcolm X Ave. east and west of I-295- (PE)
- b. Roadway infrastructure in and around the two campuses – 13th St., Sycamore St., Dogwood St., Pecan St. Cypress St., and West Campus Access Rd. - (PE)
- c. MLK Ave, Malcolm X Ave., Firth Sterling, Alabama Ave. - (PE)

TIP ID: 5754		Agency ID: CM080A		Title: Benning Road Extension				Total Cost: \$82,750	
Facility: Streetcar Line	CMAQ	80/20/0	3,200 a						
From:									
To:	State	0/100/0	2,000 a	23,614 c	27,363 c	21,644 e			92,217
							19,596 e		
									Total Funds: 92,217

Description: The Benning Road Streetcar Extension is a 1.95-mile surface fixed guide way transit line that includes electrically powered streetcar vehicles operating along tracks located within the existing street and travel lanes. The NEPA study will address potential impacts of the project, as well as, preliminary engineering (conceptual) for the line.

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5755 Agency ID: STC12A Title: Union Station to Georgetown Premium Transit; K Street Transit									Total Cost: \$76,290
Facility: Premium Transit	CMAQ	80/20/0	1,500 d						
From:									
To:	NHPP	80/20/0	7,500 a	31,500 c	34,875 c				73,875
	State	0/100/0	4,250 a		24,280 c	45,014 c			69,294
									Total Funds: 143,169

Description: DDOT received an alternatives analysis grant from the Federal Transit Administration to study premium transit options from the Union Station to Georgetown. Premium transit is high quality transit that offered improved liability and speed. The purpose of the AA study is to provide premium transit between Union Station and Georgetown. The Nepa document will select a preferred alternative to move to design and construction for premium transit. Also included in this project is an extension study to continue the transit Northwest. This project also includes K Street Transit Streetscape construction funding.

TIP ID: 5792 Agency ID: ED0C2A Title: C Street NE Implementation									Total Cost:
Facility: C Street/N. Carolina Avenue	STP	80/20/0		4,000 c					4,000
From: Oklahoma Avenue									
To: 14th Street NE									
									Total Funds: 4,000

Description: The C Street NE Traffic Calming project will slow traffic on the corridor by reducing at least one vehicular lane of traffic.

TIP ID: 5802 Agency ID: CD044A Title: Program Manager AWI									Total Cost: \$52,500
Facility: Citywide	NHPP	80/20/0	7,500 a	7,000 a	6,500 a	6,000 a	5,500 a		25,000
From:									
To:									
									Total Funds: 25,000

Description: Consultant services to supplement the NEPA process and implement design and construction of the AWI corridors. Work includes surveys; geotechnical and environmental investigation and testing preliminary ; roadway and bridge design and CE services during construction. Funding will be used for construction oversight and consultant services.

TIP ID: 5804 Agency ID: MRR04A Title: East Capitol St. Bridge over Anacostia River, Br. # 233									Total Cost: \$16,000
Facility: Anacostia Freeway Bridge over Anacostia Ri	NHPP	80/20/0				16,000 a			16,000
From:									
To:									
									Total Funds: 16,000

Description: Rehabilitation of subject bridge to eliminate all deficiencies and ensure the safety of the traveling public. This bridge is structurally deficient and must be rehabilitated in accordance with the requirements of MAP21. Deficiencies include deteriorating overlay, efflorescence and map cracking in soffit, expanded bearings, deteriorated superstructure steel under fender dams, peeling paint, rotation of substructure units.

TIP ID: 5922 Agency ID: AF081A Title: District Freight Plan									Total Cost: \$300
Facility: Citywide	STP	80/20/0	450 a	150 a		150 a			300
From:									
To:									
									Total Funds: 300

Description: Development of a District freight plan to enhance the safety and efficiency of goods movement

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**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

FY 2017 - 2022

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5957 Agency ID: AW0, EW002C Title: Pennsylvania Ave/Potomac Circle									Total Cost:	\$5,750

Facility: Pennsylvania Ave and Potomac Circle HSIP 80/20/0 5,750 c 5,750

From: _____
To: _____ **Total Funds: 5,750**

Description: Convert the former I-695 freeway into Southeast Boulevard and to reconfigure Barney Circle to provide at grade access and neighborhood connectivity to the waterfront. Improve pedestrian and bicycle access to the Sousa Bridge and along proposed Southeast Boulevard to the 11th Street Bridges.

Pedestrian and Bicycle Safety improvements including reconfiguration of the Pennsylvania Ave/Potomac Avenue intersection, new signals and crosswalks and improvement access to the Potomac Metro station.

TIP ID: 5959 Agency ID: MRR16A Title: Virginia Avenue Tunnel Project									Total Cost:	\$201,300
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Facility: Virginia Ave. SE PRIV 0/0/0 200,500 c 1,200 c 1,200 c 2,400

From: _____
To: _____ **Total Funds: 2,400**

Description: The existing railway tunnel is owned and operated by CSX Transportation, Inc. (CSXT) and has long been identified as one of the most significant freight bottlenecks on the East Coast. CSXT proposes to improve freight transportation reliability and capacity through the District by replacing the existing 106 year old 4,000 foot-long tunnel. The proposal includes the restoration of a second track within the tunnel and increasing the tunnel height to a minimum 20 foot clearance to accommodate intermodal trains transporting double-stacked standard cargo containers.

TIP ID: 6014 Agency ID: SR088A Title: Maryland Avenue NE Road Diet									Total Cost:	\$3,600
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Facility: Maryland Ave. NE STP 80/20/0 3,300 c 3,300

From: 2nd Street NE
To: 15th Street NE **Total Funds: 3,300**

Description: To improve pedestrian safety on Maryland Avenue from 2nd Street to 15th Street NE.

TIP ID: 6038 Agency ID: Title: Garvee Debt Service									Total Cost:	
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Facility: _____ NHPP 80/20/0 12,320 c 18,030 c 18,030 c 18,030 c 66,410

From: _____
To: _____ **Total Funds: 66,410**

Description: DDOT will use future FHWA annual allocations to pay service on the bonds.

TIP ID: 6039 Agency ID: CD054A Title: H Street Bridge over Railroad									Total Cost:	\$22,750
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Facility: H Street NE NHPP 80/20/0 500 a 4,250 c 6,500 c 12,000 c 22,750

From: North Capitol Street
To: 3rd Street NE **Total Funds: 22,750**

Description: Conduct environmental assessments. Prepare concept designs, design plans and specifications and construct documents for bridge replacement/rehabilitation. Includes work on the H Street NE Bridge from North Capitol St. to 3rd St. NE.

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6082 Agency ID: MRR15A Title: Anacostia Freeway Bridges over Nicholson Street SE (Bridges #1001, 1002)										Total Cost: \$8,000

Facility: Anacostia Freeway Bridges at Nicholson
 From: NHPP 80/20/0 1,000 a 9,500 c 9,500
 To: **Total Funds: 9,500**

Description: Rehabilitation of subject bridges to eliminate all deficiencies and to make the facility safe for the traveling public. Two bridges are structurally deficient and must be rehabilitated under the requirements of MAP21.

TIP ID: 6097 Agency ID: MRR14A Title: Rehabilitation of Anacostia Freeway Bridges over South Capitol Street (Bridge No. 1016)										Total Cost: \$21,000
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Facility: Anacostia Freeway over South Capitol Stree
 From: NHPP 80/20/0 1,000 a 20,000 c 20,000
 To: **Total Funds: 20,000**

Description: Rehabilitation or replacement of subject bridges to eliminate all structural deficiencies and to make the facilities safe for the traveling public. The bridges are structurally deficient and must be rehabilitated under the requirements of MAP21.

TIP ID: 6102 Agency ID:	Title: 5303/5304 FTA Program								Total Cost: \$2,874
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Facility: Citywide
 From: Sect. 5303 80/20/0 760 a 415 a 415 a 415 a 415 a 1,660
 To: Sect. 5304 80/20/0 198 a 110 a 110 a 110 a 110 a 440
Total Funds: 2,100

Description: DDOT receives an annual FTA grant appropriation to support metropolitan planning activities (5303) and Statewide/DC based Planning Activities (5304).

TIP ID: 6103 Agency ID:	Title: DC Circulator Expansion - Phase I								Total Cost: \$3,750
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Facility: State 0/100/0 1,576 e 750 e 750 e 750 e 750 e 3,000
 From: **Total Funds: 3,000**
 To:

Description: Implement the Phase I DC Circulator routes as identified in the DC Circulator 10-Year Transit Development Plan

TIP ID: 6105 Agency ID:	Title: DC Circulator New Buses for Replacement and Expansion								Total Cost: \$8,925
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Facility: State 0/100/0 21,539 e 17,600 e 7,100 e 24,700
 From: **Total Funds: 24,700**
 To:

Description: Additional Circulator buses must be purchased in order to expand service to additional routes.

TIP ID: 6114 Agency ID: ZUT10C Title: South Capitol Street Trail										Total Cost:
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Facility: CMAQ 80/20/0 700 a 9,700 c 9,700
 From: **Total Funds: 9,700**
 To:

Description: Design and construct a paved bicycle and pedestrian trail along South Capitol Street based on the 2010 concept plan.

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6115 Agency ID: CI040A Title: Traffic Signal LED Replacement			Total Cost:						\$8,400
Facility: NHPP	80/20/0	600 c	540 c	540 c	540 c	540 c			2,160
From: STP	80/20/0	600 c	540 c	540 c	540 c	540 c			2,160
To:									
Total Funds:									4,320

Description: Replace traffic and pedestrian signal LED modules at all signalized intersections on the surface transportation systems.

TIP ID: 6184 Agency ID: OSS14A Title: Mid City East			Total Cost:						\$3,000
Facility: Eckington, Bloomingdale, LeDroit, Hannover	STP	80/20/0	2,500 c						2,500
From: Eckington									
To: Shaw									
Total Funds:									2,500

Description: The Mid City East Livability Study seeks to improve physical connectivity among the neighborhoods of Mid City East and their connections to the opportunities and assets of the larger city. Local transportation networks are envisioned as safe and comfortable for travelers of all ages and abilities, contributing to the health of the community and environment and celebrating local identity. The study covers the neighborhoods of Eckington, Bloomingdale, LeDroit, Hannover-Bates, and parts of Shaw.

TIP ID: 6187 Agency ID: MRR27A Title: Rehabilitation of I-395 HOV Bridge over Potomac River			Total Cost:						\$39,250
Facility: I-395 HOV	NHPP	80/20/0	750 a			38,500 c			38,500
From: Over Potomac River									
To: Over Potomac River									
Total Funds:									38,500

Description: Repair extensive pier cracking, superstructure and substructure rehabilitation.

TIP ID: 6189 Agency ID: MRR24A Title: Columbia Road, NW, Reconstruction 16th to 18th Streets and Resurface 18th Street to C			Total Cost:						\$1,000
Facility: Columbia Road, NW	STP	80/20/0			1,000 a				1,000
From: 16th Street, NW									
To: Connecticut Ave, NW									
Total Funds:									1,000

Description: Pavement reconstruction from 16th to 18th Street to remove old streetcar tracks and Resurface from 18th Street to Connecticut Ave. Improve curb and gutter, sidewalk, streetlight, traffic signals, upgrade ADA ramps, drainage catch basins, add LID's, median planter and replace trees.

TIP ID: 6190 Agency ID: FLD01 Title: Bloomingdale/LeDroit Park Medium Term Flood Mitigation Project			Total Cost:						\$10,000
Facility: Bloomingdale/LeDroit Park	State	0/100/0	500 a	500 a	500 a				4,000
From:			1,500 c	1,500 c	1,500 c				
To:									
Total Funds:									4,000

Description: The exact street locations are not known at this time but the work is confined to the Bloomingdale and LeDroit Park communities, per the Mayor's Task force on Bloomingdale/LeDroit Flood Mitigation Report.

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**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

FY 2017 - 2022

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
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TIP ID: 6193	Agency ID: PM0D7A	Title: Cleveland Park Study							Total Cost:		
Facility: Connecticut Ave. NW	NHPP	80/20/0		2,415	c					2,415	
From: Porter Street NW											
To: Macomb Street NW											
Description: Implementation of Cleveland Park study recommendations including Connecticut Avenue access lane and neighborhood parking supply, streetscape improvements and intersection reconfiguration at Porter/Quebec/Connecticut Ave NW.										Total Funds: 2,415	

TIP ID: 6194	Agency ID: Temp1315	Title: Normanstone/Fulton Street Culvert & LID							Total Cost: \$2,200,000		
Facility: Normanstone Drive	FLAP	100/0/0		1,500	c					1,500	
From: Fulton Street											
To: 34th Street	State	0/100/0	2,200	c	600	c				600	
Description: This project repair seven culverts under Normanstone Drive, install linear bioretention cells along Fulton Street and Normanstone Drive, and mill and resurface both streets										Total Funds: 2,100	

TIP ID: 6195	Agency ID: ZU033A	Title: Florida Avenue Transportation Study							Total Cost: \$12,000		
Facility: Florida Avenue, NE	STP	80/20/0		1,000	a					1,000	
From: 1St Street, NE											
To: H Street, NE											
Description: Implementation of Florida Avenue Transportation Study recommendations, which may include reconstruction of Florida Ave from Benning Rd to New York Ave, safety improvements and streetscape upgrades.										Total Funds: 1,000	

TIP ID: 6230	Agency ID: ZU010A	Title: New York Avenue Trail							Total Cost: \$3,600		
Facility: Paved trail/sidewalk	CMAQ	80/20/0	400	a	3,300	c				3,300	
From:											
To:											
Description: Design and build a new trail along New York Avenue NE.										Total Funds: 3,300	

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6240 Agency ID: MRR01A Title: Safety and Geometric Improvements of I-295									Total Cost:	\$11,500

Facility: I-295/DC-295 NHPP 80/20/0 1,500 a 2,500 c 6,500 c 9,000

From: _____
To: _____ **Total Funds: 9,000**

Description: Safety and geometry improvement of I295/DC 295. Work includes upgrade substandard ramps, extend merge area & acceleration lane, review slip ramps, complete missing interchange movements, reduce congestion, provide access for vehicular traffic, pedestrian and cyclists that include, road configuration, sidewalk improvement, pavement markings, median, island, traffic signal, signs, street lighting, and guardrails at interchanges along I-295/DC 295 between Eastern Avenue and Chesapeake St.

- a. DC 295/ Eastern Ave NE
- b. DC 295/ Nannie Helen Burroughs Avenue from Sheriff Road NE/ Minnesota Avenue NE to Kenilworth Avenue NE/ Kenilworth Terrace NE
- c. DC 295/ Benning Rd, SE
- d. DC 295/ East Capitol St, SE
- e. DC 295/ Pennsylvania Ave, SE
- f. South Capitol Street to I-295 southbound toward Overlook Avenue, SW
- g. DC 295/ Chesapeake St, SW
- h. Kenilworth Avenue NE
- i. DC 295 Mainline Improvements

TIP ID: 6283 Agency ID: PM0A4A Title: Managed Lanes									Total Cost:	\$21,309
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Facility: Rochambeau Bridge, I-395, SW/SE Freeway NHPP 80/20/0 5,000 a 5,309 a 5,309

From: _____
To: _____ **Total Funds: 5,309**

Description: The project is to perform a high level feasibility review to identify any potential flaws or major obstacles to completing the project as a public-private partnership (P3) and lay out the critical path to moving the project forward. Phase I: to include NEPA, design, and construction for Rochambeau Bridge. Phase II: to include NEPA, design, and construction for the SE/SW Freeway. Phase III: to include NEPA, design, and construction of I-295.

TIP ID: 6315 Agency ID: SR086A Title: East Capitol Street Corridor Mobility & Safety Plan									Total Cost:	\$3,800
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Facility: Street STP 80/20/0 3,300 c 3,300

From: _____
To: _____ **Total Funds: 3,300**

Description: Design and Construct pedestrian safety and traffic operations improvements

TIP ID: 6408 Agency ID: Title: Off-Hours Freight Delivery Pilot Project									Total Cost:	\$300
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Facility: HRDP 50/50/0 140 a 140

From: _____
To: _____ **Total Funds: 140**

Description: The DDOT Off-Hours Freight Delivery Pilot Project will focus on improving the management of curbside loading zones in the city by incentivizing businesses to shift to off-hour deliveries. The District has a constrained infrastructure with multiple modes competing for use of the same space and DDOT believes that a focus on encouraging off-hour deliveries would contribute significantly to reducing congestion.

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**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

FY 2017 - 2022

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 6412 Agency ID:			Title: Reconstruction of 18th Street, NW from Virginia Ave to Connecticut Ave/M Street					Total Cost:		\$1,000
Facility: 18th Street NW	STP	80/20/0	1,000 a						1,000	
From: Virginia Ave NW										
To: M Street NW										
Description: Pavement reconstruction including improvement of curb and gutter, sidewalk, streetlight, traffic signals upgrade ADA ramps, drainage catch basins, LID's, and replace trees.									Total Funds: 1,000	
TIP ID: 6413 Agency ID:			Title: Reconstruction of 21st Street, NW from Constitution Ave to G Street and From I Street to					Total Cost:		\$1,000
Facility: 21st Street NW	STP	80/20/0		1,000 a					1,000	
From: Constitution Ave NW / I Street NW										
To: G Street NW / New Hampshire Ave NW										
Description: Pavement reconstruction including improvement of curb and gutter, sidewalk, streetlight, traffic signals upgrade ADA ramps, drainage catch basins, LID's, and replace trees on 21st Street NW, from Constitution Ave to G Street and from I Street NW to New Hampshire Ave NW									Total Funds: 1,000	
TIP ID: 6414 Agency ID:			Title: Reconstruction of Kenyon Street NW from Park Place NW to 13th Street NW					Total Cost:		\$6,500
Facility: Kenyon Street NW	STP	80/20/0		1,000 a	5,500 c				6,500	
From: Park Place NW										
To: 13th Street NW										
Description: Pavement reconstruction including improvement of curb and gutter, sidewalk, streetlight, traffic signals upgrade ADA ramps, drainage catch basins, LID's, and replace trees on Kenyon Street NW from Park Place NW to 13th Street NW									Total Funds: 6,500	
TIP ID: 6415 Agency ID:			Title: Reconstruction of Columbia Rd NW from Michigan Ave NW/Park Place to 15th Street					Total Cost:		\$1,000
Facility: Columbia Rd NW	STP	80/20/0			1,000 d				1,000	
From: Michigan Ave NW/ Park Place NW										
To: 15th Street NW										
Description: Pavement reconstruction including improvement of curb and gutter, sidewalk, streetlight, traffic signals upgrade ADA ramps, drainage catch basins, LID's, and replace trees on Columbia Rd NW from Michigan Ave/Park Place to 15th Street NW									Total Funds: 1,000	
TIP ID: 6416 Agency ID:			Title: Rehabilitation of I-66 Ramp to Whitehurst Freeway over Potomac Pkwy and Rock Creek (Total Cost:		\$6,000
Facility: I-66 Ramp to Whitehurst Freeway over Pot	NHPP	80/20/0		1,000 a	5,000 c				6,000	
From: I-66 Ramp										
To: Whitehurst Freeway over Potomac Pkwy an										
Description: Rehabilitation of the concrete substructures and superstructure and other related miscellaneous repairs of I-66 Ramp to Whitehurst Freeway over Potomac Pkwy and Rock Creek (Bridge No. 1303).									Total Funds: 6,000	
TIP ID: 6417 Agency ID:			Title: Rehabilitation of K Street NW Bridge, over Whitehurst Freeway Ramp (Bridge No. 1304)					Total Cost:		\$7,000
Facility: K Street Bridge over Whitehurst Freeway Ra	NHPP	80/20/0	1,000 a		6,000 c				7,000	
From:										
To:										
Description: Rehabilitation of the concrete substructures and superstructure and other related miscellaneous repairs on K Street NW Bridge, over Whitehurst Freeway Ramp (Bridge No. 1304).									Total Funds: 7,000	

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**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

FY 2017 - 2022

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6425 Agency ID: Title: Reconstruction of Harvard Street NW from 16th St NW to Georgia Ave NW										Total Cost: \$1,000
Facility: Harvard Street NW	STP	80/20/0		1,000	a					1,000
From: 16th Street, NW										
To: Georgia Avenue NW										
Description: Pavement reconstruction from Harvard Street from 16th Street to Georgia Ave, Improve Curb and gutter, sidewalk, streetlight, traffic signals, upgrade ADA ramps, drainage catch basins, add LID's median planter and replace trees.										Total Funds: 1,000
TIP ID: 6426 Agency ID: Title: Rehabilitation of 14th Street, SW Bridge over Streetcar Terminal										Total Cost: \$6,000
Facility: 14 Street SW Bridge over Streetcar Terminal	NHPP	80/20/0		5,500	c					5,500
From:										
To:										
Description: Rehabilitation of the concrete substructures and superstructure and other related miscellaneous repairs.										Total Funds: 5,500
TIP ID: 6427 Agency ID: Title: Kenilworth Terrace Bridge over Watts Branch										Total Cost: \$3,125
Facility: Kenilworth Terrace Bridge over Watts Branch	STP	80/20/0					250	a		250
From:										
To:										
Description: Project scope include applying waterproof seal to the entire timber structure, repair the reinforced concrete roadway curb, rehabilitation of deck structure of both approach abutments.										Total Funds: 250
TIP ID: 6492 Agency ID: Title: Safety Improvements of 22nd and I NW										Total Cost: \$400
Facility: Pennsylvania Ave, NW	HSIP	80/20/0		350	c					350
From: 22nd Street NW										
To: I Street NW										
Description: Safety improvements of 22nd and I Street, NW. Improve curb and gutter, sidewalk, streetlights, mtraffic signals, upgrade ADA rampsdrainage catch basins, a LIDs.										Total Funds: 350
TIP ID: 6493 Agency ID: Title: Reconstruction of Ward II										Total Cost: \$10,000
Facility: 21st Street NW, Florida Ave NW, and Mass	STP	80/20/0					9,000	c		9,000
From:										
To:										
Description: Reconstruction of Ward II including four locations: 21st Street NW, from O St to Mass Ave, Florida Ave, from Decatur St. to Mass Ave. NW, Mass Ave NW from 20th St to 23rd St., and Mass Ave NW from Decatur St to Belmont St. Pavement reconstruction including improvement of curb and gutter, sidewalk, streetlights, traffic signals, upgrade ADA ramps, drainage catch basins, LID's and replace trees.										Total Funds: 9,000

SUBURBAN MARYLAND

FY 2017-2022 TIP Tables

Draft for Public Comment
October 13, 2016

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
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MDOT/State Highway Administration

TIP ID: 2710	Agency ID: AWTE	Title: Transportation Alternatives	Complete:	Total Cost:
Facility:	State	0/100/0		
From:			68 a	67 a
To:			90 b	89 b
			968 c	960 c
			69 a	69 a
			91 b	91 b
			983 c	983 c
			127 a	127 a
			170 b	170 b
			1,827 c	1,827 c
			400 a	400 a
			533 b	533 b
			5,728 c	5,728 c
			270 a	268 a
			360 b	357 b
			3,870 c	3,839 c
			276 a	274 a
			369 b	366 b
			3,963 c	3,932 c
			510 a	510 a
			680 b	680 b
			7,307 c	7,307 c
			1,598 a	1,598 a
			2,131 b	2,131 b
			22,910 c	22,910 c
Total Funds:				66,602

Description: Transportation Alternatives projects include areawide: Tree planting, native plant establishment, and integrated roadside vegetation management; in Frederick County: Ballenger Creek Trail Phase 1, Ballenger Creek Trail Phase 4, Carroll Creek Park Trail Phase 2, and Saving Maryland's Civil War Battlefields; in Montgomery County: Anglers Breach, Ethan Allen Gateway streetscape, Flower Avenue streetscape, I-270 stormwater management facilities functional upgrades, MTA's share of Capital Crescent Trail construction costs associated with the Purple Line, Olde Towne Gaithersburg rolling stock restoration, and Shady Grove Metro Access Road bikepath; and in Prince George's County: Bladensburg Archaeology, Bowie Heritage Trail Phase 1, College Park Trolley Trail Phase 4, North Gate Park at Paint Branch, and Scorpion 2010 Archaeology.

TIP ID: 2894	Agency ID: PG3331	Title: I-95/I-495 at Greenbelt Metro Station Interchange Construction	Complete: 2020	Total Cost: \$167,107
Facility: I 95 at Greenbelt Metro Station	NHPP	100/0/0		
From:			1,764 a	22,448 c
To:			31,808 c	34,045 c
			34,045 c	34,045 c
			28,697 c	28,697 c
			118,762	118,762
			498 a	2,000 b
			283 b	6,332 c
			8,972 c	8,972 c
			3,232 b	3,225 b
			9,603 c	9,603 c
			8,095 c	8,095 c
			42,240	42,240
Total Funds:				161,002

Description: Construction of a full I-95/I-495 interchange at Greenbelt Metro Station.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

			Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 3038			Agency ID: AWEN			Title: Environmental Projects			Complete:		Total Cost:		
Facility:	HSIP		100/0/0			77 a	62 a	62 a	62 a	64 a	46 a	976	
From:						2 b	2 b	2 b	2 b	99 c	1 b		
To:						124 c	99 c	99 c	99 c		74 c		
<hr/>													
	NHPP		100/0/0			1,190 a	725 a	274 a	274 a	643 a	629 a	9,828	
						31 b	19 b	7 b	7 b	17 b	17 b		
						1,911 c	1,164 c	439 c	439 c	1,032 c	1,010 c		
<hr/>													
	NRT		100/0/0			155 a						408	
						4 b							
						249 c							
<hr/>													
	State		0/100/0			644 a	451 a	212 a	212 a	483 a	473 a	6,532	
						17 b	12 b	6 b	6 b	12 b	12 b		
						1,032 c	745 c	341 c	341 c	772 c	761 c		
<hr/>													
	STP		100/0/0			1,190 a	1,053 a	547 a	547 a	1,259 a	1,245 a	15,370	
						31 b	28 b	14 b	14 b	33 b	33 b		
						1,911 c	1,691 c	878 c	878 c	2,020 c	1,998 c		
											Total Funds: 33,114		

Description: Environmental projects include environmental preservation, wetland replacement, reforestation, landscaping, environmental compliance, noise abatement and sound barriers, drainage improvements, total maximum daily load (TMDL) compliance, and bicycle facility retrofit improvements.

TIP ID: 3044			Agency ID: MO3511			Title: I-270 at Watkins Mill Road Interchange Construction			Complete: 2020		Total Cost: \$129,742	
Facility:	I 270 at Watkins Mill Road		Local		0/0/100							
From:			NHPP		100/0/0		68 b	1,096 b	1,096 b	973 b	3,233	
To:			State		0/100/0		30,422 c		42,317 c	35,892 c	108,631	
											Total Funds: 111,864	

Description: Construction of a new I-270 interchange at Watkins Mill Road.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3057 Agency ID: MO6322 Title: MD 124 Phases 2-3 Highway Reconstruction				Complete: 2020 Total Cost: \$113,500						
Facility: MD 124	HPP	100/0/0								
From: Midcounty Highway										
To: Warfield Road	Local	0/0/100				2,500 b	2,500 b			5,000
	State	0/100/0		851 a	869 a	121 a				1,841
Total Funds:										6,841

Description: Reconstruction of MD 124 from Midcounty Highway to south of Airpark Road and north of Fieldcrest Road to Warfield Road.

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3081 Agency ID: AWBR Title: Bridge Replacement and Rehabilitation				Complete: Total Cost:						
Facility:	NHPP	100/0/0		3,182 a	3,324 a	3,169 a	3,123 a	3,331 a	3,324 a	108,072
From:				530 b	554 b	528 b	521 b	555 b	554 b	
To:				13,964 c	14,590 c	13,907 c	13,708 c	14,618 c	14,590 c	
	State	0/100/0		846 a	884 a	842 a	831 a	886 a	884 a	28,245
				141 b	148 b	140 b	139 b	148 b	148 b	
				3,711 c	3,882 c	3,697 c	3,647 c	3,889 c	3,382 c	
	STP	100/0/0		201 a	214 a	201 a	201 a	214 a	214 a	6,915
				33 b	36 b	33 b	33 b	36 b	36 b	
				882 c	939 c	882 c	882 c	939 c	939 c	
Total Funds:										143,232

Description: Bridge replacement and rehabilitation projects include structural replacements, bridge deck rehabilitation, superstructure replacements, bridge parapet reconstruction, and painting.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

			Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 3082			Agency ID: AWRR			Title: Resurfacing and Rehabilitation			Complete:		Total Cost:		
Facility:		HSIP		100/0/0		26 a	23 a	26 a	26 a	23 a	23 a	2,067	
From:						4 b	3 b	4 b	4 b	3 b	3 b		
To:						335 c	298 c	335 c	335 c	298 c	298 c		
<hr/>													
		NHPP		100/0/0		965 a	864 a	968 a	953 a	854 a	852 a	65,268	
						138 b	123 b	138 b	136 b	122 b	122 b		
						13 c	11,360 c	12,718 c	12,519 c	11,228 c	11,195 c		
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		State		0/100/0		558 a	500 a	560 a	551 a	494 a	493 a	38,525	
						80 b	71 b	80 b	79 b	71 b	71 b		
						7,332 c	6,566 c	7,357 c	7,241 c	6,492 c	6,492 c		
<hr/>													
		STP		100/0/0		1,255 a	1,124 a	1,260 a	1,240 a	1,111 a	1,109 a	101,413	
						179 b	161 b	180 b	177 b	159 b	158 b		
						16,494 c	14,772 c	16,560 c	16,295 c	14,606 c	14,573 c		
Total Funds:												207,273	

Description: Resurfacing and rehabilitation projects include pavement milling, pavement overlay, and concrete patching.

TIP ID: 3083			Agency ID: AWUR			Title: Urban Reconstruction			Complete:		Total Cost:		
Facility:		NHPP		100/0/0		216 a	143 a	168 a	147 a	22 a	22 a	5,978	
From:						36 b	24 b	28 b	24 b	4 b	4 b		
To:						1,548 c	1,022 c	1,207 c	1,053 c	155 c	155 c		
<hr/>													
		State		0/100/0		154 a	100 a	121 a	743 a	15 a	15 a	4,250	
						26 b	17 b	20 b	104 b	3 b	3 b		
						1,107 c	719 c	867 c	18 c	109 c	109 c		
<hr/>													
		STP		100/0/0		402 a	259 a	315 a	2,188 a	39 a	39 a	11,017	
						67 b	43 b	53 b	45 c	6 b	6 b		
						2,879 c	1,858 c	2,260 c		279 c	279 c		
Total Funds:												21,245	

Description: Urban reconstruction projects include drainage improvements, curb and gutter replacement, pavement milling and resurfacing, streetscaping, sidewalks improvements, signage, marking, and lighting.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source		Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3084 Agency ID: AWSS		Title: Safety and Spot Improvements			Complete:			Total Cost:		
Facility:	CMAQ	100/0/0		122 a	81 a	68 a	54 a	81 a	68 a	1,577
From:				8 b	5 b	5 b	4 b	5 b	5 b	
To:				275 c	184 c	153 c	122 c	184 c	153 c	
<hr/>										
	HSIP	100/0/0		2,411 a	909 a	1,036 a	965 a	1,180 a	1,061 a	25,427
				161 b	61 b	294 b	64 b	78 b	70 b	
				5,464 c	2,060 c	2,349 c	2,188 c	2,673 c	2,403 c	
<hr/>										
	NHPP	100/0/0		1,220 a	821 a	713 a	680 a	983 a	983 a	18,001
				81 b	55 b	48 b	45 b	66 b	66 b	
				2,766 c	1,860 c	1,616 c	1,542 c	2,228 c	2,228 c	
<hr/>										
	State	0/100/0		1,280 a	915 a	831 a	798 a	1,314 a	1,014 a	20,506
				85 b	61 b	56 b	53 b	87 b	67 b	
				2,901 c	2,075 c	1,885 c	1,809 c	2,977 c	2,298 c	
<hr/>										
	STP	100/0/0		4,908 a	2,774 a	2,660 a	2,111 a	3,911 a	2,606 a	63,666
				326 b	185 b	178 b	167 b	261 b	173 b	
				11,124 c	5,793 c	6,029 c	5,690 c	8,863 c	5,907 c	
Total Funds:										129,177

Description: Safety and spot improvements include roundabouts, geometric improvements, intersection capacity improvements, slope repairs, pedestrian crossings, sidewalks, rail crossings, safety improvements, intersection realignment, drainage improvements, pavement marking, joint sealing, truck weigh facilities, rest areas, crash prevention measures, guardrail end treatments, ADA retrofits, traffic management.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

			Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 3085			Agency ID: AWCM			Title: Congestion Management			Complete:		Total Cost:		
Facility:	CMAQ		100/0/0			433 a	433 a	516 a	400 a	383 a	366 a	6,841	
From:						12 b	12 b	14 b	11 b	10 b	10 b		
To:						725 c	725 c	865 c	670 c	642 c	614 c		
<hr/>													
	NHPP		100/0/0			160 a	173 a	200 a	147 a	147 a	133 a	2,594	
						4 b	5 b	5 b	4 b	4 b	4 b		
						268 c	290 c	335 c	246 c	246 c	223 c		
<hr/>													
	State		0/100/0			130 a	140 a	163 a	120 a	113 a	107 a	2,089	
						3 b	4 b	4 b	3 b	3 b	3 b		
						218 c	234 c	274 c	201 c	190 c	179 c		
<hr/>													
	STP		100/0/0			360 a	386 a	453 a	333 a	306 a	293 a	5,759	
						10 b	10 b	12 b	9 b	8 b	8 b		
						603 c	647 c	759 c	558 c	513 c	491 c		
											Total Funds: 17,283		

Description: Congestion management projects include traffic management, new and reconstructed signals, signage, lighting, signal systemization, design and construction of park-and-ride facilities, CHART, design and construction of ITS projects, and design and construction of intersection capacity improvements.

TIP ID: 3104			Agency ID: MO8541			Title: MD 97 at Randolph Road Interchange Construction			Complete: 2017		Total Cost: \$78,017	
Facility:	MD 97 at Randolph Road		Local	0/0/100								
From:			NHPP	100/0/0		2,697 b						19,565
To:						16,868 c						
<hr/>												
	State		0/100/0			806 b	700 b					5,584
						4,078 c						
<hr/>												
	STP		100/0/0									
											Total Funds: 25,149	

Description: Construction of a new MD 97 interchange at Randolph Road.

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**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

FY 2017 - 2022

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3106 Agency ID: MO7461 Title: MD 97 at Brookeville Highway Construction			Complete: 2020				Total Cost:		\$42,771
Facility: MD 97	Local	0/0/100	250 a	1,711 b	6,374 c	1,626 b			11,461
From: Gold Mine Road			1,500 b						
To: North of Brookeville									
NHPP	100/0/0								
State	0/100/0		8,907 c	15,396 c	1,374 b				25,677
Total Funds:									37,138

Description: Construction of new two-lane MD 97 from south of Brookeville, near Gold Mine Road, to north of Brookeville.

TIP ID: 3108 Agency ID: PG6241 Title: US 1 Highway Reconstruction			Complete: 2022				Total Cost:		\$49,804
Facility: US 1	State	0/100/0	2,000 b	4,829 b	1,421 b	8,709 c	9,826 c	10,107 c	40,481
From: College Avenue					3,589 c				
To: I 95									
STP	100/0/0		1,200 a	994 a	800 a				2,994
Total Funds:									43,475

Description: Reconstruction of US 1 between College Avenue and MD 193

TIP ID: 3469 Agency ID: PG3916 Title: MD 5 Corridor Study			Complete: 2025				Total Cost:		\$715,700
Facility: MD 5	NHPP	100/0/0							
From: US 301									
To: I 95	State	0/100/0	130 a						130
Total Funds:									130

Description: A study to upgrade MD 5 to a multilane freeway from US 301 at T.B. to north of I-95/I-495.

TIP ID: 3476 Agency ID: MO8861 Title: MD 28/MD 198 Corridor Study			Complete: 2025				Total Cost:		\$356,600
Facility: MD 28/198	State	0/100/0	1,125 a	710 a					1,835
From: MD 97									
To: I 95	STP	100/0/0							
Total Funds:									1,835

Description: A study examining capacity improvements in the MD 28/MD 198 corridor between MD 97 and I-95.

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**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

FY 2017 - 2022

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3542 Agency ID: MO3441 Title: MD 355 Phase 2 Highway Reconstruction				Complete: 2020				Total Cost:		\$87,600
Facility: Montrose Parkway	Local	0/0/100		5,509	a					5,509
From: Randolph Road										
To: East of Parklawn Drive	State	0/100/0								
Total Funds:										5,509

Description: Construction of Montrose Parkway, including a CSX Railroad grade-separated crossing and interchange at Parklawn Drive.

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total		
TIP ID: 3547 Agency ID: PG6181 Title: MD 4 at Suitland Parkway Interchange Construction				Complete: 2022				Total Cost:		\$140,314		
Facility: MD 4 at Suitland Parkway	HPP	100/0/0			10,000	c				10,000		
From:												
To:	NHPP	100/0/0		257	a	1,135	b	2,500	b	29,049	c	55,124
				2,083	b	2,411	c	17,355	c			
				334	c							
	PL	100/0/0		5,000	c							5,000
	State	0/100/0		272	a	3,582	b	3,621	b	2,766	b	31,338
				3,376	b	2,063	c	3,305	c	10,559	c	
				1,794	c							
	STP	100/0/0		649	a							649
Total Funds:										102,111		

Description: Construction of a new MD 4 interchange at Suitland Parkway.

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total		
TIP ID: 3554 Agency ID: PG4941 Title: MD 5 at I-95/I-495 Phase 2 Highway Reconstruction				Complete: 2020				Total Cost:		\$48,154		
Facility: MD 5	NHPP	100/0/0		626	b	811	b	517	b	250	b	9,065
From: I 95				6,861	c							
To: Branch Avenue Metro Station												
	State	0/100/0		291	b	291	b	121	b			2,443
				1,740	c							
Total Funds:										11,508		

Description: Construction of MD 5 Phase 2 improvements, improving access to Branch Avenue Metro Station, including access road improvements; MD 5 pedestrian bridge; and Auth Road, Auth Place, and Auth Way improvements.

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**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

FY 2017 - 2022

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3566 Agency ID: AWCC Title: Commuter Connections Program			Complete:			Total Cost:			
Facility: State	0/100/0		2,788 e	3,046 e	2,962 e	3,065 e	3,333 e		15,194
From:									
To:									Total Funds: 15,194
Description: The Commuter Connections Program works to reduce the number of vehicle miles traveled, vehicle trips, and emissions. This program provides funding to TPB's Commuter Connections program for the following projects: Commuter Operations Center, Guaranteed Ride Home, marketing, monitoring and evaluation, employer outreach, and the telecommute project.									

TIP ID: 4879 Agency ID: PG7001 Title: MD 210 at Kerby Hill Road/Livingston Road			Complete: 2020			Total Cost: \$115,389			
Facility: MD 210 at Kerby Hill Road/Livingston Road	HPP	100/0/0							
From:									
To:	NHPP	100/0/0	1,094 b	1,094 b	1,094 b	1,003 b			63,464
			15,798 c	17,807 c	23,593 c	1,981 c			
	State	0/100/0	1,174 b	526 b	274 b	251 b			23,121
			5,603 c	6,296 c	8,287 c	710 c			
	State/Local	0/100/0							
									Total Funds: 86,585

Description: Construction of a new MD 210 interchange at Kerby Hill Road/Livingston Road.

TIP ID: 4881 Agency ID: CH2031 Title: US 301 Waldorf Area Project			Complete: 2040			Total Cost: \$175,600			
Facility: US 301	NHPP	100/0/0	1,000 a	1,000 a					2,000
From: MD 227									
To: MD 5 at T.B.	State	0/100/0			1,721 a				1,721
									Total Funds: 3,721

Description: A study examining alternatives, including grade-separated interchanges at MD 5 and MD 228, to upgrade US 301 through Waldorf from MD 227 to north of MD 5 at T.B.

TIP ID: 4882 Agency ID: PG1751 Title: MD 5 at MD 373 and Brandywine Road Interchange Construction			Complete: 2017			Total Cost: \$55,532			
Facility: MD 5 at MD 373 and Brandywine Road	HPP	100/0/0	2,820 c	3,928 c	4,121 c	2,989 c			13,858
From:									
To:	NHPP	100/0/0	2,820 c	3,929 c	4,122 c	2,990 c			13,861
	State	0/100/0	999 b	736 b	4,483 c	3,252 c			16,810
			3,067 c	4,273 c					
	TCSP	100/0/0	192 b	95 b					287
									Total Funds: 44,816

Description: Construction of a new MD 5 interchange at MD 373 and Brandywine Road. This project also includes construction of a park-and-ride lot.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 4892 Agency ID: FR5711		Title: US 15 at Monocacy Boulevard Interchange Construction						Complete: 2017		Total Cost:		\$60,792
Facility: US 15 at Monocacy Boulevard		Local	0/0/100									
From:												
To:		NHPP	100/0/0		1,920 b	773 b	108 b				2,801	
		PL	100/0/0									
		State	0/100/0		1,040 b	561 b	27 b				26,919	
					13,410 c	11,881 c						
											Total Funds:	29,720

Description: Construction of a grade-separated US 15 interchange at Monocacy Boulevard, including a park-and-ride lot.

TIP ID: 5420 Agency ID: MO2241		Title: MD 97 Montgomery Hills Study						Complete: 2030		Total Cost:		\$63,000
Facility: MD 97		Local	0/0/100		387 a						387	
From: MD 390												
To: MD 192												
											Total Funds:	387

Description: A study evaluate MD 97 safety and accessibility improvements between MD 390 and MD 192

TIP ID: 5759 Agency ID: PG7801		Title: Joint Base Andrews BRAC Improvements						Complete: 2016		Total Cost:		\$7,400
Facility:		PL	100/0/0	1,970 a	3,494 a						3,494	
From:												
To:		State	0/100/0	26 a								
		STP	100/0/0									
											Total Funds:	3,494

Description: Overall design of improvements providing improved access to Joint Base Andrews. Parent project of PG7802 (TIP 6392) and PG7803 (TIP 6393).

TIP ID: 5773 Agency ID: AWGR		Title: Commuter Connections Program - Guaranteed Ride Home Baltimore/S						Complete:		Total Cost:		
Facility:		State	0/100/0		150 e	150 e	150 e	150 e	170 e	150 e	920	
From:												
To:												
											Total Funds:	920

Description: This project expands the Commuter Connections Program's Guaranteed Ride Home program to the Baltimore Metropolitan Area and to Saint Mary's County.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

			Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 5838 Agency ID: AWCE Title: Congressional Earmarks									Complete:	Total Cost:			
Facility:	Earmark		100/0/0			4,136	c						4,136
From:	HPP		100/0/0			1,600	c						1,600
To:	Local		0/0/100			400	c						400
												Total Funds: 6,136	

Description: Congressional earmarks are non-SHA projects that receive federal funding through Congressional action, either a High Priority (HPP) earmark from reauthorization bill MAP-21 or an earmark in the annual appropriations omnibus bill. Since these earmarks are granted via a transportation spending bill, MDOT/SHA administer these funds. Individual projects are shown in the SHA portion of the CTP under the respective jurisdictions. The match amounts, which vary percentage-wise project by project, are provided by project sponsors.

TIP ID: 5998 Agency ID: MO5932 Title: MD 355 at Cedar Lane and Jones Bridge Road Phases 1-2 BRAC Inters									Complete: 2016	Total Cost: \$15,900		
Facility:	MD 355 at Cedar Lane and Jones Bridge Ro		NHPP	100/0/0								
From:	OEA		100/0/0			126	b	1,000	b	84	b	2,466
To:	State		0/100/0			1,256	c					
												Total Funds: 2,871

Description: Construction of MD 355 Phase 1 and 2 intersection improvements at Cedar Lane and Jones Bridge Road to improve access to Naval Support Activity Bethesda.

TIP ID: 6000 Agency ID: MO2441 Title: MD 586 Bus Rapid Transit Study									Complete: 2040	Total Cost: \$87,600		
Facility:	MD 586		Local	0/0/100		2,389	a					
From:	MD 97											
To:	MD 355											
												Total Funds: 2,389

Description: A study to evaluate roadway improvements necessary to implement Montgomery County's bus rapid transit system on MD 586 between Wheaton Metro Station and Rockville Metro Station.

TIP ID: 6032 Agency ID: PG6641 Title: MD 4 MD 223 Bridges Replacement									Complete: 2015	Total Cost: \$22,400		
Facility:	MD 4 at MD 223		NHPP	100/0/0	896	a	3,623	c				
From:												
To:	State		0/100/0	224	a	31	c					
												Total Funds: 3,654

Description: Replacement of MD 4 MD 223 bridges 1618101 and 1618102. The existing bridges are structurally deficient and functionally obsolete.

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**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

FY 2017 - 2022

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 6033 Agency ID: MO5821 Title: MD 193 I-495 Bridge Rehabilitation			Complete: 2017 Total Cost: \$11,462							
Facility: MD 193 at I-495	BR	100/0/0								
From:										
To: NHPP	100/0/0		302 c						302	
To: State	0/100/0		77 c						77	
Total Funds:									379	

Description: Rehabilitation of MD 193 I-495 Bridge 15136 substructure and replacement of MD 193 I-495 Bridge 13136 superstructure. The existing structure is structurally deficient and functionally obsolete

TIP ID: 6071 Agency ID: MO5938 Title: MD 185 at Jones Bridge Road and Kensington Parkway Phase 3 BRAC I			Complete: 2020 Total Cost: \$18,400							
Facility: MD 185 at Jones Bridge Road and Kensington	OEA	100/0/0	2,423 b	1,367 b	938 c	2,734 c	1,768 c		9,230	
From:										
To:										
Total Funds:									9,230	

Description: Construction of MD 185 Phase 3 intersection improvements at Jones Bridge Road and Kensington Parkway to improve access to Naval Support Activity Bethesda.

TIP ID: 6072 Agency ID: MO5933 Title: MD 187 at West Cedar Lane/Oakmont Avenue BRAC Intersection Impro			Complete: 2016 Total Cost: \$4,421							
Facility: MD 187 at West Cedar Lane/Oakmont Avenue	OEA	100/0/0	7 b	6 b					13	
From:										
To: State	0/100/0		80 b	66 b					146	
Total Funds:									159	

Description: Construction of MD 187 intersection improvements at West Cedar Lane/Oakmont Avenue to improve access to Naval Support Activity Bethesda.

TIP ID: 6077 Agency ID: MO5936 Title: MD 320 at Sligo Creek Parkway BRAC Improvements Mitigation			Complete: 2017 Total Cost: \$2,103							
Facility: MD 320 at Sligo Creek Parkway	OEA	100/0/0	1,419 c						1,419	
From:										
To: State	0/100/0		19 c						19	
To: STP	100/0/0									
Total Funds:									1,438	

Description: Construction of bicycle/pedestrian improvements, including a new Anacostia Tributary Trail System Sligo Creek bicycle/pedestrian bridge. This project serves as mitigation for BRAC improvements right-of-way effects to Maryland-National Capital Park and Planning Commission properties.

TIP ID: 6122 Agency ID: MO5934 Title: MD 355 BRAC Highway Improvements			Complete: 2020 Total Cost: \$4,299							
Facility: MD 355	OEA	100/0/0	444 c	1,409 c	1,571 c	875 c			4,299	
From: Woodmont Avenue/Glenbrook Parkway										
To: South Wood Road/South Drive										
Total Funds:									4,299	

Description: Construction of MD 355 intersection improvements between Woodmont Avenue/Glenbrook Parkway and South Wood Road/South Drive to improve access to Naval Support Activity Bethesda. This project is being designed and construction in conjunction with Montgomery County's MD 355 Crossing design/build project, which includes a MD 355 pedestrian underpass providing access to Medical Center Metro Station.

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**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

FY 2017 - 2022

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6150 Agency ID: PG5461 Title: MD 500 Community Safety and Enhancement Improvements							Complete: 2016		Total Cost: \$10,489	
Facility: MD 500	State	0/100/0		4,198	c					4,198
From: MD 208										
To: MD 410	STP	100/0/0								
Total Funds:										4,198

Description: Construction of MD 500 landscaped median with sidewalk and crosswalk improvements from MD 208 to MD 410.

TIP ID: 6180 Agency ID: PG1291 Title: I-595/US 50 Resurfacing (Eastbound)							Complete: 2017		Total Cost: \$10,421	
Facility: I 595	NHPP	100/0/0		840	c					840
From: Lottsford Vista Road										
To: Anne Arundel County Line	State	0/100/0		147	c					147
Total Funds:										987

Description: Resurfacing of eastbound I-595/US 50 from Lottsford Vista Road to the Anne Arundel County line.

TIP ID: 6181 Agency ID: PG9795 Title: MD 5 Resurfacing							Complete: 2016		Total Cost: \$8,169	
Facility: MD 5	NHPP	100/0/0		1	c					1
From: I 95										
To: MD 223	State	0/100/0		2	c					2
	STP	100/0/0								
Total Funds:										3

Description: Resurfacing of MD 5 from south of I-95/I-495 to MD 223.

TIP ID: 6182 Agency ID: PG5431 Title: US 1 Drainage Improvements							Complete: 2017		Total Cost: \$12,200	
Facility: US 1	NHPP	100/0/0	905	a						
From: MD 212										
To: South of Ammendale Road	State	0/100/0	368	a	2,432	c				2,432
			114	b						
	STP	100/0/0	441	b						
Total Funds:										2,432

Description: Drainage improvements along US 1 from MD 212 to south of Ammendale Road. This project includes the replacement of a culvert under US 1 at Ammendale Road.

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TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6183 Agency ID: PG7581 Title: MD 4 Community Safety and Enhancement Improvements						Complete: 2017	Total Cost:		\$26,464
Facility: MD 4	NHPP	100/0/0							
From: Forestville Road									
To: MD 458	State	0/100/0	15,828	c					15,828
									Total Funds: 15,828

Description: Construction of raised curb along the outside edge of MD 4, sidewalk along southbound MD 4, a 10-foot shared-use path along northbound MD 4, on-road bicycle accommodations, and other traffic calming measures between Forestville Road and MD 458.

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6384 Agency ID: MO5931 Title: Naval Support Activity Bethesda BRAC Improvements						Complete: 2020	Total Cost:		\$23,000
Facility:	OEA	100/0/0	1,732	c	1,023	c			2,755
From:									
To:	PL	100/0/0	2,753	a					
	State	0/100/0	8,715	a		1,204	c		1,204
	STP	100/0/0			4,816	a			4,816
									Total Funds: 8,775

Description: Overall design and construction of improvements providing improved access to Naval Support Activity Bethesda. Parent project of MO5932 (TIP 5998), MO5933 (TIP 6072), MO5934 (TIP 6122), MO5935 (TIP 5988), MO5936 (TIP 6077), MO5937 (TIP 5992), and MO5938 (TIP 6071).

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6389 Agency ID: MO4253 Title: US 29 at Stewart Lane, Tech Road, Greencastle Road, and Blackburn R						Complete: 2040	Total Cost:		\$390,900
Facility: US 29 at Stewart Lane, Tech Road, Greenca	NHPP	100/0/0							
From:									
To:	PL	100/0/0				420	a		420
	State	0/100/0							
									Total Funds: 420

Description: Construction of new US 29 interchanges at Stewart Lane, Tech Road, Greencastle Road, and Blackburn Road.



Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6392 Agency ID: PG7802 Title: MD 337 at MD 218 and I-95/I-495 NB Off-Ramp BRAC Intersection Impro						Complete: 2016	Total Cost:		\$5,850
Facility: MD 337	NHPP	100/0/0	27	b					27
From: MD 218									
To: I 95 NB Off-Ramp	State	0/100/0	26	b	6	b			356
			324	c					
	STP	100/0/0	64	b	21	b			1,749
			1,664	c					
									Total Funds: 2,132


Description: Construction of MD 337 intersection improvements at MD 218 to improve access to Joint Base Andrews.



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**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**


FY 2017 - 2022

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6395 Agency ID: PG5971 Title: MD 5 at Linda Lane Intersection Improvements			Complete: 2025				Total Cost:		\$16,300
Facility: MD 5 at Linda Lane	NHPP	100/0/0	1,000 a	750 a	742 a				2,492
From:									
To:									
Description: Construction of MD 5 intersection improvements at Linda Lane.									
Total Funds:									2,492

TIP ID: 6398 Agency ID: PG0641 Title: US 50 Feasibility Study			Complete: 2016				Total Cost:		\$500
Facility: I 595 /US 50	State	0/100/0	52 d						52
From: Maryland/District of Columbia line									
To: MD 704									
Description: A study to examine I-595/US 50 capacity and operational improvements between the Maryland/District of Columbia line and MD 704.									
Total Funds:									52

TIP ID: 6399 Agency ID: PG7621 Title: Bladensburg War of 1812 Archaeological/Historical Study			Complete: 2017				Total Cost:		\$66
Facility: US at Bladensburg	NPS	100/0/0	66 a	62 a					62
From:									
To:									
Description: An archaeological study of sites related to the Battle of Bladensburg during the War of 1812.									
Total Funds:									62

TIP ID: 6411 Agency ID: FR5801 Title: I-70/US 40 at MD 144FA, Meadow Road, and Old National Pike Interchan			Complete: 2022				Total Cost:		\$32,800
Facility: I 70 at MD 144FA	Local	0/0/100	300 b	300 b	8,250 c	8,250 c			23,600
From:				6,500 c					
To:	PRIV	0/0/0	2,000 a	900 a					2,900
	State	0/100/0	252 a						
Total Funds:									26,500

Description: Construction of two missing I-70/US 40 ramp movements at MD 144FA, Meadow Road, and Old National Pike, including entry ramp to westbound I-70/US 40 and exit ramp from eastbound I-70/US 40. 

TIP ID: 6430 Agency ID: MO1881 Title: I-495 Inner Loop Resurfacing			Complete: 2018				Total Cost:		\$10,097
Facility: I 495	State	0/100/0	7,606 c	2,142 c					9,748
From: I 270Y									
To: Seminary Road									
Description: Resurfacing of I-495 inner loop between I-270 and Seminary Road.									
Total Funds:									9,748

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**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

FY 2017 - 2022

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6431 Agency ID: FR1881 Title: US 15/US 40 Frederick Freeway Highway Reconstruction										Complete: 2030 Total Cost:
Facility: US 15 /US 40	State	0/100/0		1,000 a	1,674 a	1,250 a	550 a			4,474
From: I 70										
To: MD 26										
Description: Reconstruction of US 15 and US 40 between I-70 and MD 26.										Total Funds: 4,474

TIP ID: 6432 Agency ID: MO8382 Title: I-495, Capital Beltway, American Legion Bridge Planning Study										Complete: 2030 Total Cost:
Facility: I 495	State	0/100/0		1,250 a	1,250 a	1,250 a	820 a			4,570
From: Northern terminus of I-495 HOT lane facilitie										
To: I 270										
Description: I-495 reconstruction between the Potomac River and I-270 and I-270 Spur reconstruction between I-495 and I-270.										Total Funds: 4,570

TIP ID: 6433 Agency ID: PG8231 Title: I-95 Resurfacing										Complete: 2017 Total Cost: \$13,004
Facility: I 95	NHPP	100/0/0		7,720 c						7,720
From: I 495										
To: North of Old Gunpowder Road	State	0/100/0		683 c						683
Description: Resurfacing of I-95 from I-495 to north of Old Gunpowder Road.										Total Funds: 8,403

TIP ID: 6437 Agency ID: PG6981 Title: I-95/I-495 Suitland Road Bridges Replacement										Complete: 2020 Total Cost: \$35,621
Facility: I 95 /I 495 at Suitland Road	NHPP	100/0/0								
From:										
To:	State	0/100/0		10,635 c	12,899 c	10,240 c	102 c			33,876
Description: Replacement of I-95/I-495 Suitland Road Bridges 1616205 and 1616206. The existing bridges are structurally deficient and functionally obsolete.										Total Funds: 33,876

TIP ID: 6438 Agency ID: PG6982 Title: I-95/I-495 Suitland Parkway Bridges Replacement										Complete: 2019 Total Cost: \$31,176
Facility: I 95 /I 495 at Suitland Parkway	State	0/100/0		1,086 a	15,300 c	14,700 c				31,086
From:										
To:										
Description: Replacement of I-95/I-495 Suitland Parkway Bridges 1616005 and 1616006. The existing bridges are structurally deficient and functionally obsolete.										Total Funds: 31,086

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**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

FY 2017 - 2022

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6439 Agency ID: FR5361 Title: MD 140 Flat Run Bridge Replacement				Complete: 2018 Total Cost: \$5,784						
Facility: MD 140 at Flat Run	State	0/100/0		80 b	79 b	42 c				845
From:				298 c	346 c					
To:	STP	100/0/0		1,569 c	1,817 c	220 c				3,606
Total Funds: 4,451										

Description: Replacement of MD 140 Flat Run Bridge 10062. The existing bridge is structurally deficient.



TIP ID: 6444 Agency ID: MO0691 Title: I-270 Innovative Congestion Management				Complete: 2021 Total Cost: \$100,000						
Facility: I 270	State	0/100/0		1,500 a	18,462 c	26,513 c	26,546 c	19,530 c		98,500
From: I 495				5,949 c						
To: I 70										
Total Funds: 98,500										

Description: Pilot implementation of active traffic management (ATM) and innovative congestion mitigation (ICM) tools to reduce congestion on I-270, including the east and west spurs (31.5 miles).

TIP ID: 6481 Agency ID: FR1301 Title: US 15 Catocctin Mountain Highway Bridge Replacement				Complete: 2017 Total Cost: \$6,411						
Facility: US 15 at MD 26	BR	100/0/0								
From:	State	0/100/0		4,135 c	1,023 c					5,158
To:										
Total Funds: 5,158										

Description: Replacement of US Cactocctin Mountain Highway bridge 1019701 over MD 26. The existing bridge is structurally deficient.

TIP ID: 6482 Agency ID: FR6471 Title: MD 75 Green Valley Road Bridge Replacement				Complete: 2017 Total Cost: \$2,848						
Facility: MD 75 at Haines Branch	BR	100/0/0								
From:	State	0/100/0		114 c						114
To:										
Total Funds: 114										

Description: Replacement of MD 75 Green Valley Road Bridge 10172 over Haines Branch.



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TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 6483 Agency ID: FRNEW3 Title: MD 85 Buckeystown Pike			Complete: 2021 Total Cost: \$106,951							
Facility: MD 85 Buckeystown Pike	HPP	100/0/0	351 a						351	
From: Crestwood Boulevard /Shockley Drive										
To: Spectrum Drive	Local	0/0/100								
	State	0/100/0	99 a	2,900 b	1,684 b	1,332 b	31,573 c		97,409	
			3,334 b	11,877 c	21,127 c	23,483 c				
									Total Funds: 97,760	

Description: Widen to a multilane divided highway from Crestwood Boulevard /Shockley Drive to Spectrum Drive, including MD 85 interchange reconstruction at I-270 and I-270 dual bridges replacement.

TIP ID: 6486 Agency ID: FR5591 Title: MD 355 Urbana Pike Bridge Replacement			Complete: 2021 Total Cost: \$9,187							
Facility: MD 355 over CSXT Railroad	BR	100/0/0	536 a						536	
From:										
To:	State	0/100/0	192 a	152 b	152 b	152 b	114 b		7,322	
			152 b	2,413 c	2,413 c	843 c				
			739 c							
									Total Funds: 7,858	

Description: Replacement of MD 355 Urbana Pike Bridge 10084 over CSXT railroad. The existing bridge is structurally deficient.



TIP ID: 6487 Agency ID: PG0461 Title: MD 381 Brandywine Road Bridge Replacement			Complete: 2018 Total Cost: \$3,176							
Facility: MD 381 at Timothy Branch	State	0/100/0	495 a	83 a					2,578	
From:			500 c	1,500 c						
To:										
									Total Funds: 2,578	

Description: Replacement of MD 381 Brandywine Road Bridge 1630500 over Timothy Branch.



TIP ID: 6488 Agency ID: FR3501 Title: US 40 AL Urban Reconstruction			Complete: 2019 Total Cost: \$17,799							
Facility: US 40 Main Street AL	NHPP	100/0/0	2,162 c	4,533 c	2,211 c				8,906	
From: Ivy Hill Road										
To: Middletown Parkway	State	0/100/0	64 b	64 b	112 b				5,466	
			807 c	2,939 c	1,480 c					
	STP	100/0/0								
									Total Funds: 14,372	

Description: Reconstruction of US 40 AL from Ivy Hill Drive to Middletown Parkway.



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**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

FY 2017 - 2022

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6489 Agency ID: FR6781 Title: MD 180, Jefferson Pike - Urban Reconstruction			Complete: 2019		Total Cost:		\$28,295		
Facility: MD 180 Jefferson Pike	State	0/100/0	1,120 a	825 a	3,456 c	9,671 c	12,873 c		27,945
From: N. of I-70									
To: Structure No. 10140									
Description: Urban reconstruction for MD 180, Jefferson Pike from 600 feet north of I-70 to Structure No. 10140									Total Funds: 27,945



TIP ID: 6507 Agency ID: MO1741 Title: Complete Streets Near Metro Station S. Stonestreet Ave			Complete:		Total Cost:				
Facility:	Local	0/0/100	39 c						39
From:									
To:	TCSP	100/0/0	184 c						184
Description: Implement a road diet on S. Stonestreet Avenue near the Rockville metro station to provide space for a sidewalk and bike lanes.									Total Funds: 223

TIP ID: 6508 Agency ID: MO1751 Title: Complete Streets Near Metro Station Twinbrook Station			Complete:		Total Cost:				
Facility:	Local	0/0/100	122 c						122
From:									
To:	TCSP	100/0/0	488 c						488
Description: Improve pedestrian crossing locations on public roadways near the Twinbrook metro station									Total Funds: 610

TIP ID: 6514 Agency ID: PG9792 Title: I-595/US 50 Resurfacing (Westbound)			Complete: 2019		Total Cost:		\$11,554		
Facility: I 595	State	0/100/0	7,515 c	2,737 c					10,252
From: Lottsford Vista Road									
To: Anne Arundel County Line	STP	100/0/0	65 a	65 a	16 a				146
Description: Resurfacing of westbound I-595/US 50 from Lottsford Vista Road to the Anne Arundel County line.									Total Funds: 10,398

TIP ID: 6517 Agency ID: CH2061 Title: MD 234 Gilbert Swamp Run Bridge Replacement			Complete: 2018		Total Cost:		\$5,044		
Facility: MD 234 at Gilbert Swamp Run	BR	100/0/0	347 a						347
From:									
To:	State	0/100/0	87 a	3,100 c					4,087
Description: Replacement of MD 234 Bridge# 08047 over Gilbert Swamp Run. The existing bridge is structurally deficient.									Total Funds: 4,434



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**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

FY 2017 - 2022

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6518 Agency ID: FR1321 Title: MD 355 Urbana Pike Bridge Replacement				Complete: 2018 Total Cost: \$8,789						
Facility: MD 355 at Bennett Creek	BR	100/0/0								
From:										
To:	State/Local	0/100/0		2,080 c	5,920 c					8,000
Total Funds: 8,000										

Description: Replacement of MD 355 Urbana Pike bridge 1008600 over Bennett Creek. The existing bridge is structurally deficient.

TIP ID: 6521 Agency ID: PG1272 Title: I-95/I-495 at MD 214 Bridges Replacement				Complete: 2020 Total Cost: \$36,863						
Facility: I 95 I-95/I-495 at MD 214	NHPP	100/0/0		274 c	274 c	9,334 c				9,882
From:										
To:	State	0/100/0		694 a	314 a	2,334 c	2,333 c			5,817
				71 c	71 c					
Total Funds: 15,699										

Description: Replacement of I-95/I-495 bridges 1615305 and 1615306 over MD 214. The existing bridges are structurally deficient and functionally obsolete.

TIP ID: 6522 Agency ID: PG1272 Title: I-95/I-495 at MD 214 Bridges Replacement				Complete: 2020 Total Cost: \$36,863						
Facility: I 95 I-95/I-495 at MD 214	NHPP	100/0/0		274 c	274 c	9,334 c	9,333 c	9,330 c		28,545
From:										
To:	State	0/100/0		694 a	314 a	2,334 c	2,333 c	2,333 c		8,150
				71 c	71 c					
Total Funds: 36,695										

Description: Replacement of I-95/I-495 bridges 1615305 and 1615306 over MD 214. The existing bridges are structurally deficient and functionally obsolete.

TIP ID: 6529 Agency ID: PG1061 Title: MD 212 A Urban Reconstruction				Complete: 2020 Total Cost: \$13,000						
Facility: MD	State	0/100/0		127 a	189 b	90 b	39 b	35 b		4,205
From: Pine Street				601 b	546 c	1,332 c	709 c	226 c		
To: US 1				311 c						
	STP	100/0/0		877 a	1,939 c	4,723 c	2,514 c	802 c		11,958
				1,103 c						
Total Funds: 16,163										

Description: Reconstruction of MD 212A from Pine Street to US 1

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**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

FY 2017 - 2022

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 6532 Agency ID:			Title: MD 355 Frederick Road Bridge Replacement over Little Bennett Creek				Complete: 2018		Total Cost:	\$5,215
Facility: MD 355 at Little Bennett Creek	BR	100/0/0								
From:										
To:	State	0/100/0	450 a 1,420 c	225 a 2,580 c					4,675	
Total Funds:									4,675	

Description: Replacement of MD 355 Bridge 15053 over Little Bennett Creek.

TIP ID: 6538 Agency ID: MO2401			Title: MD 195, Carroll Avenue at Sligo Creek and Sligo Creek Parkway Bridge				Complete: 2019		Total Cost:	\$12,254
Facility: MD 195 at Sligo Creek and Sligo Creek Park	BR	100/0/0	8 a						8	
From:										
To:	State	0/100/0	2 a 42 b 1,004 c	42 b 768 c	42 b 15 c	18 b			1,933	
	STP	100/0/0	3,831 c	2,870 c					6,701	
Total Funds:									8,642	

Description: Replace Bridge 15033 over Sligo Creek and Sligo Creek Parkway.

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TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
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MDOT/Maryland Transit Administration

TIP ID: 2594	Agency ID: Part of 0217	Title: Small Urban Transit Systems - Operating Assistance	Complete:	Total Cost:
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Facility:	Sect. 5307	50/25/25	8,652 e	8,652 e	8,652 e	8,652 e	8,652 e	8,652 e	8,652 e	51,912
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From:										
To:										
										Total Funds: 51,912

Description: Operating assistance to small urban transit systems in Charles and Frederick Counties

TIP ID: 2602	Agency ID: Part of 0218	Title: Rural Transit - Capital Assistance	Complete:	Total Cost:
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Facility:	Sect. 5311	80/10/10	267 e	70 e	70 e	70 e	70 e	70 e	70 e	420
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From:										
To:										
										Total Funds: 420

Description: Capital assistance for rural transit service in Frederick County

TIP ID: 2713	Agency ID: 0892/0893	Title: Large Urban Systems - Capital	Complete:	Total Cost:
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Facility:	Sect. 5307	80/20/0	2,820 e	2,500 e	2,500 e	2,500 e	2,500 e	2,500 e	2,500 e	15,320
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From:										
To:										
										Total Funds: 15,320

Description: Capital assistance for large urban transit service in Prince George's and Montgomery Counties.

TIP ID: 2795	Agency ID:	Title: Purple Line	Complete: 2022	Total Cost: \$2,410,000
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Facility: Purple Line	P3	0/0/0	17,330 c	17,330 c	17,330 c	17,330 c	17,330 c	17,330 c	17,330 c	103,980
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From: Bethesda										
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To: New Carrollton	Sect. 5307	80/20/0	13,750 c	12,500 c	12,500 c	6,250 c	6,250 c	6,250 c	6,250 c	57,500
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	Sect. 5309-NS	80/20/0	3,000 a	395,000 c	145,000 c	145,000 c	145,000 c	145,000 c	145,000 c	1,120,000
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	State	0/100/0	8,750 c	73,287 c	26,903 c	26,903 c	26,903 c	26,903 c	26,903 c	207,802
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	TIFIA	100/0/0		890,000 c						890,000
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Total Funds: 2,379,282

Description: Construction of a 16 mile transitway that would operate between Bethesda and Silver Spring in Montgomery County and extend into Prince Georges County to connect with the Metrorail system at College Park and New Carrollton. The Bethesda to Silver Spring portion would include a parallel hiker/biker trail. The project would provide direct connections to both branches of the Metrorail Red Line, Green Line and Orange Line. The Purple Line would also link to all three MARC lines, AMTRAK and regional/local bus services. The project would include 21 stations. Ridership for 2040 is estimated at approximately 74,000 daily boardings. A TIFIA loan of \$890 million was obligated in 2016 and utilized by the P3 concessionaire from 2016-2022.



**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 2853	Agency ID: Part of 0218	Title: Rural Transit - Operating Assistance					Complete:		Total Cost:		
Facility:	Sect. 5311	50/25/25		1,374 e	1,374 e	1,374 e	1,374 e	1,374 e	1,374 e	8,244	
From:											
To:											
										Total Funds: 8,244	
Description: Operating assistance for rural service in Charles, Frederick, Montgomery, and Prince George's counties											

TIP ID: 3012	Agency ID: Part of 0217	Title: Small Urban Systems - Capital					Complete:		Total Cost:		
Facility:	Sect. 5307	80/10/10	1,049 e	3,272 e	3,272 e	3,272 e	3,272 e	3,272 e	3,272 e	19,632	
From:											
To:	Sect. 5339	80/10/10									
										Total Funds: 19,632	
Description: Capital Assistance for Small Urban Transit services in Charles and Frederick counties.											

TIP ID: 3760	Agency ID:	Title: Ridesharing - Statewide Program					Complete:		Total Cost:		
Facility:	CMAQ	100/0/0	495 e	873 e	873 e	873 e	873 e	873 e	873 e	5,238	
From:											
To:											
										Total Funds: 5,238	
Description: To promote and encourage the establishment of carpools and vanpools. The ridesharing project covers the activities of the ridesharing unit of the Statewide Transportation Program with coordinators in Frederick, Prince George's, Montgomery Counties, and the Tri-County Council of Southern Maryland.											

TIP ID: 6147	Agency ID:	Title: Large Urban Systems - Preventive Maintenance					Complete:		Total Cost:		
Facility:	Sect. 5307	80/20/0		11,110 e	5,555 e	5,555 e	5,555 e	5,555 e	5,555 e	38,885	
From:											
To:											
										Total Funds: 38,885	
Description: Large Urban Operating Preventative Maintenance for Montgomery County.											

TIP ID: 6400	Agency ID:	Title: MARC Improvements					Complete:		Total Cost:		
Facility:	Sect. 5307	80/20/0			204 e	603 e	2,966 e	7,653 e	5,000 e	16,426	
From:											
To:	Sect. 5337-SGR	80/20/0		24,093 e	680 e	12,295 e	12,900 e	750 e	8,100 e	58,818	
										Total Funds: 75,244	
Description: This is an ongoing improvement program of the MARC Camden, Brunswick, and Penn Lines to ensure safety and quality of service. This program is implemented through CSX and Amtrak construction agreements. CSX efforts include projects such as interlocking replacements and other track improvements. Amtrak efforts include projects such as passenger upgrades at Washington Union Station, interlocking work, and other track improvements.											

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6401	Agency ID:	Title: MARC Rolling Stock Overhauls and Replacements				Complete:		Total Cost:		
Facility:	Sect. 5307	80/20/0		0 e	0 e	0 e	4,024 e	188 e	0 e	4,212
From:										
To:	Sect. 5337-SGR	80/20/0		28,682 e	23,373 e	2,484 e	3,505 e	0 e	3,900 e	61,944
Total Funds:										66,156

Description: This is an ongoing project for the overhaul and replacement of MARC rolling stock. Overhaul of MARC coaches and locomotives are performed in accordance with "10-year Minor" and "20-year Midlife" schedules, and/or the manufacturer's schedule. Upgrade MARC vehicles with federally-mandated Positive Train Control safety features. The project also includes funding for multi-level coaches that will be used to replace coaches that have reached the end of their useful life and provide additional capacity for the MARC system.

TIP ID: 6440	Agency ID:	Title: Seniors and Individuals with Disabilities				Complete:		Total Cost:		
Facility:	Sect. 5310	50/50/0		148 e	0 e	148 e	0 e	148 e	0 e	444
From:										
To:	Sect. 5310.	80/20/0		501 e	0 e	501 e	0 e	501 e	0 e	1,503
Total Funds:										1,947

Description: Will enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and ADA complementary paratransit services.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
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Frederick County

TIP ID: 3173	Agency ID: F3	Title: Study, Design, ROW, Construction, Inspection & Training					Complete: 2020	Total Cost: \$9,090
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Facility: Various Bridges	BR	35/0/65				450 c			450
From:									
To:	BR 1	37/0/63							
	BR 2	94/0/6	2,447 c						2,447
	Local	0/0/100		348 c			1,854 c		2,202
	NHCBP	80/0/20	2,478 c						

Total Funds: 5,099

Description: Rehabilitate, construct (replace) & inspect bridges or culverts at the following locations: Blacks Mill Rd; Lewistown Rd; Ball Road; Gas House Pike; Pete Wiles Rd.; Bretheren Church Rd; Hessong Bridge Rd; Reels Mill Rd; Dixon Rd; Hoovers Mill Rd; Hornets Nest Rd; deck replacements on Old Frederick Rd & Thurston Rds.; and covered bridge preservation projects Work may include bridge inspection training.

TIP ID: 5494	Agency ID:	Title: Study, Design, ROW, & Construction					Complete: 2020	Total Cost: \$26,688
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Facility: Various Roads	Local	0/0/100	1,608 c	5,716 c	2,508 c	12,795 c			22,627
From: Various Roads									
To:									

Total Funds: 22,627

Description: Upgrade and improvements to Boyers Mill Road; Gas House Pike; Ijamsville Road; Old National Pike; Opossumtown Pike; Reels Mill Road; Reichs Ford Road; Yeagertown Rd; English Muffin Way & Shockley Drive/Spectrum Drive. Portions of Boyers Mill Road, and all of Ijamsville Road, & Old National Pike, will include bicycle accommodations.

TIP ID: 5495	Agency ID: F3	Title: Planning, Design & Construction					Complete: 2018	Total Cost: \$2,854
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Facility: Varous Trails	Local	0/0/100	189 e						189
From:									
To:	State/Local	0/40/60		1,238 e					1,238

Total Funds: 1,427

Description: Various Trails including the Ballenger Creek Corridor

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
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Montgomery County

TIP ID: 3049	Agency ID: P501107	Title: Goshen Road South	Complete:	Total Cost:	\$128,630
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Facility: Goshen Road South	Local	0/0/100	3,695 a	127 a	126 a	2,579 a	2,290 a		57,900
From: South of Girard Street				5,016 b	619 b	6,429 b	28,158 c		
To: 1000 feet north of Warfield Road						8,520 e	4,036 e		

Total Funds: 57,900

Description: This project provides for the design of roadway improvements along Goshen Road from south of Girard Street to 1000 feet North of Warfield Road, a distance of approximately 3.5 miles. The improvements will widen Goshen Road from the existing 2-lane open section road to a 4-lane divided, closed section roadway using 12-foot inside lanes, 11-foot outside lanes, 18-foot median, and 5-foot on-road bike lanes. A 5-foot concrete sidewalk and an 8-foot bituminous hiker/biker path along the east and west side of the road, respectively, are also proposed along with storm drain improvements, street lighting and landscaping. The project also entails construction of approximately 6,000 linear feet of retaining wall. The project is needed to reduce existing and future congestion, improve vehicular and pedestrian safety. It will improve roadway network efficiency, provide for alternate modes of transportation, and will significantly improve pedestrian safety by constructing a sidewalk and a hiker/biker path. A pedestrian impact analysis has been completed for this project. Construction completion is scheduled for FY 22, and funded in the CIP in the "Beyond 6 Years" period.

TIP ID: 3062	Agency ID: P501119	Title: Snouffer School Road North	Complete:	Total Cost:	\$13,482
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Facility: Snouffer School Road	Local	0/0/100	900 a	300 a					3,300
From: MD Woodfield Road			105 b	3,000 c					
To: Centerway Road									

Total Funds: 3,300

Description: This project provides for the design, land acquisition and construction of 1,300 linear feet of roadway widening and resurfacing along Snouffer School Road between Centerway Road and Fessenden Lane and a new traffic signal at Alliston Hollow Way, as well as providing for grading for two northern lanes and resurfacing two southern lanes from Fessenden Lane to Alliston Hollow Way. The closed-section roadway typical section consists of two through lanes southbound and one through lane northbound separated by a raised median, an 8-foot shared use path on the northern side, and a 5-foot sidewalk on the southern side within a 100 foot right-of-way. The sidewalk and shared use path will extend 2,500 linear feet from Centerway Road to Alliston Hollow Way. The project will include a bridge for the northbound traffic lanes and replacement of the existing bridge for the southbound traffic lane over Cabin Branch, street lights, storm drainage, stormwater management, and landscaping and utility relocations. This project is needed to meet the existing and future traffic and pedestrian demands in the area. It will improve traffic flow by providing additional traffic lanes and encourage alternative means of mobility through proposed bicycle and pedestrian facilities. A pedestrian impact analysis has been completed for this project.

TIP ID: 3063	Agency ID: P507658	Title: Bus Stop Improvement Program	Complete:	Total Cost:	\$6,387
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Facility: Bus Stop Improvement Program	Local	0/0/100	352 a	151 a	155 a				1,324
From:			345 b	345 b	357 b				
To:			556 c	155 c	161 c				

Total Funds: 1,324

Description: This project provides for the installation and improvement of capital amenities at bus stops in Montgomery County to make them safer, more accessible, and attractive to users and to improve pedestrian safety for County transit passengers. These enhancements can include items such as sidewalk connections, improved pedestrian access, pedestrian refuge islands and other crossing safety measures, area lighting, and paved passenger standing areas. In prior years, this project included funding for the installation and replacement of bus shelters and benches along Ride-On and County Metrobus routes; benches and shelters are now in the operating budget.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3065 Agency ID: P509399 Title: Advanced Transportation Management System			Complete:			Total Cost:		\$59,233	
Facility: Advanced Transportation Management Syst	Local	0/0/100	354 a	177 a	177 a	177 a	177 a		8,032
From:			3,662 e	1,831 e	1,831 e	1,831 e	1,831 e		
To:									
Total Funds:									8,032

Description: This project provides for Advanced Transportation Management Systems (ATMS) in the County. The ATMS deploys the infrastructure to conduct real-time management and operations of the County's transportation system. Twenty-two National Intelligent Transportation Architecture market packages have been identified for deployment of the ATMS. Each of these market packages is considered a subsystem of the ATMS program and may include several elements. These subsystems are identified in the ATMS Strategic Deployment Plan, dated February 2001, and revised July 2011. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected technologies and ensuring ADA compliance.

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3066 Agency ID: P507596 Title: Annual Bikeway Program			Complete:			Total Cost:		\$4,897	
Facility: Annual Bikeway Program	Local	0/0/100	140 a	169 a	11 a	11 a	11 a		2,120
From:			10 b	11 b	169 b	169 b	169 b		
To:			350 c	350 c	350 c	350 c	350 c		
State	0/100/0								
State/Local	0/50/50		140 a						
			10 b						
			350 c						
Total Funds:									2,120

Description: This program provides funds to plan, design and construct bikeways, trails, and directional route signs throughout Montgomery County. The purpose of the program is to develop the bikeway network specified by master plans, and those requested by the community to provide access to commuter rail, mass transit, major employment centers, recreational and educational facilities, and other major attractions. Bikeway types include shared-use paths, designated lanes, and signed shared routes along existing roads. There is a continuing and increasing need to develop a viable and effective bikeway and trail network throughout the County to increase bicyclist safety and mobility, provide an alternative to the use of automobiles, reduce traffic congestion, reduce air pollution, conserve energy, enhance quality of life, provide recreational opportunities, and encourage healthy life styles.

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3067 Agency ID: P506747 Title: Sidewalk Program - Minor Projects			Complete:			Total Cost:		\$20,238	
Facility: Sidewalk Program - Minor Projects	Local	0/0/100	942 a	520 a	520 a	520 a	520 a		9,656
From:			12 b	6 b	6 b	6 b	6 b		
To:			3,698 c	1,874 c	1,874 c	1,874 c	1,874 c		
			28 e	14 e	14 e	14 e	14 e		
Total Funds:									9,656

Description: This pedestrian access improvement program provides sidewalks on County-owned roads and some State-maintained roadways. Some funds from this project will go to support the Renew Montgomery program. The Montgomery County Department of Transportation maintains an official list of all outstanding sidewalk requests. Future projects are evaluated and selected from this list, which is continually updated with new requests. In addition, projects identified by the Citizens' Advisory Boards are placed on this list. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected engineering technologies and ensuring Americans with Disabilities Act (ADA) compliance. In addition to connecting existing sidewalks, these projects increase pedestrian safety and facilitate walking to: Metrorail stations, bus stops, shopping and medical centers, employment, recreational, and school sites. The average rate of requests for sidewalks has been 80 to 100 per year over the last two years. This program also complements and augments the bikeways that are included in road projects.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3068 Agency ID: P509325 Title: ADA Compliance Transportation Access			Complete:					Total Cost:		\$12,068
Facility: ADA Compliance Transportation Access	Local	0/0/100	1,242 c	283 a	283 a	283 a	283 a			6,100
From:			28 e	1,214 c	1,214 c	1,214 c	1,214 c			
To:				28 e	28 e	28 e	28 e			

Total Funds: 6,100

Description: This project provides both curb ramps for sidewalks and new transportation accessibility construction in compliance with the Americans with Disabilities Act (ADA). This improvement program provides for planning, design and reconstruction of existing infrastructure Countywide to enable obstruction-free access to public facilities, public transportation, Central Business Districts (CBDs), health facilities, shopping centers, and recreation. Curb ramp installation at intersections along residential roads will be constructed based on population density. Funds are provide for the removal of barriers to wheelchair users such as signs, poles, and fences, and for intersection improvements, such as the reconstruction of median breaks and new curb ramps, crosswalks and, sidewalk connectors to bus stops. Curb ramps are needed to enable mobility for physically-impaired citizens; for the on-call transit program, "Accessible Ride On" and for County-owned and leased facilities. A portion of this project will support the Renew Montgomery Program. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected engineering technologies, and ensuring ADA compliance.

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3072 Agency ID: P500821 Title: Ride On Bus Fleet			Complete:					Total Cost:		\$190,352
Facility: Ride On Bus Fleet	Local	0/0/100	20,255 e	6,873 e	15,247 e	19,591 e	15,260 e			56,971
From: Countywide										
To:	Sect. 5307	100/0/0	3,200 e	1,600 e	1,600 e	1,600 e	1,600 e			6,400
	Sect. 5308	100/0/0	3,066 e							
	State	0/100/0	800 e	400 e	400 e	400 e	400 e			1,600

Total Funds: 64,971

Description: This project provides for the purchase of replacement buses in the Ride On fleet in accordance with the Division of Transit Services' bus replacement plan. The FY 15-20 plan calls for the following:

- FY 15: 26 full-size buses & 1 small diesel
- FY 16: 25 full-size buses
- FY 17: 15 full-size buses
- FY 18: 28 full-size buses
- FY 19: 9 full-size buses & 31 small diesel buses
- FY 20: 32 full-size buses

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3125 Agency ID: P509975 Title: Silver Spring Green Trail							Complete:	Total Cost:		\$4,279
Facility: Silver Spring Green Trail	Local	0/0/100			1,259 c					1,259
From: Fenton Street										
To: Sligo Creek Hiker-Biker Trail	State/Local	0/40/60		1,221 c						1,221
Total Funds:										2,480

Description: This project provides for an urban trail along the selected Purple Line alignment along Wayne Avenue in Silver Spring. A Memorandum of Understanding will be established between the County and the Maryland Transit Administration (MTA) to incorporate the design and construction of the trail as a part of the design and construction of the Purple Line. The pedestrian and bicycle use along this trail supplements the County transportation program. The funding provided for the trail includes the design, property acquisition, and construction of the trail through the Silver Spring CBD, along the northern side of Wayne Avenue from Fenton Street to the Sligo Creek Hiker-Biker Trail. This trail is part of a transportation corridor and is not a recreation area of State or local significance. The trail will include an 8-10 foot wide bituminous shared use path, lighting, and landscaping. The trail will provide access to the Silver Spring Transit Station, via the Metropolitan Branch Trail, and the future Capital Crescent Trail. A pedestrian impact analysis has been completed for this project. Will be design and built at part of Purple Line project. Final cost and cash flows will be determined based on final design and MOU agreement between MTA and County.

TIP ID: 3429 Agency ID: P500905 Title: Falls Road East Side Hiker/Biker Path							Complete:	Total Cost:		\$24,830
Facility: Falls Road Bikeway	Local	0/0/100		119 a	489 a	1,165 e				3,395
From: River Road					1,622 b					
To: Dunster Road										
Total Funds:										3,395

Description: This project provides funds to develop final design plans and to acquire right-of-way, and construct approximately 4 miles of an 8-foot bituminous hiker/biker path along the east side of Falls Road from River Road to Dunster Road. The path will provide pedestrian and cyclist access to communities along the project corridor and will provide connection to existing pedestrian facilities to the north (Rockville), and to the south (Potomac).

The path is a missing link between existing bicycle facilities within the City of Rockville and the existing path along Falls Road south of River Road. The path provides much needed access to public transportation along Falls Road. The path will provide pedestrian access to the following destinations: bus stops along Falls Road, Bullis School, Ritchie Park Elementary School, Potomac Community Center, Potomac Library, Potomac Village Shopping Center, Potomac Promenade Shopping Center, Heritage Farm Park, Falls Road Golf Club, Falls Road Park, and a number of religious facilities along Falls Road.

TIP ID: 3498 Agency ID: P500500 Title: Burtonsville Access Road							Complete:	Total Cost:		\$6,890
Facility: Burtonsville Access Road	Local	0/0/100		335 a	145 a	70 a				2,412
From: MD Spencerville Road					1,077 b	785 b				
To: School Access Road in Burtonsville										
Total Funds:										2,412

Description: This project provides for a new roadway between Spencerville Road (MD 198) and the School Access Road in Burtonsville. This roadway will consist of two 12' lanes, closed section, for a length of approximately 1,400 linear feet. The project also includes an eight-foot parking lane, curb and gutter, five-foot sidewalks, landscaping and street lighting. The new road will serve as a local access road north of and parallel to MD 198 and the entrance to Burtonsville Shopping Center on the east side of US 29. This new road will provide an important alternative access for existing businesses on the north side of MD 198 and to the Burtonsville Elementary School. The project will create a more unified and pedestrian-friendly downtown Burtonsville and improve circulation in this area.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3642 Agency ID: P500333 Title: Pedestrian Safety Program			Complete:			Total Cost:		\$19,512	
Facility: Pedestrian Safety Program	Local	0/0/100	200 a	146 a	146 a	100 a	100 a		6,622
From: Countywide			2,715 c	1,250 c	1,380 c	1,250 c	1,250 c		
To:			500 e	250 e	250 e	250 e	250 e		

Total Funds: 6,622

Description: This project provides for the review and analysis of existing physical structures and traffic controls in order to make modifications aimed at improving safety and the walking environment for pedestrians. This project provides for the construction of physical structures and/or installation of traffic control devices which include, but are not limited to: new crosswalks; pedestrian refuge islands; sidewalks; bus pull-off areas; fencing to channel pedestrians to safer crossing locations; relocating, adding, or eliminating bus stops; accessible pedestrian signals (countdown) or warning beacons; improving signage, etc. The improvements will be made in compliance with the requirements of the Americans with Disabilities Act (ADA). This project supports the construction of improvements at and around schools identified in the Safe Routes to School program. The project also includes performing pedestrian safety audits at High Incidence Areas, and implementing identified physical improvements, education, and outreach.

TIP ID: 3648 Agency ID: P500704 Title: Traffic Signal System Modernization			Complete:			Total Cost:		\$40,849	
Facility: Traffic Signal System Modernization	Local	0/0/100		100 a	100 a	100 a	100 a		4,952
From:				1,138 e	1,138 e	1,138 e	1,138 e		
To:									

Total Funds: 4,952

Description: This project provides for the modernization of the county's aged traffic control system. Phase I consists of planning, requirements development, systems engineering, and testing. Phase II consists of acquisition of central system hardware and software, acquisition and implementation of control equipment and communications for intersections, as well as reconfiguration of the communications cable plant. Phase 1 is complete.

TIP ID: 3703 Agency ID: P500717 Title: Montrose Parkway East			Complete:			Total Cost:		\$119,890	
Facility: Montrose Parkway East	Local	0/0/100	320 a	880 b	134 b	2,436 a	4,000 a		42,441
From: Eastern Limit of MD 355/Montrose Interchan			5,324 b		866 e	15,695 c	12,256 c		
To: Veirs Mill Road/Parkland Road Intersection						6,174 e			

Total Funds: 42,441

Description: This project provides for a new four-lane divided parkway as recommended in the North Bethesda / Garrett Park and Aspen Hill Master Plans. The roadway will be a closed section with 11-foot wide lanes, a 10-foot wide bikepath on the north side and a 5-foot wide sidewalk on the south side. The project includes a 350-foot bridge over Rock Creek. The roadway limits are between the eastern limit of the MD 355/Montrose interchange on the west, and the intersection of Veirs Mill Road and Parklawn Drive on the east. The project includes a bridge over CSX, a grade-separated interchange at Parklawn Drive, and a tie-in to Veirs Mill Road. This project will relieve traffic congestion on roadways in the area through increased network capacity. The project also provides improved safety for motorists, pedestrians, and bicyclists, as well as a greenway.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5560 Agency ID: P500929 Title: Bethesda Metro South Entrance				Complete:			Total Cost:			\$57,610
Facility: Bethesda Metro South Entrance	Local	0/0/100	7,200 a	12,624 c	12,262 c	10,162 c	6,437 c			41,485
From: Elm Street west of Wisconsin Avenue										Total Funds: 41,485
To:										

Description: This project provides access from Elm Street west of Wisconsin Avenue to the southern end of the Bethesda Metrorail Station. The Metrorail Red Line runs below Wisconsin Avenue through Bethesda more than 120 feet below the surface, considerably deeper than the Purple Line right-of-way. The Bethesda Metrorail Station has one entrance, near East West Highway. The station was built with accommodations for a future southern entrance.

The Bethesda light rail transit (LRT) station would have platforms located just west of Wisconsin Avenue on the Georgetown Branch ROW. This platform allows a direct connection between LRT and Metrorail, making transfers as convenient as possible. Six station elevators would be located in the Elm Street ROW, which would require narrowing the street and extending the sidewalk.

The station would include a new south entrance to the Metrorail Station, including a new mezzanine above the Metrorail platform, similar to the existing mezzanine at the present station's north end. The mezzanine would use the existing knock-out panel in the arch of the station and the passageway that was partially excavated when the station was built, in anticipation of the future construction of a south entrance. Specific dollar amounts and flows will be based on final design estimate and MOU between MTA and County.

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 5724 Agency ID: P501209 Title: MD 355 Multimodal Crossing Project				Complete:			Total Cost:			\$72,980	
Facility: MD MD 355 Multimodal Crossing	DOD	100/0/0	5,819 a								
From: MD Medical Center Metrorail Station/NIH			17,780 c								
To: MD Walter Reed National Military Medical C			7,184 e								
	OEA	100/0/0		1,352 a	305 a					6,139	
				264 c	2,603 c						
				1,410 e	205 e						
	State	0/100/0		4,806 c						4,806	
										Total Funds: 10,945	

Description: This project provides for right-of-way negotiations, utility relocations, and the design and construction of a multimodal grade separated connection between the Walter Reed National Military Medical Center (WRNMMC) and the Medical Center Metro Rail station. The project consists of two major elements: (1) a shallow pedestrian and bicycle underpass below Rockville Pike, MD 355, just south of the South Wood Road/South Drive intersection. Access to the underpass will be provided by elevators, escalators and stairs; and (2) a bank of three high speed elevators, on the eastern side of MD 355 that will provide a direct connection from the WRNMMC to the existing Metro station mezzanine, about 120 feet below the elevation of MD 355. Canopies will cover the stairs and escalators. The project also includes extension of the southbound MD 355 left turn lane in the existing median to provide additional queuing for vehicles turning to the WRNMMC hospital entrance at South Wood Road; expansion of the curb radius at the northwestern corner of MD 355 / South Drive to improve bus access to the Metrorail station; and stormwater management. The scope of the work is included in the National Environmental Policy Act (NEPA) document prepared earlier by the County Department of Transportation (DOT) and approved by the Federal Highway Administration. A pedestrian impact analysis has been completed for this project

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5729 Agency ID: P500718 Title: MacArthur Boulevard Bikeway Improvements							Complete:		Total Cost:	\$17,300
Facility: MacArthur Boulevard	Local	0/0/100	1,672 a			506 a	754 a			1,460
From: I Capital Beltway			4,723 c				200 b			
To: DC Line			260 e							

Total Funds: 1,460

Description: Phase I of project provides bikeway improvements along 13,800' of MacArthur Boulevard from I-495 to Oberlin Avenue. Phase II extends the bikeway from Oberlin Ave to the DC Line. Phase to be completed in FY 15. Design for Phase 2 will start in FY19 with construction to start in FY21 and FY 22. To encourage alternative modes of travel and enhance pedestrian safety, the pavement will be widened to provide 2-3 foot shoulders to accommodate the needs of on-road commuters and experienced bicyclists. The existing shared-use path will be upgraded to current standards to promote usage and enhance safety for all users. This project will also provide for spot improvements to MacArthur Boulevard to enhance safety for pedestrians, cyclists and motorists. This project will improve safety and accessibility for pedestrians and bicyclists of all experience levels and enhances connectivity with other bikeways in the vicinity. A pedestrian impact analysis had been completed for this project.

TIP ID: 5912 Agency ID: P509132 Title: Beach Drive Bridge M-PK-24001							Complete:		Total Cost:	
Facility: Beach Drive Bridge	BR	80/0/20	500 a	200 a						200
From: Over Silver Creek										
To:										

Total Funds: 200

Description: Replace bridge on Beach Drive over Silver Creek, and reconstruct Roadway Approaches

TIP ID: 5913 Agency ID: P509132 Title: Brink Road Bridge M-0064001							Complete: 2019		Total Cost:	
Facility: Brink Road Bridge M-0064001	BR	80/0/20	400 a	200 a						200
From: Over Great Seneca Creek										
To:										

Total Funds: 200

Description: This project provides for the rehabilitation of the Brink Road Bridge, over Great Seneca Creek, as well as the reconstruction of the roadway approaches.

TIP ID: 5916 Agency ID: P509132 Title: Garrett Park Road Bridge M-PK-04001							Complete:		Total Cost:	
Facility: Garrett Park Road Bridge M-PK-04001	BR	80/0/20	500 a	200 a						200
From: Over Rock Creek										
To:										

Total Funds: 200

Description: This project provides for the rehabilitation of Garrett Park Road Bridge M-PK-04001 over Rock Creek, and the reconstruction of roadway approaches

TIP ID: 5919 Agency ID: P501522 Title: Piney Meetinghouse Road Bridge M-0021001							Complete:		Total Cost:	\$4,025
Facility: Piney Meetinghouse Road Bridge M-002100	BR	70/0/30		258 a						1,996
From: Over Watts Branch				1,595 c						
To:				143 e						

Total Funds: 1,996

Description: This project provides for the preliminary engineering for the rehabilitation or reconstruction of the bridge on Piney Meetinghouse Road over Watts Branch, and reconstruction roadway approaches.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5942 Agency ID: P501110 Title: Metropolitan Branch Trail			Complete:			Total Cost:		\$12,147	
Facility: Metropolitan Branch Trail	Local	0/0/100	880 a	100 a	361 a				6,087
From: End of existing trail in Takoma Park			2,000 b	500 c	4,795 c				
To: Silver Spring Transit Center					331 e				

Total Funds: 6,087

Description: This project provides for completion of the preliminary engineering and final engineering necessary to obtain CSX and WMATA approvals for the 0.62-mile segment of this trail in Montgomery County between the end of the existing trail in Takoma Park, and the Silver Spring Transit Center. The trail will be designed to be 8 feet to 10 feet in width. This project also includes the land acquisition, site improvements, utility relocations and construction of the project from the Silver Spring Transit Center to the east side of Georgia Avenue, including a new or expanded pedestrian bridge over Georgia Avenue, as well as the segment along Fenton Street, from King Street to the north end of the existing trail. The design will also include a grade-separated crossing of Burlington Avenue, the narrowing of Selim Road, the trail segment on King Street, and the construction of new retaining walls and reconstruction of existing retaining walls. A pedestrian impact analysis has been completed for this project. This trail is to be part of a larger system of trails to enable non-motorized travel around the Washington Region. The trail is to be an off-road facility serving pedestrians, bicyclists, joggers and skaters and will be Americans with Disabilities Act (ADA) accessible.

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5943 Agency ID: P500102 Title: Bethesda CBD Streetscape			Complete:			Total Cost:		\$8,214	
Facility: Bethesda CBD Streetscape	Local	0/0/100		400 a	497 a	490 a	262 a		7,301
From: Bethesda CBD					1,286 c	1,982 c	1,188 c		
To: Bethesda CBD							1,196 e		

Total Funds: 7,301

Description: This project provides for the design and construction of pedestrian improvements to complete unfinished streetscapes along approximately 5,425 feet of streets in the Bethesda CBD as identified in the Bethesda CBD Sector Plan. This includes:

Element 1
1,125 feet along Woodmont Avenue between Old Georgetown Road and Cheltenham Drive.

Element 2
3,550 feet along Wisconsin Avenue between Cheltenham Drive and the northern end of the CBD.

Element 3
750 feet along East-West Highway between Waverly Street and Pearl Street.

This project is intended to fill in the gaps between private development projects that have been constructed or are approved in the CBD. Design elements include the replacement and widening, where possible, of sidewalks, new vehicular and pedestrian lighting, street trees, street furniture, roadway signs. The county will coordinate with the utility company for installation of aesthetic covering over existing utility poles within the project area. This project addresses streetscape improvements and does not assume the undergrounding of utilities.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 5971 Agency ID: P500313 Title: Bridge Preservation Program									Complete:	Total Cost:	\$9,807
Facility: Bridge Preservation Program	Local	0/0/100	284 a	152 a	152 a	152 a	152 a	152 a		2,056	
From: County-wide			4 b	2 b	2 b	2 b	2 b	2 b			
To: County-wide			720 c	360 c	360 c	360 c	360 c	360 c			

Total Funds: 2,056

Description: This project includes actions or strategies that prevent, delay or reduce deterioration of bridges or bridge elements, restore the function of existing bridges, keep bridges in good condition and extend their useful lives. Preservation actions may be preventive or condition driven.

TIP ID: 5972 Agency ID: P509753 Title: Bridge Renovation									Complete:	Total Cost:	\$8,211
Facility: County-wide	Local	0/0/100	180 a	90 a	90 a	90 a	90 a	90 a		360	
From:											
To:	State/Local	0/16/84	1,220 c	610 c	610 c	610 c	610 c	610 c		2,440	

Total Funds: 2,800

Description: This project provides for the renovation of County roadway and pedestrian bridges that have been identified as needing repair work beyond routine maintenance levels to assure continued safe functioning.

TIP ID: 5974 Agency ID: P508527 Title: Resurfacing: Primary / Arterial									Complete:	Total Cost:	\$59,518
Facility: County-wide	Local	0/0/100	2,400 a	915 a	915 a	915 a	915 a	915 a		24,400	
From:			13,600 c	5,185 c	5,185 c	5,185 c	5,185 c	5,185 c			
To: County-wide											

Total Funds: 24,400

Description: Montgomery County maintains approximately 966 lane miles of primary and arterial roadways. This project provides for the systematic milling, repair, and bituminous concrete resurfacing of selected primary and arterial roads and revitalization of others. This project provides for a systematic full-service, and coordinated revitalization of the primary and arterial road infrastructure to ensure viability of the primary transportation network, and enhance safety and ease of use for all users. One aspect of this project will focus on improving pedestrian mobility by creating a safer walking environment, utilizing selected engineering technologies, and ensuring compliance with the Americans with Disabilities Act (ADA).

TIP ID: 5975 Agency ID: P508182 Title: Sidewalk & Curb Replacement									Complete:	Total Cost:	\$56,059
Facility: Countywide	Local	0/0/100	2,115 a	1,005 a	1,005 a	1,005 a	1,005 a	1,005 a		26,800	
From:			11,985 c	5,695 c	5,695 c	5,695 c	5,695 c	5,695 c			
To:											

Total Funds: 26,800

Description: This project provides for the removal and replacement of damaged or deteriorated sidewalks, curbs, and gutters in business districts and residential communities. MCDOT currently maintains about 1,034 miles of sidewalks and about 2,098 miles of curbs and gutters. This project includes: overlay of existing sidewalks with asphalt; base failure repair and new construction of curbs; and new sidewalks with handicapped ramps to fill in missing sections. A significant aspect of this project has been and will be to provide safe pedestrian access and ensure compliance with the Americans with Disabilities Act (ADA).

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5976 Agency ID: P500534 Title: Transit Park and Ride Lot Renovations			Complete:		Total Cost:		\$3,039		

Facility: Transit Park and Ride Lot Renovations	Local	0/0/100	215 a	125 a	125 a				1,352
From:			765 c	718 c	384 c				
To:									
Total Funds:									1,352

Description: This project provides repairs and renovations to parking lots at transit Park and Ride lots, transit centers, and MARC Rail lots to allow them to continue functioning as transit facilities and comply with the Americans with Disabilities Act (ADA) requirements. In FY 08 and FY 09, an evaluation and assessment of all park and ride facilities, including ADA accessibility and pedestrian safety, was completed to provide scope and detailed cost estimates for the restoration and upgrades. The County operates 10 transit park and ride lots in major transportation corridors. Several County park and ride lots have had major failures, resulting from the age and use of the facilities. Some of the lots were constructed more than 20 years ago. Pavement and the entrances were not constructed to support heavy bus traffic. Additionally, the County is responsible for the maintenance of eight MARC Park and Ride lot facilities. The same ADA and lot failure issues exist with these lots.

TIP ID: 5980 Agency ID: P507017 Title: Intersection & Spot Improvements			Complete:		Total Cost:		\$10,117		
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Facility: Intersection & Spot Improvements	Local	0/0/100	500 a	322 a	322 a	336 a	1,344 e		5,224
From: County-wide			20 b	10 b	10 b	10 b			
To: County-wide			1,380 c	700 c	772 c	798 c			
			400 e	200 e	200 e	200 e			
Total Funds:									5,224

Description: This project provides for the planning and reconstruction of various existing intersections in Montgomery County, and for an annual congestion study to identify locations where there is a need for congestion mitigation. The project includes the identification and implementation of corridor modifications and traffic calming treatments to enhance pedestrian safety. At these identified locations either construction begins immediately or detailed design plans are prepared and developed into future projects. A pedestrian impact analysis will be performed during design or is in progress.

TIP ID: 5981 Agency ID: P509523 Title: Neighborhood Traffic Calming			Complete:		Total Cost:		\$2,801		
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Facility: Neighborhood Traffic Calming	Local	0/0/100	148 a	74 a	74 a	74 a	74 a		1,240
From: Residential Neighborhoods County-wide			472 e	236 e	236 e	236 e	236 e		
To:									
Total Funds:									1,240

Description: This project provides for the planning, design, and construction of physical traffic control features in residential neighborhoods. Traffic calming features such as traffic circles and islands, curb extensions, speed humps, physical and painted lane narrowing devices, etc., are used to maintain and improve the safety and livability of residential neighborhoods by addressing issues of aggressive driving and excessive speeds and volumes.

TIP ID: 5982 Agency ID: P500512 Title: Streetlight Enhancements - CBD / Town Center			Complete:		Total Cost:		\$3,930		
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Facility: Streetlight Enhancements - CBD / Town Cen	Local	0/0/100	100 a	50 a	50 a	50 a	50 a		1,000
From: CBDs and Town Centers			360 e	200 e	200 e	200 e	200 e		
To:									
Total Funds:									1,000

Description: This project provides for the evaluation and enhancement of street lighting within and around the Central Business Districts (CBDs) and town centers where current lighting does not meet minimum Illuminating Engineering Society of North America (IESNA) standards. This project will fill in street lighting; standardize streetlight types; and replace sodium vapor lighting. This project is needed to provide visibility and safety improvements in areas where there is a high concentration of pedestrians, bicyclists, and vehicles.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5985 Agency ID: P501204 Title: White Flint District East - Transportation							Complete:	Total Cost:		\$29,690
Facility: White Flint District East	Local	0/0/100	2,050 a	460 a	400 a					7,800
From:			3,000 c	3,300 c	3,300 c					
To:			100 e	340 e						

Total Funds: 7,800

Description: This project provides for completion of preliminary engineering to 35% plans for three new roads and one bridge in the White Flint District East side area as follows:

PROJECT 1

Executive Blvd. Extended East (B-7): MD 355 (Rockville Pike) to New Private Street
(Construct 1100' of 4-lane roadway)

PROJECT 2

Executive Blvd. Extended East (B-7): New Private Street to new Nebel Street Extended.
(Construct 600' of 4-lane roadway)

PROJECT 3

Nebel Street (B-5): Nicholson Lane South to combined property
(Construct 1,200' of 4-lane roadway)

PROJECT 4

Bridge across White Flint Metro Station on future MacGrath Boulevard between MD 355 and future Station Street.
(Construct 80' long 3-lane bridge)

The vision for the White Flint District is for a more urban core with a walkable street grid, sidewalks, bikeways, trails, paths, public use space, parks and recreational facilities, mixed-use development, and enhanced streetscape to improve the areas for pedestrian circulation and transit oriented development around the Metro station.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5986 Agency ID: P501116 & P50 Title: White Flint District West: Transportation & West Workaround				Complete:				Total Cost:		\$133,784
Facility: White Flint District West: Transportation & From:	Local	0/0/100	3,400 a	2,057 a	2,313 a	2,944 a	2,570 a			59,515
To:			600 b	8,978 c	13,897 c	5,120 c	208 b			
				12,529 e	6,699 e	950 e	1,250 c			

Total Funds: 59,515

Description: This project provides for engineering, utility design, and land acquisition for one new road, one relocated road, improvements to three existing roads, and one new bikeway in the White Flint District area for Stage 1. The project also includes both design and future construction expenditures for the reconstruction of Rockville Pike and Hoya Street. Various improvements to the roads will include new traffic lanes, shared-use paths, undergrounding of overhead utility lines where required, other utility relocations and streetscaping. The new White Flint West Workaround project (CIP #501506) continues funding for several western workaround road projects. The following projects are funded through FY14 for final design:

1. Main Street/Market Street (B-10) – Old Georgetown Road (MD 187) to Woodglen Drive – new two-lane 1,200 foot roadway.
2. Main Street/Market Street (LB-1) – Old Georgetown Road (MD 187) to Woodglen Drive – new 1,200 foot bikeway.
3. Executive Boulevard Extended (B-15) – Marinelli Road to Old Georgetown Road (MD 187) – 900 feet of relocated four-lane roadway.
4. Intersection of Hoya Street (formerly 'Old' Old Georgetown Road) (M-4A), Old Georgetown Road, and Executive Boulevard, including the approaches to Old Georgetown Road. The following projects are proposed for both design and construction in the FY19-20 and Beyond 6-Years periods:
5. Rockville Pike (MD 355) (M-6) – Flanders Avenue to Hubbard Drive – 6,300 feet of reconstructed 6-8 lane roadway.
6. Hoya Street (M-4A) – Montrose Parkway to the intersection of Old Georgetown Road – 1,100 feet of reconstructed four-lane roadway.

This project also provides for analysis and studies necessary to implement the district. Design is underway on all road projects in the western workaround, with the exception of the Rockville Pike segment, and will conclude in FY15 (FY15 design is funded through White Flint West Workaround). Design of the Rockville Pike section will begin in FY19 and will conclude in FY21 in order to coordinate with the implementation of the Rapid Transit System (RTS) (CIP #501318). Some property acquisition may occur on this section in FY20. The current expenditure/funding schedule assumes that land needed for road construction will be dedicated by the developers.

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5987 Agency ID: P501202 Title: White Flint Traffic Analysis and Mitigation				Complete:				Total Cost:		\$1,787
Facility: White Flint Traffic Analysis and Mitigation From:	Local	0/0/100	668 a	81 a	81 a	81 a	81 a			324
To:										

Total Funds: 324

Description: This project is programmed in direct response to requirements of the Approved White Flint Sector Plan. It is composed of three components with the overall goal of mitigating the traffic impacts on communities and major intersections outside of, and surrounding, the White Flint Sector Plan area that will occur as a result of the redevelopment densities approved under the Approved White Flint Sector Plan. These components include:

- A. Cut-through traffic monitoring and mitigation
- B. Capacity improvements to address congested intersections
- C. A study of strategies and implementation techniques to achieve the Sector Plan's modal split goals. The modal split study will identify specific infrastructure projects to create an improved transit, pedestrian, and biking infrastructure; and programs needed to accomplish the mode share goals; determine funding sources for these strategies; and determine the scope and cost of project components. Transit, pedestrian, bicycle access, safety studies, and TDM planning and implementation efforts are required to facilitate White Flint's transition from a highly automobile oriented environment to a more transit, pedestrian, and bicycle friendly environment. Once specific improvements are identified and concepts developed, detailed design and construction will be programmed in a stand alone PDF.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6015 Agency ID: P501316 Title: Capital Crescent Trail			Complete:			Total Cost:		\$95,856	
Facility: Capital Crescent Trail	Local	0/0/100	12,795 c	3,000 a	700 b	700 b			65,916
From: Elm Street Park in Bethesda				15,111 c	16,805 c	16,805 c			
To: Silver Spring									
Total Funds:									65,916

Description: This project provides for the funding of the Capital Crescent trail, including the main trail from Elm Street Park in Bethesda to Silver Spring, as a largely 12-foot wide hard-surface hiker-biker path, connector paths at several locations, a new bridge over Connecticut Avenue, a new underpass beneath Jones Mill Road, supplemental landscaping and amenities, and lighting at trail junctions, underpasses and other critical locations. This trail will connect to the existing Capital Crescent Trail from Bethesda to Georgetown, the Metropolitan Branch Trail from Silver Spring to Union Station, and the Rock Creek Bike Trail from northern Montgomery County to Georgetown. This trail will serve pedestrians, bicyclists, joggers, and skaters, and will be compliant with the Americans with Disabilities Act of 1990 (ADA), the Bethesda CBD Sector Plan, and the Purple Line Functional Master Plan. Schedule: 1) The interim trail along the Georgetown Branch right-of-way between Bethesda and Lyttonsville will be upgraded to a permanent rail between FY 16 and FY 18, concurrent with the Purple Line construction schedule in that segment; 2) the new extension of the trail on the northeast side of the Metropolitan Branch Trail, between Lyttonsville and the Silver Spring Transit Center will be built in FY 19 and FY 20; 3) the Metropolitan Branch segment will be opened concurrently with the planned opening of the Purple Line in 2020. Final funding flows and costs subject to final design cost and completion of MOU between MTA and County.

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6016 Agency ID: P501304 Title: Needwood Road Bikepath			Complete:			Total Cost:		\$4,200	
Facility: Needwood Road Bikepath	Local	0/0/100	62 a						632
From: Deer Lake Road			280 c						
To: Muncaster Mill Road			290 e						
	State/Local	0/25/75							
Total Funds:									632

Description: This project provides for the design and construction of a new 8-foot wide shared use path along the south side of Needwood Road, a distance of approximately 1.7 miles, between Deer Lake Road and Muncaster Mill Road (MD 115) in order to provide a safe and continuous pedestrian and bike connection to the Shady Grove Metro Station, Colonel Zadok Magruder High School, the Inter-County Connector (ICC) Shared Use Path, Rock Creek Trail, future North Branch Trail, and Rock Creek Regional Park (Lake Needwood). The project will also include the design and construction of the crossing of Muncaster Mill Road at Needwood Road intersection and a new 6-foot sidewalk along the east side of Muncaster Mill Road, a distance of approximately 450 feet, from Needwood Road to Colonel Zadok Magruder High School.

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6017 Agency ID: P501303 Title: Seven Locks Bikeway & Safety Improvements			Complete:			Total Cost:		\$27,944	
Facility: Seven Locks Bikeway & Safety Improvem	Local	0/0/100		1,723 a	1,334 a	20 a			6,993
From: Montrose Road					346 b	3,570 b			
To: Bradley Boulevard									
Total Funds:									6,993

Description: This project provides for pedestrian and bicycle improvements for dual bicycle facilities (on-road and off-road), and enhanced, continuous pedestrian facilities along Seven Locks Road from Montrose Road to Bradley Boulevard (3.3 miles), plus a bike path on Montrose Road between Seven Locks Road and the I-270 ramp, plus northbound and eastbound auxiliary through lanes with on-road bike lanes at the intersection of Seven Locks Road and Tuckerman Lane. This project is needed to address bicycle facility disconnects along Seven Locks Road. The roadway lacks adequate north-south, on road/off-road bicycle facilities necessary to provide continuity and connection between existing and future bike facilities. Continuous bicycle and pedestrian facilities are needed to allow safe access to residential, retail and commercial destinations, as well as existing religious and educational facilities. The project is broken down into three phases: Phase I provides dual bikeway and pedestrian facilities for the segment of Seven Locks Road from Montrose Road to Tuckerman Lane including the bike path on Montrose and the improvements to the Tuckerman Lane intersection. This project currently provides funding for Phase 1 improvements only. Phase 2 provides a dual bikeway and pedestrian facilities for the segment of Seven Locks Road from Tuckerman Lane to Democracy Boulevard. Phase III provides a dual bikeway and pedestrian facilities for the segment of Seven Locks Road from Democracy Boulevard to Bradley Boulevard.

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TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6018 Agency ID: P501309 Title: East Gude Drive Roadway Improvements			Complete:				Total Cost:		\$6,027
Facility: East Gude Drive Roadway Improvements	Local	0/0/100	749 a	367 a	26 a	100 a			2,586
From: Crabbs Branch Way				50 b	179 b	1,115 c			
To: Southlawn Lane									
Total Funds:									2,586

Description: This project provides for the design, land acquisition, and construction of roadway improvements along East Gude Drive from Crabbs Branch Way to Southlawn Lane to increase roadway capacity, and to improve vehicular and pedestrian safety. The improvements will: (1) add a westbound lane (800 linear feet) from Calhoun Drive to Crabbs Branch Way; (2) extend the length of the eastbound taper east of Calhoun Drive (500 linear feet) to west of Incinerator Lane; (3) provide an east-to-northbound left turn lane (300 Feet) at Dover Road; (4) construct the missing section of sidewalk on the north side of East Gude Drive from west of Incinerator Lane to east of Calhoun Drive (550 linear feet); and (5) install 6 foot sidewalk connectors from each bus stop on the north side of East Gude Drive to the nearest intersection. A pedestrian impact analysis has been completed for this project. This project is needed to reduce existing and future congestion and improve pedestrian and vehicular safety. Planning and Design begin in FY 17; construction is to be completed by FY 21, and is funded in the "Beyond 6 Years" period", which begins on July 1, 2018.

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6019 Agency ID: P501307 Title: Seminary Road Intersection Improvement			Complete:				Total Cost:		\$7,258
Facility: Seminary Road Intersection Improvement	Local	0/0/100	363 a	289 a	473 a	318 e			6,792
From: Brookeville Road Seminary Place Intersectio			170 b	377 b	2,691 c				
To: Linden Lane/Second Avenue Intersection				1,859 c	252 e				
Total Funds:									6,792

Description: This project provides for the design, land acquisition and construction of an approximate 40 foot segment of Seminary Road between the Brookeville Road/Seminary Place, and Linden Lane / Second Avenue intersections on a new alignment; reconstruction of 650 feet of Seminary Place from Seminary Road to 450 Feet east of Riley Place with a vertical alignment revision at Riley Place: increasing the Linden Lane curb lane widths along the 250 foot section between Brookeville Road and Second Avenue to provide two 15-foot shared use lanes to accommodate bicyclists; and reconstruction of the 350 foot segment Brookeville Road between Linen Lane and Seminary Road. Seminary Road will be a closed-section roadway with two 15-foot shared use lanes and a sidewalk along the northern side. Brookeville Road will be a closed-section roadway with one southbound 16-foot shared use lane, sidewalks, and a parking lane on the western side. The project includes street lights, landscaping and stormwater management. The project will simplify vehicle movements and improve traffic congestion by eliminating the Seminary Road "sweep" between Brookville Road and Second Avenue, and pedestrian and bicyclist safety will be improved. The proposed Seminary Place vertical alignment revision at Riley Place will increase intersection sight distance. A pedestrian impact analysis has been completed for this project.

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6020 Agency ID: P501315 Title: Clarksburg Transportation Connections			Complete:				Total Cost:		\$10,000
Facility: Clarksburg Transportation Connections	Local	0/0/100	2,000 e	2,000 e	2,000 e	2,000 e			8,000
From: Snowden Farm Parkway/Little Seneca Park									
To: Ridge Road/									
Total Funds:									8,000

Description: This project provides for the County contribution to the developers design, partial land acquisition, and construction of the:

- 1) The 2400' long section of Snowden Farm Parkway from 300' north of Morning Star Drive to Ridge Road (MD 27)
- 2) The 3,400' section of Little Seneca Parkway from Snowden Farm Parkway to Frederick Road (MD 355)
- 3) The Intersection of Brink Road @ MD 355

Both parkways will include four-lane divided roadways, an 8' wide bikeway along the north/west sides, and a 5' sidewalk along the south/east sides within the 120' right-of-way. The Brink Road intersection will include improvements to the intersection as required by the Planning Board's opinion in the approval of the Clarksburg Village and Greenway Village Subdivisions. The project will also include street lighting, stormwater management, landscaping and reforestation. Appropriate auxiliary lanes and traffic signals will also be provided. A pedestrian impact analysis will be performed during design or is in progress. These roads will provide congestion relief to the Clarksburg area by providing direct tie-ins to MD 355 and MD 27, thus providing better access to I-270. These roads will provide congestion relief to the Clarksburg Area by providing direct tie-ins to MD 355 and MD 27 and thus better access to I-270.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6063 Agency ID: P501118 Title: Frederick Road Bike Path: Stringtown to Milestone Manor			Complete:				Total Cost:		\$7,193
Facility: Frederick Road Bike Path	Local	0/0/100	60 a	178 a					2,670
From: Stringtown Road			378 b	1,895 c					
To: Milestone Manor Lane				597 e					

Total Funds: 2,670

Description: This project provides for the design, land acquisition, and construction of a new 10-foot wide hiker-biker path along the west side of Frederick Road (MD 355) between Stringtown Road and the existing hiker-biker path near Milestone Manor Lane, a distance of approximately 2.5 miles. The entire project will replace about 0.9 miles of existing sidewalk segments in order to provide a continuous route serving two schools, two parks, and a church. The project includes streetlights and street trees.

TIP ID: 6064 Agency ID: P501109 Title: Snouffer School Road: Sweet Autumn Dr. to Centerway Rd			Complete:				Total Cost:		\$23,710
Facility: Snouffer School Road	Local	0/0/100	980 a	944 a	393 a	142 a			16,141
From: Sweet Autumn Drive			1,890 b	6,620 c	2,812 c	3,515 c			
To: Centerway Road						1,715 e			

Total Funds: 16,141

Description: This project provides for the design, land acquisition, and construction of 5,850 linear feet of roadway widening along Snouffer School Road between Sweet Autumn Drive and Centerway Road. The roadway typical section consists of two through lanes in each direction, a continuous center turn lane and 5.5 foot bike lanes in each direction with an 8-foot shared use path on the north side and a 5-foot sidewalk on the south side within a 90' right-of-way. The project will require approximately 1.44 acres of land acquisition and will include street lights, storm drainage, stormwater management, and landscaping. The Maryland State Highway Administration (MSHA) MD 124 Phase II project will widen the approximate 900 linear foot segment on Snouffer School Road between Sweet Autumn Drive and Woodfield Road.

TIP ID: 6065 Agency ID: P507154 Title: Traffic Signals			Complete:				Total Cost:		\$40,889
Facility: Various	Local	0/0/100	1,560 a	725 a	725 a	725 a	725 a		19,340
From: Various			8,890 e	4,110 e	4,110 e	4,110 e	4,110 e		
To: Various									

Total Funds: 19,340

Description: This project provides for the design, construction and maintenance of vehicular and pedestrian traffic signals and signal systems including: new and existing signals; reconstruction / replacement of aged and obsolete signals and components; auxiliary signs; accessible pedestrian signals (APS); updates of the County's centrally-controlled computerized traffic signal system; communications and interconnect into the signal system. Increases in congestion levels and the number of accidents necessitate a continued investment in the traffic signal system to: increase intersection safety; accommodate changes in traffic patterns and roadway geometry; reduce intersection delays, energy consumption and air pollution; and provide coordinated movement on arterial routes through effective traffic management and control, utilizing modern traffic signal technologies.

TIP ID: 6364 Agency ID: P509036 Title: Transportation Improvements for Schools			Complete:				Total Cost:		\$1,775
Facility: Various	Local	0/0/100		209 e	209 e	209 e	209 e		836
From: Various									
To: Various									

Total Funds: 836

Description: This project provides for transportation improvements such as intersection modifications, sidewalks, traffic signals, streetlights etc. for safe pedestrian and vehicular circulation identified in the Montgomery County Public Schools Capital Program. Schools include but are not limited too: Page Elementary, Sligo Middle School, Cloverly Elementary School and Glenhaven Elementary School. Specific Safe Routes to School studies and assessments are included separately in the MCDOT operating budget.



**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 6365 Agency ID: P501532		Title: Bicycle and Pedestrian Priority Area Improvements					Complete:		Total Cost:		\$5,375
Facility:	Local	0/0/100		150 a	150 a	150 a	1,000 e			4,000	
From:				850 c	850 c	850 c					
To:											
Total Funds:										4,000	

Description: The project provides for the design and construction of bicycle and pedestrian capital improvements in the 28 Bicycle-Pedestrian Priority Areas (BPPAs) identified in County master plans. Examples of such improvements include, but are not limited to: sidewalk, curb, and curb ramp reconstruction to meet ADA best practices, bulb-outs, cycle tracks, streetlighting, and relocation of utility poles. A study in FY15 will identify sub-projects in the following BPPAs: Glenmont, Grosvenor, Silver Spring Central Business District, Veirs Mill/Randolph Road, and Wheaton Central Business District. Design and construction of sub-projects will begin in FY16.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
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Prince George's County

TIP ID: 3114	Agency ID:	Title: Contee Road	Complete: 2017	Total Cost: \$25,467
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Facility: Contee Road	Local	0/0/100	450 a	28 a					1,052
From: US 1			3,650 b	1,024 c					
To: MD 201 Extended/Virginia Manor Road/Cont									
Total Funds:									1,052

Description: This project will include the reconstruction of Contee Road from US 1 to the proposed Virginia Manor Road eas (MD 201/Kenilworth Avenue extended). The improvements will include the construction of a 4 lane divided roadway with median, bicycle lanes, sidewalks, street lights, traffic signal, curb and gutter and landscaping. This improvement is necessary to serve planned development in the area and to improve access to the Laurel Regional Hospital.

TIP ID: 3157	Agency ID:	Title: Suitland Road	Complete: 2018	Total Cost: \$8,295
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Facility: Suitland Road	Local	0/0/100	50 a	20 a					8,608
From: MD Allentown Road			80 b	43 b					
To: Suitland Parkway			4,208 c	4,207 c					
Total Funds:									8,608

Description: Redevelopment and reconstruction to provide a four-lane facility to support local development and to improve safety and area traffic flow.

TIP ID: 3159	Agency ID:	Title: Surratts Road	Complete: 2017	Total Cost: \$6,018
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Facility: Surratts Road	Local	0/0/100	700 b	2,000 c					2,700
From: Beverly Ave.									
To: Brandywine Road									
Total Funds:									2,700

Description: This project consists of upgrading Surratts Road to a collector-type roadway from the general vicinity of Beverly Abenue westward to Brandywine Road and improvements to Brandywine Road from Thrift Road to approximately 500 feet north of Surratts Road. A portion of Surratts Road will be relocated to improve the alignment of the intersection at Brandywine Road. Phase 2, which is not programmed at this time will provide improvements from Summit Creek Drive to Beverly Avenue. This project will be partially funded with developer contributions. This project will improve existing traffic service and provide sufficient capacity for projected area development. It will tie into developer improvements on Surratts Road, and will enable a continuous collector-type roadway to be in place from the vicinity of MD 5 to Brandywine Road

TIP ID: 3166	Agency ID:	Title: Wheeler Road	Complete: 2018	Total Cost: \$4,170
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Facility: Wheeler Road	Local	0/0/100	3,102 c	40 a	19 a				868
From: Owens Road				238 b	571 b				
To: St. Barnabas Road									
Total Funds:									868

Description: This project consists of providing geometric improvements at the intersection of Wheeler Road at Owens Road and Saint Barnabas Road. The project limits extend from Saint Brnabas Road to west of Owens Road. This modification will eliminate congestion caused by traffic at Owens Road.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5258 Agency ID: Title: Old Gunpowder Road II			Complete: 2018				Total Cost: \$17,764		
Facility: Old Gunpowder Road	Local	0/0/100	150 a	100 a					11,450
From: Powder Mill Road			1,400 b	5,000 c					
To: Greencastle Road			4,800 c						

Total Funds: 11,450

Description: This project is composed of two phases. Phase I consists of designing the ultimate, four lane divided urban collector section from Greencastle Road to Denim Road. A developer will construct two lanes of the four-lane divided section from 400 feet south of Greencastle Road to Briggs Chaney Road. Phase II consists of constructing the remaining unbuilt portion of the ultimate full collector section from Greencastle Road to Denim Road. Included is the construction of an additional bridge over I-95. "Developer" funding consists of potential contributions from area developments that have traffic impacts to the roadway. The improvements are needed to serve planned development in the area.

TIP ID: 5401 Agency ID: Title: Bridge Replacement, Federal Aid			Complete: 2020				Total Cost: \$2,050		
Facility: Bridge Replacement Federal Aid	BR	80/0/20		300 a	200 a				2,050
From: various locations				900 c	650 c				
To: various locations									

Total Funds: 2,050

Description: This project will rehabilitate deteriorated bridges exceeding 20 feet in length where the current deteriorated condition of the bridges does not warrant replacement. Federal Aid funding will be utilized for design and construction of the projects at an 80/20 federal/local ratio.

TIP ID: 5424 Agency ID: Title: Contee Road Reconstruction			Complete: 2017				Total Cost: \$21,367		
Facility: Contee Road	Local	0/0/100	28 a						1,052
From: US 1 Baltimore Avenue			1,024 c						
To: MD 201 Kenilworth Avenue / Virginia Manor									

Total Funds: 1,052

Description: This project will include the reconstructin of Conttee Road from US 1 to the proposed Virginia Manor Road east (MD 201/ Kennilworth Avenue extended). The improvements will include the construction of a 4 lane divided roadway with median, bicycle lanes, sidewalks, street lights, traffic signals, curb and gutter and landscaping. The improvement is needed to serve planned development in the area and to improve access to the Laurel regional Hospital

TIP ID: 5425 Agency ID: Title: Construct Contee Road from I-95 to Old Gunpowder Road			Complete: 2017				Total Cost: \$21,367		
Facility: Contee Road	Local	0/0/100	28 a						1,052
From: US 1 Baltimore Avenue			1,024 c						
To: MD 201 Extended/Virginia Manor Road/Cont									

Total Funds: 1,052

Description: Construction a new segment of Contee Road from west of the proposed I-95 interchange (SHA Project) to Old Gunpowder Road and reconstruct/re:ocate Contee Road from US 1 to Kenilworth Avenue extended west/existing Virginia Manor Road.

TIP ID: 5608 Agency ID: Title: Auth Road II			Complete: 2021				Total Cost: \$16,100		
Facility: Auth Road	Local	0/0/100	300 a	100 a	200 a	200 a			500
From: Allentown Road									
To: Metro Access Road (Woods Way)									

Total Funds: 500

Description: Auth Road, Phase II consists of reconstructing Auth Road from henderson Way to Allentown Road. This project will resolve storm drainage problems and enhance pedestrian access and safety. Traffic signals, sidewalks, street lighting and landscaping will be installed.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 5609 Agency ID:		Title: Curb and Road rehabilitation II					Complete: 2020		Total Cost:		\$73,000
Facility: various locations	Local	0/0/100		2,000 a	2,000 a	2,000 a	1,000 a			42,000	
From:				10,000 c	8,000 c	8,000 c	9,000 c				
To:											
Total Funds:										42,000	

Description: This Project provides funding for rehabilitation County streets, curbs and sidewalks, various safety improvements, installing new sidewalks, construction of sidewalk ramps in accordance with the Americans with Disabilities Act, landscaping, traffic calming improvements, revitalization improvements and the installation of guardrails. The project also includes funding to urbanize and revitalize older subdivisions. An ongoing resurfacing and safety program provides increased vehicular and pedestrian safety remedies to address hazardous conditions and upgrade the appearance of neighborhoods.

TIP ID: 5806 Agency ID:		Title: Bridge Replacement - Livingston Road					Complete: 2017		Total Cost:		\$6,758
Facility: Bridge Replacement - Livingston Road	BR	80/0/20		1,200 c						1,200	
From:											
To: Over Piscataway Creek											
Total Funds:										1,200	

Description: This project will replace the existing Livingston Road Bridge over Piscataway Creek, reconstruct the approach roadways and install sidewalks, street lights, and landscaping. Funding for the bridge replacement is anticipated to be 80% Federal Aid for design and construction. Right of way, wetland, mitigation, and necessary roadway rehabilitation beyond the bridge and approach limits are anticipated to be County funded. the bridge is currently load restricted to 58,000 pounds and was originally constructed in 1932.

TIP ID: 6003 Agency ID:		Title: Green/Complete Street Improvements					Complete: 2020		Total Cost:		\$28,355
Facility: Various locations County-wide	Local	0/0/100		350 a	84 a					9,305	
From:				250 b	2,321 c						
To:				6,300 c							
Total Funds:										9,305	

Description: This project provides funding for a variety of street improvements along major roadways and at key intersections to improve their appearance, safety and functionality while addressing environmental issues. These improvements include but are not limited to roadway and intersection modifications, tree planting, bio retention facilities or stormwater management related water quality and quantity measures necessary to improve the environment, bicycle lane installation and the construction of sidewalks and paths.

TIP ID: 6012 Agency ID:		Title: Modification of ADA Rights of Way County-Wide					Complete: 2018		Total Cost:		
Facility: ADA Rights of Way Modifications County-Wi	Local	0/0/100	1,000 c	500 c	500 c					1,000	
From:											
To: Various Locations											
Total Funds:										1,000	

Description: This Prroject will modify existing curb, gutters and sidewalks througout the County to bring the existing infrastructure into compliance with current Americans with Disabilities Act (ADA) design standards.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6023 Agency ID:			Title: Coounty Revitalization & Restoration 2			Complete: 2020		Total Cost:	\$5,300
Facility: Various locations County-wide	Local	0/0/100	200 a	100 a	100 a	100 a			3,100
From:			800 c	600 c	600 c	600 c			
To: Various locations County-wide									
Total Funds:									3,100

Description: This project provides for infrastructure improvements and reconstruction in areas targeted for revitalization. Funding is provided for street improvements along major and minor roadways and at key interstections to improve their function, safety and appearance while also improving access and addressing environmental issues. Improvements will include the installation of traffic signals, intersections modifications, drainage structures, street lighting, landscaping, water quality and quantity measures, bicycle lanes, sidewalks, and other amenities necessary to improve or expand roadway infrastructure while enhancing the appearance of the community. This project will accommodate critical improvements associated with the County's revitalization and economic development efforts. In particular, the area inside the beltway between MD 214 and Southern Avenue is a priority.


TIP ID: 6024 Agency ID:			Title: Developer Contribution Projects			Complete: 2015		Total Cost:	\$7,168
Facility: Various locations County-wide	PRIV	0/0/0	50 a						3,000
From:			2,950 c						
To:									
Total Funds:									3,000

Description: This project provides funding for a variety of street improvements necessitated by new development. These improvements include, but are not limited to, traffic signals, intersection modifications, roadway widening, new construction, resurfacing, landscaping and contributions to a variety of State highway projects.

TIP ID: 6026 Agency ID:			Title: School Access Project			Complete:		Total Cost:	\$1,900
Facility: Various locations County-wide	Local	0/0/100	100 c	100 c	100 c	100 c			400
From:									
To:	SRTS	70/0/30							
Total Funds:									400

Description: This project provides funding for vehicular and pedestrian access improvements, in conjunction with the construction of new schools or renovations and additions to existing school buildings. This project provides sidewalks, crosswalks and other enhancements for students walking within 1 to 1.5 miles of their respective schools in accordance with the current Prince George's County Board of Education policy. In addition, Federal funding through the State of Maryland is for the Safe Routes to School (SRTS) program), to engage and encourage children to safely walk or bike to school including children with disabilities within two miles of school (K-8)

TIP ID: 6367 Agency ID:			Title: Addison Road I			Complete: 2021		Total Cost:	\$20,510
Facility: Addison road	Local	0/0/100	389 a	300 a	64 a	1,000 c	5,000 c		7,364
From: Walker Mill Road				500 b	500 b				
To: MD 214 (Central Avenue)									
Total Funds:									7,364

Description: The project consists of reconstructing Addison Road from Walker Mill Road to MD 214. Initially four travel lanes with a median will be constructed Improvements will include roadway widening, the construction of crosswalks, sidewalks, landscaping, street lighting and a roadway median to improve the safety, function, capacity and appearance of the roadway. The cost shown does not reflect current prices and is based on over 10 year old project scope. Current preliminary engineering has estimated that the cost could go up to \$32 million. 

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6369 Agency ID:		Title: Cherry Hill Road III				Complete: 2021		Total Cost:		\$1,200
Facility: Cherry Hill Road	Local	0/0/100		300 a	400 a	500 a				1,200
From: Selman Road										
To: US 1										
Description:										Total Funds: 1,200

TIP ID: 6370 Agency ID:		Title: Pedestrian Safety Improvements				Complete: 2020		Total Cost:		\$26,250
Facility: Various locations County-wide	Local	0/0/100		800 a	800 a	800 a	400 a			23,000
From:				6,200 c	6,200 c	6,200 c	1,600 c			
To:										
Description: This project will involve the creation of multiple projects to provide for roadway improvements that are oriented toward the enhancement of pedestrian safety, particularly along roadways or at intersections which have a history of crashes. Priority will be given to the correction of problems where there is a high incidence of pedestrian related crashes. This is a project intended for sub-projects with no right-of-way cost, and with a construction cost of \$750,000 each or less.										Total Funds: 23,000

TIP ID: 6371 Agency ID:		Title: Planning and site acquisition 2				Complete: 2020		Total Cost:		\$4,500
Facility: Various locations County-wide	Local	0/0/100		200 a	200 a	200 a	200 a			2,000
From:				300 b	300 b	300 b	300 b			
To:										
Description: This project provides funding for acquiring land for road rights-of-way, reforestation mitigation and wetland banking in developing areas of the County. The demolition of structures on acquired land is also included. It also provides funding for future project planning studies in order to verify need, determine scope and develop preliminary cost estimates.										Total Funds: 2,000

TIP ID: 6372 Agency ID:		Title: Street Lights and Traffic Signals 2				Complete: 2020		Total Cost:		\$18,750
Facility: Various locations County-wide	Local	0/0/100		150 a	150 a	150 a	150 a			10,000
From:				2,350 c	2,350 c	2,350 c	2,350 c			
To:	PRIV	0/0/0								
Description: This project consists of installing traffic control signals and new street lights at various locations throughout the county. The program includes installing new signals, upgrading of existing signals, replacement of aging signals, the Energy Abatement program, installation of traffic surveillance cameras and communications equipment, and the upgrade of existing street lighting on County roadways. This project also provides some funding for the TRIP (traffic Response and Information Partnership) Center.										Total Funds: 10,000

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6373 Agency ID:			Title: Traffic Congestion Improvements				Complete: 2020		Total Cost: \$17,842	
Facility: Various locations County-wide	Local	0/0/100		1,000 a	1,000 a	1,000 a	1,000 a			13,000
From:				1,500 c	2,500 c	2,500 c	2,500 c			
To:										
	PRIV	0/0/0								

Total Funds: 13,000

Description: This project provides funding for roadway enhancements including turning lanes, improved approaches, traffic signals, signage at various intersections, bus stop pads, traffic calming devices, landscaping, pedestrian facilities and thermoplastic markings. This project will also provide for roadway improvements that are oriented toward enhancement of pedestrian safety, particularly along roadways or at intersections which have a history of crashes. Included in the work to be performed is the acquisition of right-of-way along the Leeland Road approach to be the Leeland Road/Moores Plains Boulevard intersection. FY 2015 "other" funding includes \$75k from developer contributions.

TIP ID: 6374 Agency ID:			Title: Transportation Enhancements 2				Complete: 2020		Total Cost: \$7,366	
Facility: Various locations County-wide	Local	0/0/100	1,120 c	100 a	100 a	100 a	100 a			3,760
From:				1,120 c	1,120 c	1,120 c				
To:										

Total Funds: 3,760

Description: This project provides funding for nonstandard transportation improvements which are time sensitive. Work may entail, but will not be limited to requirements associated with the Americans with Disabilities Act, bus stop pads, traffic calming devices, landscaping, pedestrian facilities, thermoplastic pavement markings to provide maximum safety and nighttime visibility, spot safety road improvements and installation and repair of guardrail.

TIP ID: 6375 Agency ID:			Title: Bus Mass Transit/ Metro Access 2				Complete: 2020		Total Cost: \$250	
Facility: Various locations County-wide	Local	0/0/100		50 c	50 c	50 c	50 c			200
From:										
To:										

Total Funds: 200

Description: Funds from this project may be used to purchase buses, construct related capital facilities for both bus and rail activities, roadway improvements and provide pedestrian and vehicular access improvement to metro stations and bus stops.

TIP ID: 6509 Agency ID:			Title: Governor's Bridge Road Bridge Reconstruction				Complete: 2020		Total Cost: \$4,210	
Facility: Governor's Bridge Road Bridge Reconstructi	BR	80/0/20		300 a	300 a	50 a				3,700
From: west of Patuxent River					50 b	1,500 c				
To: east of Patuxant river					1,500 c					
	Local	0/0/100			180 e	180 e				360

Total Funds: 4,060

Description:

NORTHERN VIRGINIA

FY 2017-2022 TIP Tables

Draft for Public Comment
October 13, 2016



National Capital Region
Transportation Planning Board

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 4070 Agency ID: VRE0007 Title: VRE Storage Yards Improvements							Complete: 2030	Total Cost: \$44,801	
Facility:	Sect. 5307	62/34/4	5,100 c	4,636 c					9,736
From: Systemwide									
To:	Sect. 5337-SGR	62/34/4	18,794 c						18,794
									Total Funds: 28,530

Description: As additional cars are added to accommodate ridership demand, storage yards and maintenance facilities must be obtained and/or upgraded. Improvements to the yards and maintenance facilities will allow additional maintenance to be performed by VRE contractors and additional vehicles to be stored.

TIP ID: 4272 Agency ID: DUL0002 Title: Dulles Corridor Metrorail Project - Phase 2							Complete: 2018	Total Cost: \$2,937,421	
Facility:	Local	0/0/100	560,951 c	24,699 c	13,175 c				37,874
From: Wiehle Avenue									
To: VA	State	0/100/0	100,000 c						
	TIFIA	0/0/100	1,875,697 c						
									Total Funds: 37,874

Description: Continue the extension of the Metrorail system for another 11.5 miles to Route 772 in Loudoun County with additional stations at Reston Parkway, Monroe Street (Herndon), VA 28, Dulles Airport and VA 606. Direct access will be provided to Dulles Airport terminal.

TIP ID: 4277 Agency ID: VRE0003 Title: Security Enhancements Systemwide							Complete: 2040	Total Cost: \$2,100	
Facility:	Sect. 5307	80/16/4	105 c	105 c	105 c	105 c			420
From: Systemwide									
To:									
									Total Funds: 420

Description: Grantees must certify that at least 1% of 5307 funding received each fiscal year is being used for transit security projects

TIP ID: 4310 Agency ID: VRE0011 Title: VRE Stations and Facilities							Complete:	Total Cost: \$4,612	
Facility: VRE Stations and Facilities	Sect. 5337-SGR	80/16/4	3,930 c	946 c	946 c	946 c			6,768
From: Districtwide									
To:									
									Total Funds: 6,768

Description: Involves the addition of second platforms, canopy and platform extensions, replacement of signage and other related improvements at various VRE stations in order to keep the stations in good repair. This work will be done at various stations including Fredericksburg, Leeland Road, Brooke, Manassas, Manassas Park, Woodbridge, Rippon, Rolling Road, Broad Run, Burke and other stations to be determined.

TIP ID: 4489 Agency ID: VRE0008 Title: Grant and Project Management							Complete:	Total Cost: \$2,450	
Facility: System Wide	Sect. 5307	80/20/0	1,246 a	650 a	650 a	650 a	650 a		2,600
From: Northern Virginia									
To:									
									Total Funds: 2,600

Description: The costs of grants and project management, as well as staff participation in federal grants management seminars, will be capitalized to the grants, reserving operating funds for service provision.

DRAFT
10/7/2016

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

FY 2017 - 2022

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 4506 Agency ID: PRTC0005 Title: PRTC - Bus Acquisition / Replacement Program								Complete:	Total Cost:	\$10,338
Facility: PRTC - Bus Acquisition	Sect. 5309	80/20/0	572 a							
From: NOVA Districtwide										
To:	Sect. 5339	80/16/4		10,338 c						10,338
Total Funds:										10,338

Description: Replacement of sixteen commuter buses manufactured in 2002 that have reached the end of their useful life.

TIP ID: 4534 Agency ID: VRE0009 Title: Rolling Stock Acquisition								Complete:	Total Cost:	\$58,761
Facility: VRE Rolling Stock	Sect. 5307 2	80/16/4		2,726 c	2,726 c	2,726 c	2,726 c			10,904
From: Systemwide										
To:	Sect. 5337-SGR	80/16/4		3,878 c	3,878 c	3,878 c	3,878 c			15,512
Total Funds:										26,416

Description: VRE has purchased from Sumitomo 11 cab cars (base order), 50 cab and trailers (option order) and an additional 10 cars. This project includes funding for a new procurement of up to 42 railcars with of base order of eight cars and option orders of seven, five and nine cars.

TIP ID: 4802 Agency ID: VRE0002 Title: Fare Collection System/Comm. Improvements								Complete: 2030	Total Cost:	\$18,728	
Facility:	Sect. 5307	80/16/4		1,200 c						1,200	
From: Systemwide											
To:										Total Funds:	1,200

Description: Ongoing maintenance of the fare collection equipment and the next generation of fare equipment. Fare Collection III

TIP ID: 4818 Agency ID: VRE0001 Title: Rolling Stock Modifications and Overhauls								Complete:	Total Cost:	\$35,765	
Facility:	Sect. 5337-SGR	80/16/4		4,900 c						4,900	
From: Systemwide											
To:										Total Funds:	4,900

Description: Technological developments and safety mandates from the Federal Railroad Administration (FRA), may require ongoing improvements to the VRE fleet. Projects that bring VRE into compliance with future federal mandates will be given the highest funding priority. Implementing PTC as required by FRA.

TIP ID: 5489 Agency ID: VRE0012 Title: VRE Track Lease Improvements								Complete:	Total Cost:	\$229,971	
Facility: VRE Track	STP	50/34/16		17,024 c	17,490 c	18,190 c				52,704	
From: NoVA and District of Columbia											
To:										Total Funds:	52,704

Description: Provides capitalized access fees in the form of long term and related capital improvements on the railroad systems that VRE operates on, railroad systems owned by Amtrak, CSX, and Norfolk Southern.

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5503 Agency ID: TIPGRP001 Title: Construction: Bridge Rehabilitation/Replacement/Reconstruction				Complete:			Total Cost:		\$322,673	
Facility: District-wide Bridges	AC 4	85/15/0		9,714 c	29,818 c					39,532
From:										
To:	BR 1	90/10/0		1,752 c	837 c					2,589
	BR 3	100/0/0			200 a					200
Total Funds:										42,321

Description: TIP Grouping project for Construction: Bridge Rehabilitation/Replacement/Reconstruction. See CLRP for the derivation of STIP Grouping and how they are part of the TIP. Individual projects within STIP Group are shown on Appendix A.

DRAFT
10/7/2016

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

FY 2017 - 2022

Source		Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5506 Agency ID: TIPGRP003		Title: TIP Grouping project for Construction: Safety/ITS/Operational Improve				Complete:		Total Cost:		\$832,121
Facility: Safety/ITS/Operational Projects	AC	95/5/0		507 a	895 a					29,034
From: Districtwide				711 b	1,142 b					
To:				15,070 c	10,709 c					
	AC 1	86/14/0		649 a	894 a					1,543
	AC 2	83/17/0		1,008 b						1,008
	AC 3	85/15/0		189 a						189
	AC Conversion	80/20/0		700 a	560 a					1,260
	AC Conversion 1	81/19/0		1,209 c	736 c					1,945
	BR	80/20/0		769 b						769
	CMAQ	75/25/0		107 a	107 a					214
	CMAQ 1	81/19/0		11,263 c						11,263
	CMAQ 2	74/26/0		108 a	108 a					216
	EB/MG	80/20/0		387 b						387
	EB/MG 1	81/19/0		840 c	679 c					1,519
	EB/MG 2	84/16/0		109 c						109
	HSIP	98/2/0		9,379 c	2,044 c					11,423
	HSIP 1	52/48/0		96 a						96
	HSIP 2	100/0/0		999 b						999
	IM	94/6/0		3,581 c						3,581
	NHPP	100/0/0		47 c						47
	RSTP	80/20/0		2,601 b	7,005 c					11,754
				2,148 c						
	RSTP 1	79/21/0		1,957 a	760 a					2,717
	State	0/100/0			300 a					300

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
State/Local	0/50/50			300 a 1,250 b					1,550
STP	100/0/0		40 b 2,627 c						2,667
STP 1	83/17/0		31 a	542 a					573
STP 3	80/20/0		22,334 c	16,092 c					38,426
STP 6	84/16/0		967 b	2,700 b					3,667
STP 7	98/2/0		835 c						835
STP/E	80/20/0		41 b						41
Total Funds:									128,132

Description: TIP Grouping project for Construction: Safety/ITS/Operational Improvements. See Appendix A for specific projects and UPC information.

TIP ID: 5523 Agency ID: TIPGRP004 Title: TIP Grouping project for Construction: Transportation Enhancement By		Complete:	Total Cost:	\$112,321
Facility: Transportation Enhancement Byway Non-Tra	AC	80/20/0	496 c	496
From: NoVA District	AC Conversion	80/20/0	79 c	79
To:	BR	80/20/0	380 c	380
	CMAQ	80/20/0	559 c	559
	RSTP	80/20/0	1,000 a 151 b 4,564 c	6,050
	State	0/100/0	100 a 50 b	150
	State/Local	100/0/0	100 a	100
	STP	80/20/0	1 c 1 c	2
Total Funds:				7,816

Description: TIP Grouping project for Construction: Transportation Enhancement Byway Non-Traditional. See CLRP for the derivation of STIP Grouping and how they are part of the TIP. See Appendix A to see individual projects within this STIP Group.

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5524 Agency ID: TIPGRP005 Title: TIP Grouping project for Preventive Maintenance and System Preservati			Complete:		Total Cost:		\$341,997		

Facility: Preventive Maintenance and System Preserv	STP	100/0/0	17,265 c	19,132 c					36,397
From: NoVA District									
To:									
								Total Funds:	36,397

Description: This listing covers a number of projects/programs throughout Northern Virginia District. The nature/scope of these projects are Preventive Maintenance and System Preservation. These projects have been determined to be exempt from conformity requirements and are eligible for a Categorical Exclusion (CE) under NEPA and hence may be grouped as per April 9, 2008 MOA between FHWA, FTA, VDOT & VDRPT which was subsequently adopted by the NCR-TPB. Individual projects within the STIP Group are found in Appendix A.

TIP ID: 5525 Agency ID: TIPGRP006 Title: TIP Grouping for Preventive Maintenance for Bridges			Complete:		Total Cost:		\$184,481		
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Facility: Bridges	STP/E	100/0/0	2,905 c	3,047 c					5,952
From: NoVA District									
To:									
								Total Funds:	5,952

Description: TIP Grouping for Preventive Maintenance for Bridges. See CLRP for the derivation of STIP Grouping and how they are part of TIP. See Appendix A for listing of individual STIP Grouped projects.

TIP ID: 5526 Agency ID: TIPGRP007 Title: TIP Grouping project for Maintenance: Traffic and Safety Operations			Complete:		Total Cost:		\$127,389		
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Facility: Traffic and Safety Operations	STP 1	100/0/0	4,047 c	4,278 c					8,325
From: NoVA District									
To:									
								Total Funds:	8,325

Description: TIP Grouping project for Maintenance: Traffic and Safety Operations. See CLRP for the derivation of STIP Grouping and how they are part of TIP. Individual projects within the STIP Group are found in Appendix A.

TIP ID: 5601 Agency ID: PRTC0004 Title: PRTC - Preventive Maintenance			Complete:		2040		Total Cost:		
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Facility:	Sect. 5307	80/0/20	5,095 c	1,513 c	1,600 c	1,650 c	1,700 c	1,750 c	8,213
From:									
To:	Sect. 5337-SGR	80/0/20	1,917 c	1,157 c	1,300 c	1,450 c	1,600 c	1,650 c	7,157
	Sect. 5339	80/0/20		161 c	177 c	194 c	213 c	234 c	979
	STP	80/16/4		938 c					938
								Total Funds:	17,287

Description: Maintenance of the Omniride and Omnilink fleet.

TIP ID: 5707 Agency ID: PRTC0006 Title: PRTC Security Enhancements			Complete:		Total Cost:		\$846		
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Facility: PRTC Transit Center	Sect. 5307	80/16/4	15 c	16 c	17 c	17 c	18 c		83
From:									
To:									
								Total Funds:	83

Description: Ongoing
Improves safety and security at the PRTC Transit Center. Grantees must certify that at least 1% of Formula funding received each fiscal year is being used for transit security projects. Projects include cameras, additional lighting, drills, communications systems, facility access, System Safety Security Plan, etc.

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 5965 Agency ID: 104323		Title: Boundary Chanel Drive Modifications					Complete: 2020		Total Cost: \$9,335		
Facility:	AC	0/100/0		5,537 c						5,537	
From:											
To:	Local	0/0/100									
	REVSH	0/50/50		1,458 c						1,458	
Total Funds:										6,995	

Description: This project involves modifications to the intersection of Boundary Channel Drive and Old Jefferson Davis Highway immediately off of the I-395/Boundary Channel Drive Interchange. The project is part of the County's Long Bridge Park redevelopment initiative which includes the construction of a large regional aquatic Center.

TIP ID: 6041 Agency ID: T11802		Title: Virginia Statewide Vehicle Fuel Conversion Program					Complete:		Total Cost:		
Facility:	AC	80/20/0									
From:											
To:	AC Conversion	80/20/0		1,227 c	600 c					1,827	
	CMAQ	80/20/0	1,130 c								
Total Funds:										1,827	

Description: The project is for implementing the Statewide Vehicle Fuel Conversion Program.

TIP ID: 6080 Agency ID: 103907		Title: Jones Branch Drive Connector					Complete:		Total Cost: \$56,000		
Facility:	Scotts Crossing Rd	AC Conversion	80/20/0	7,594 c						7,594	
From:	Dolly Madison Blvd										
To:	Jones Branch Dr										
Total Funds:										7,594	

Description: The proposed connector is intended to provide a connection between Route 123 and the I-495 Express Lane (HOV/HOT lanes) ramps. By building this connection, the project will connect Route 123 via the extended Scotts Crossing Rd, ultimately to Jones Branch Dr since the segment between I-495 Express lane (HOV/HOT lanes) ramps and Jones Branch Dr is currently being built as part of the I-495 Express lane (HOV/HOT lanes) project.

TIP ID: 6203 Agency ID: 102895		Title: Sycolin Road					Complete:		Total Cost: \$13,500		
Facility:	Sycolin Road	AC	100/0/0		3,481 c					3,481	
From:	Tolbert lane										
To:	Leesburg S Corporate Limits	REVSH	0/50/50	1,000 a	3,500 c					3,500	
		RSTP	80/20/0	2,019 c						2,019	
Total Funds:										9,000	

Description: Widen Sycolin Road from two to four lanes between the above cited limits. This segment is part of a larger project included in the regional air quality conformity analysis (VU33: Widen Sycolin Rd. between VA 7/US 15 Bypass and Leesburg SCL).

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**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

FY 2017 - 2022

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6247 Agency ID: 5559 Title: Rolling Road						Complete: 2019			Total Cost: \$35,199	
Facility: VA 638 Rolling Road	AC	100/0/0			1,580 c					1,580
From: VA 286 Fairfax Co. Pkwy (0.369 mi N. of Pkw	CMAQ	80/20/0								
To: VA 644 Old Keene Mill Road	NVTA-BOND	0/100/0								
	REVSH	0/100/0			4,204 c					4,204
	RSTP	80/20/0			3,500 c					3,500
Total Funds:										9,284

Description: Widening to 4 lanes - PE Only

TIP ID: 6248 Agency ID: 102905 Title: Rolling Road Widening						Complete:			Total Cost: \$25,500	
Facility: VA 638 Rolling Road	RSTP	80/20/0			3,500 a					3,500
From: VA 5297 Delong Dr.										
To: VA 4502 Fullerton Rd.										
Total Funds:										3,500

Description: Widen to 4 lanes - total of 1.12 miles
Between Delong Rd. and 0.01 mi N. of Fullerton Rd.

TIP ID: 6256 Agency ID: 104380 Title: Evergreen Mill Road Widening						Complete:			Total Cost: \$11,300	
Facility: VA 621 Evergreen Mill Road	State/Local	0/98/2		351 a	649 a					1,000
From: US S. King Street										
To: City Corp. Limits										
Total Funds:										1,000

Description: Widening Evergreen Mill Road to 4 Lanes

TIP ID: 6265 Agency ID: 103222 [T1161 Title: I-95 HOV/HOT Lanes Debt Service						Complete:			Total Cost: \$112,940	
Facility: I 95 Interstate 95	AC	100/0/0								
From: Garrisonville Rd.	AC Conversion 1	100/0/0		7,808 c	7,458 c					15,266
To: 1 mi. N. of Edsall Rd.										
Total Funds:										15,266

Description: Debt service

TIP ID: 6281 Agency ID: 106274 Title: Springfield CBD Commuter Parking Garage						Complete:			Total Cost: \$58,236	
Facility: 644 Old Keene Mill Road	CMAQ	80/20/0			37,789 c					37,789
From:	Local	0/0/100			11,838 c					11,838
To:										
Total Funds:										49,626

Description: Springfield CBD Commuter Parking Garage

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**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

FY 2017 - 2022

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 6296 Agency ID: 104303		Title: WIDEN ROUTE 1 TO SIX LANES - PE & RW ONLY					Complete:		Total Cost:		\$25,900
Facility: US 1	AC	80/20/0			891 a					891	
From: Feathersotne Rd.											
To: Mary's Way	RSTP	80/20/0			5,409 a					5,409	
Total Funds:										6,300	

Description: Reduce congestion and improve safety by increasing capacity and providing multimodal facilities for pedestrians and bicycles.

TIP ID: 6298 Agency ID: 96721		Title: Route 28 Widening					Complete: 2017		Total Cost:		\$13,778
Facility: VA 28 Nokesville Rd	AC	80/20/0		488 c	488 c					976	
From: Godwin Drive											
To: City Southern Corporate Limits	NVTA-BOND	0/100/0		3,294 c						3,294	
	REVSH	50/50/0		2,538 c						2,538	
	RSTP	80/20/0		2,908 c						2,908	
Total Funds:										9,716	

Description: Widen to six lanes

TIP ID: 6301 Agency ID: 99478		Title: Route 7 - Widen to Six Lanes					Complete:		Total Cost:		\$11,000
Facility: RT 7 Leesburg Pike	RSTP	80/20/0		1,200 b						1,200	
From: Reston Ave. (mm 51.5)											
To: Reston Parkway (mm 52)											
Total Funds:										1,200	

Description: Increase capacity and safety by widening Route 7 to six lanes and correcting existing profile deficiencies. Increase mobility by providing pedestrian and bicycle facilities.

TIP ID: 6316 Agency ID: 76256		Title: Colchester Road - RTE 612					Complete:		Total Cost:		\$445,000
Facility: VA 612 Colchster Road	AC	100/0/0			60 a					60	
From: VA 641 Chapel Road											
To: VA 641 0.24 Mile N. W. Of VA 641											
Total Funds:										60	

Description: Reconstruct & Pave Gravel Road

TIP ID: 6320 Agency ID: T10671		Title: VRE Rippon Platforms					Complete:		Total Cost:		\$10,890
Facility: US 1	AC	100/0/0		3,034 c						3,034	
From: Farm Creek Drive											
To: Rippon Blvd.	AC Conversion	80/20/0			1 c					1	
	CMAQ	80/20/0		5,755 c						5,755	
Total Funds:										8,790	

Description: Project includes additional funding for environmental review, PE/final desing and construction to lengthen the existig platform at the VRE Rippon station from 400 feet to 650 feet and extend the canopy by 100 feet and desing and construction of a second, 650 platform, canopy and elevator.

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**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

FY 2017 - 2022

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6328	Agency ID:	Title: Aminities				Complete:			Total Cost: \$9,364	

Facility: AC Conversion 90/10/0 958 c 524 c 1,482
 From: _____
 To: _____ **Total Funds: 1,482**
 Description:


TIP ID: 6330	Agency ID:	Title: Transit Ridesharing				Complete:			Total Cost: \$20,431	
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Facility: AC Conversion 85/15/0 4,850 a 4,917 a 9,767
 From: _____
 To: _____ **Total Funds: 9,767**
 Description:

TIP ID: 6331	Agency ID:	Title: Transit : Vehicles				Complete:			Total Cost: \$27,559	
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Facility: AC Conversion 85/15/0 1,317 c 8,414 c 9,731
 From: _____
 To: _____ **Total Funds: 9,731**
 Description:

TIP ID: 6332	Agency ID: 104374	Title: Wellington rd. Overpass Phase II				Complete:			Total Cost: \$60,000	
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Facility: Wellington Rd. AC 100/0/0 1,000 a 1,000
 From: Dean Drive
 To: Dean Park Dr. **Total Funds: 1,000**
 Description: Improve emergency response times, increase capacity and safety and facilitate pedestrian and bicycle access. 
 See also CLRP# 1951.

TIP ID: 6333	Agency ID:	Title: Transit : Access				Complete:			Total Cost: \$22,500	
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Facility: AC 85/15/0
 From: _____
 To: AC Conversion 80/20/0 5,249 c 5,249
Total Funds: 5,249
 Description:

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**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

FY 2017 - 2022

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6335 Agency ID: 76244 Title: VA 659 Reconstruct to 4 Lanes			Complete: 2015						Total Cost: \$61,031	
Facility: VA 659 Belmont Ridge Rd.	AC	100/0/0	1,600 a							
From: Va Hay Rd										
To: VA Gloucester Pkwy	Local	0/0/100	2,100 a							
	NVTA-BOND	0/100/0		13,805 c						13,805
	NVTA-BOND	100/0/0		13,805 c						13,805
	STP	80/20/0								
Total Funds: 13,805										

Description: Reconstruct VA 659 (Belomnt Ridge Rd) to 4 lanes Urban Collector

TIP ID: 6336 Agency ID: 104802 Title: TELEGRAPH RD - RTE 611- WIDEN TO 4 LANES (PE Only)			Complete:						Total Cost: \$2,921	
Facility: Telegaph Rd.	State	0/100/0		928 a	1,992 a					2,920
From: Prince William Parkway										
To: Minnieville Rd.										
Total Funds: 2,920										

Description: WIDEN TELEGRAPH RD TO 4 LANE DIVIDED SECTION WITH BIKE/PED FACILITIES. Associatated with CLRP project numbers 1931 and 1837.

TIP ID: 6347 Agency ID: 54911, 105239 , Title: I 66 Preliminary Engineering for EIS			Complete: 2017						Total Cost: \$55,656	
Facility: I 66	AC	100/0/0			1,000 a					1,000
From: I 495										
To: VA 15	AC Conversion	100/0/0			500 a					500
Total Funds: 1,500										

Description: I-66 Study/Preliminary Engineering for EIS

TIP ID: 6361 Agency ID: 106025 Title: I-495 Northern Section Shoulder Use Debt Service			Complete:						Total Cost:	
Facility: I-495	AC	100/0/0	20,704 c							
From: South of Old Dominion Drive Overpass										
To: George Washington Memorial Highway	AC Conversion	100/0/0		1,428 c	1,428 c	1,428 c	1,428 c			5,712
	NHPP	100/0/0	714 c							
Total Funds: 5,712										

Description: Debt service line item for I-495 Northern Section Shoulder Use. Associated with construction project UPC 105130.

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6362 Agency ID: 102891 and F Title: Route 28 Metrorail Station (Innovation Station)			Complete: 2018		Total Cost: \$83,000				
Facility: 28 Innovation Station	CMAQ	80/20/0	2,085 c	7,166 c	1,773 c	45 c			11,069
From: Silver Line at Route 28	NVTA-BOND	0/100/0	48,000 c						
To:	NVTA-PAYGO	0/100/0	21,000 c						
Total Funds:									11,069

Description: This metrorail station, part of PH II of the Silver Line extension, is vital to support the increase in development that has been approved. It will include pedestrian and bicycle improvements, bus bays and bus stop improvements, and park-and-ride and kiss-and-ride facilities. There is \$69 million in prior years (FY 2014) NVTA funding allocated to this project.

TIP ID: 6402 Agency ID: VRE0018 Title: Phase II - Work related potomac shores station			Complete:		Total Cost:				
Facility: CSX RF&P Rail Corridor	State/Local	0/50/50	10,000 c	10,800 c	10,000 c				30,800
From: CF 557 Hamilton Interlocking (HA)									
To: CF 1063 Control Point Slaters Lane (CP)	Total Funds: 30,800								

Description: Track, Signal and Switch work and second platforms that support capacity expansion, operational flexibility and service expansion for the VRE Potomac Shores Station

TIP ID: 6404 Agency ID:			Title: VRE Stations and Facilities		Complete:		Total Cost:		
Facility:	AC Conversion	80/15/0	4,923 c						4,923
From:									
To:	Total Funds: 4,923								

Description: Additions of 2nd platforms, signage, related improvements at various VRE stations

TIP ID: 6429 Agency ID: 104300 Title: Rogues Road Reconstruction			Complete: 2020		Total Cost: \$9,391				
Facility: Rogues Road	STP	80/20/0	1,250 b						1,250
From: Fauquier/Prince William County Line									
To: RT 605	Total Funds: 1,250								

Description: Reconstruction without added capacity. Reconstruct and widen travel lanes and shoulders, improve drainage and safety of road and minimize maintenance.

TIP ID: 6446 Agency ID: 104303 Title: Route 1 Widening from Featherstone Road to Mary's Way			Complete: 2019		Total Cost: \$96,391				
Facility: US 1 Route 1	AC Conversion	80/20/0	5,185 b						5,185
From: Featherstone Road	NHPP	100/0/0							
To: Mary's Way	NVTA-PAYGO	0/100/0							
	RSTP	80/20/0							
Total Funds:									5,185

Description: Widen from a 4 lane undivided highway to a 6 lane divided highway

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**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

FY 2017 - 2022

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 6447 Agency ID: -16861		Title: Belmont Ridge Road (Route 659), South of the Dulles Greenway					Complete: 2018		Total Cost: \$19,500		
Facility: VA 659 Belmont Ridge Road		Local		1,080	a					16,963	
From: VA 625 Truro Parish Road				1,283	b						
To: VA 645 Croson Road				14,600	c						
	NVTA-BOND	0/100/0		19,500	c					19,500	
Total Funds:										36,463	

Description: Widen from a substandard 2-lane rural section to a 4-lane arterial standard with the appropriate auxiliary turn lanes and signalization

TIP ID: 6450 Agency ID: 108720		Title: VA Route 28 Widening (Prince William County Line to Route 29)					Complete: 2020		Total Cost: \$68,829		
Facility: VA 28 Centreville Road		AC	100/0/0		2,072	b				2,072	
From: PW County Line		NHPP	100/0/0								
To: Old Centreville Road		NVTA-PAYGO	0/100/0								
	REVSH	0/50/50		4,351	b					4,351	
Total Funds:										6,423	

Description: Widen from 4 to 6 lanes including intersection improvements and pedestrian/bicycle facilities.

TIP ID: 6457 Agency ID: 106652		Title: Route 28 Widening (SB from the Dulles Toll Road to Route 50)					Complete: 2017		Total Cost: \$20,000		
Facility: VA 28 Sully Road		NVTA-BOND	0/100/0	5,215	c					5,215	
From: VA 267 Dulles Toll Road											
To: US 50 Lee Jackson Memorial Highway											
Total Funds:										5,215	

Description: Widening from 3 to 4 lanes

TIP ID: 6512 Agency ID: 108337		Title: I-66 Inside the Beltway Tolling Systems Integration					Complete: 2017		Total Cost: \$25,000		
Facility: I-66		AC	0/100/0	20,000	c					20,000	
From: I-495											
To: Route 29 Near Roslyn, Arlington County											
Total Funds:										20,000	

Description: Design, build, operate, & maintain rush hour tolling systems to manage traffic in I-66 Corridor

TIP ID: 6513 Agency ID: 108336		Title: I-66 Inside the Beltway Tolling Infrastructure					Complete: 2017		Total Cost: \$30,000		
Facility: I-66		AC	0/100/0	1,000	b	24,000	c			25,000	
From: I-495											
To: Route 29 Near Roslyn, Arlington County											
Total Funds:										25,000	

Description: Construct tolling gantries, signage, and related on I-66 inside the Beltway

NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 6519 Agency ID: 99478 Title: RTE 7 CORRIDOR IMPROVEMENTS HB 2 FY17			Complete: 2022 Total Cost: \$135,872							
Facility: RT 7 Leesburg Pike	AC	0/100/0	17,668	b					17,668	
From: Reston Ave										
To: Jarrett Valley Drive	RSTP	20/80/0	9,331	b					9,331	
Total Funds:									26,999	

Description: Rt 7 Corridor Improvements to add one travel lane both EB and WB; upgrade intersections; and construct pedestrian and bicycle facilities EB and WB.

TIP ID: 6537 Agency ID: 105521 Title: Widen East Spring Street			Complete: 2019 Total Cost: \$6,705							
Facility: Spring Street	AC	100/0/0								
From: Herndon Parkway										
To: Fairfax County Parkway	AC 1	100/0/0	2,000	b	4,000	c			6,000	
	AC 1	96/4/0	2,000	b	4,000	c			6,000	
Total Funds:									6,000	

Description: Widen Spring Street from 4 lanes to 6 lanes, FXCO PKWY ramp improvements, intersection improvements, sidewalk

TIP ID: 6539 Agency ID: 106917 Title: RTE 7 CORRIDOR IMPROVEMENTS			Complete: 2024 Total Cost: \$98,000							
Facility: VA 7 Leesburg Pike	AC	0/100/0	957	a					957	
From: Reston Avenue										
To: 500 ft. E of Colvin Forest Drive	RSTP	80/20/0	43	a					43	
Total Funds:									1,000	

Description: Phase 2 for Rt 7 Corridor Improvements to add one travel lane both EB and WB; upgrade intersections; and construct pedestrian and bicycle facilities EB and WB

Reconstruction w/ Added Capacity - FROM: Reston Avenue TO: 500 ft. E of Colvin Forest Drive (3.2500 MI)

TIP AMD - add \$34,658 (RSTP) & \$956,677 (AC-Other GARVEE) FFY17 PE phase. (lco 9/27/16)

child project of UPC 99478

TIP ID: 6540 Agency ID: 108826 Title: Transform 66 Outside of Beltway			Complete: 2021 Total Cost: \$600,000							
Facility: I 66	AC	0/100/0	300,000	c					300,000	
From: US 15 Haymarket										
To: I 495 Beltway										
Total Funds:									300,000	

Description: The Transform 66 Outside the Beltway Project is a multimodal project which will provide 2 Express Lanes & 3 general purpose lanes in each direction, with a median width designed to accommodate future high quality transit.

DRAFT
10/7/2016

**NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

FY 2017 - 2022

Source		Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6541 Agency ID: 107947		Title: NEABSCO MILLS ROAD - Widen to 4 lanes				Complete: 2018		Total Cost:		\$26,300
Facility: Neabsco Mills Road	AC	80/20/0		453	b					453
From: Smoke Court	AC Conversion	80/20/0				453	b			453
To: US 1 Jefferson Davis Highway	REVSH	50/50/0		2,000	b					2,000
	RSTP	80/20/0		1,700	a					3,548
				1,848	b					
Total Funds:										6,454

Description: Widen Neabsco Mills Road to 4 lanes between Smoke Ct (S. of Dale Blvd) and Route 1.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

FY 2017-2022 TIP Tables

Draft for Public Comment
October 13, 2016



National Capital Region
Transportation Planning Board

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5853 Agency ID: Title: Rail Cars - Replacement, Rehabilitation, Expansion, & Enhancements									
Facility: Local	0/0/100		5,380 e						5,380
From: PRIIA	50/0/50		124,349 e	172,539 e	158,438 e	141,875 e			597,200
To: Sect. 5307	80/0/20								
Sect. 5337-SGR	80/0/20		110,000 e	25,663 e	1,426 e	36,439 e			173,529
WIP	0/0/100								
Total Funds:									776,109

Description: Provides funds for:
a. Replacement of Rail Cars: replacement of the rail fleet, including the 1000-Series and 4000-Series rail cars.
b. Rehabilitation of Rail Cars: mid-life rehabilitation of rail fleet.
c. Rail Fleet Expansion: expansion of the rail fleet to meet ridership growth.
d. Rail Enhancements: enhancements to the rail fleet that improve safety, reliability, and passenger comfort.

TIP ID: 5854 Agency ID: Title: Buses - Replacement, Rehabilitation, Expansion, & Enhancements									
Facility: CMAQ	80/0/20		808 e	6,911 e	7,399 e	4,500 e			19,618
From: Local	0/0/100		900 e	1,728 e	5,211 e	38,483 e			46,321
To: Sect. 5307	80/0/20		135,326 e	124,866 e	156,046 e	132,212 e			548,450
Sect. 5337-SGR	80/0/20			4,283 e	4,283 e	4,283 e			12,849
Sect. 5339	80/0/20		10,549 e	12,199 e	12,199 e	10,699 e			45,645
Total Funds:									672,883

Description: Provides funds for:
a. Replacement of Buses: replacement of the bus fleet.
b. Rehabilitation of Buses: mid-life rehabilitation of the bus fleet.
c. Bus Enhancements: purchase and/or replacement of equipment that upgrades or enhances the capability of the bus fleet.
d. Bus Fleet Expansion: expansion of the bus fleet to meet ridership growth.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5855 Agency ID: Title: MetroAccess and Service Vehicles									
Facility: Local	0/0/100				24,319 e				24,319
From: Sect. 5307	80/0/20		10,941 e	22,907 e		25,119 e			58,967
To: WIP	100/0/0		10,000 e						10,000
Total Funds:									93,286

Description: Provides funds for
a. MetroAccess Vehicles: purchase/ replacement of Metro Access vehicles.
b. Replacement of Service Vehicles: purchase/ replacement of vehicles that will be used Authority-wide for service activities.

TIP ID: 5856 Agency ID: Title: Rail Line Segment Rehabilitation									
Facility: Local	0/0/100		8,812 e						8,812
From: PRIIA	50/0/50		50,002 e	40,582 e	45,722 e	64,632 e			200,938
To: Sect. 5337-SGR	80/0/20		29,005 e	9,000 e	4,873 e				42,878
Section 5324	75/0/25		9,500 e	3,752 e					13,252
WIP	0/0/100								
Total Funds:									265,879

Description: Provides funds for rehabilitation of segments of Metrorail system, particularly the Red, Orange and Blue lines.

TIP ID: 5857 Agency ID: Title: Bus Garages - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement									
Facility: Local	0/0/100		1,455 e	18,852 e	11,469 e	8,000 e			39,776
From: Sect. 5307	80/0/20		27,470 e	19,189 e	13,032 e	8,500 e			68,190
To: Sect. 5337-SGR	80/0/20								
WIP	0/0/100		26,871 e						26,871
Total Funds:									134,837

Description: Provides funds for:
a. Rehabilitation and Replacement of Bus Garages: upgrades, rehabilitation, and/or replacement of bus garages and maintenance facilities, including the rehabilitation of the Bladensburg bus facility and the replacement of the Southern Avenue, Royal Street (Cinder Bed Road), Shepard Parkway bus garages.
b. Maintenance of Bus Garages: maintenance of bus garages/maintenance facilities.
c. Expansion of Bus Garages: expansion of bus garages to meet storage and maintenance needs of growing fleet.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)

		Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5858		Agency ID:		Title: Systems and Technology							
Facility:		Local	0/0/100		50,317 e	69,312 e	58,602 e	61,300 e			239,531
From:											
To:		PRIIA	50/0/50		2,445 e						2,445
		Sect. 5307	80/0/20				2,846 e	10,691 e			13,537
		Sect. 5333(b)	80/0/20			6,872 e					6,872
		Sect. 5337-SGR	80/0/20		1,521 e		38,035 e	23,784 e			63,340
		WIP	0/0/100		14,750 e						14,750
Total Funds: 340,474											

Description: Provides funds for
a. Rail Power Systems: upgrade of rail system's power supply.
b. Operations Support Software: purchase and/or replacement of software that supports the transit system.
c. Business Support Software & Equipment: purchase and/or replacement of software and equipment that supports the agency's mission.
d. Rail Fare Equipment: purchase and/or replacement of fare equipment for the transit system.

TIP ID: 5859		Agency ID:		Title: Track and Structures							
Facility:		Local	0/0/100		7,799 e		64 e				7,863
From:											
To:		PRIIA	50/0/50		52,194 e	50,628 e	63,402 e	56,798 e			223,022
		Sect. 5307	80/0/20		10,000 e						10,000
		Sect. 5337-SGR	80/0/20		31,870 e	28,491 e	18,138 e	28,513 e			107,011
Total Funds: 347,896											

Description: Provides funds for:
a. Track Rehabilitation: maintain and rehabilitate track and track infrastructure including aerial structures.
b. Station/Tunnel Rehabilitation: repair of water leaks in stations, vent shafts, air ducts, tunnels, tunnel liners, and other areas in the system.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5860 Agency ID: Title: Passenger Facilities									
Facility:	ARRA/TIGER	100/0/0							
From:	Local	0/0/100	25,448 e	5,129 e	2,715 e	2,992 e			36,284
To:	PRIIA	50/0/50	43,934 e	23,021 e	32,438 e	36,696 e			136,089
	Sect. 5307	80/0/20		6,231 e	2,741 e	4,643 e			13,614
	Sect. 5309-B	80/0/20							
	Sect. 5317	80/0/20							
	Sect. 5337-SGR	80/0/20	11,647 e	91,951 e	91,065 e	64,644 e			259,306
	WIP	0/0/100	6,761 e						6,761
Total Funds:									452,054

Description: Provides funds for

- a. Elevator/ Escalator Facilities: rehabilitation of elevator and escalators and expansion of elevator capacity.
- b. Maintenance of Rail Station Facilities: upgrade, rehabilitation, and/or replacement of station area components.
- c. Bicycle/ Pedestrian Facilities: rehabilitation, replacement and expansion of bicycle and pedestrian facilities.
- d. Rail Station Capacity/ Enhancements: expand the capacity of rail stations, improve passenger access, and protect exposed assets.
- e. Bus Priority Corridor Improvements: bus stops, runningway enhancements, street operations management and safety strategies to produce more reliable bus.
- f. Rail Station Equipment: purchase of equipment to be used in rail stations, including police emergency management equipment and other related.

TIP ID: 5861 Agency ID: Title: Maintenance Equipment									
Facility:	Local	0/0/100	802 e	41,428 e	35,820 e	15,805 e			93,855
From:	PRIIA	50/0/50							
To:	Sect. 5307	80/0/20		3,665 e					3,665
	Sect. 5337-SGR	80/0/20		3,627 e	9,512 e	12,224 e			25,363
Total Funds:									122,883

Description: Provides funds for

- a. Rail Maintenance Equipment: purchase and/or replacement of equipment to maintain the rail system.
- b. Bus Repair Equipment: purchase and/or replacement of repair equipment.
- c. Business Facilities Equipment: purchase and/or replacement of equipment that supports the business process of the agency.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)

		Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5862		Agency ID:		Title: Other Support Facilities							
Facility:		Local	0/0/100		2,564 e	15,430 e	3,284 e	6,100 e			27,378
From:											
To:		Sect. 5307	80/0/20			1,733 e	5,000 e				6,733
		Sect. 5337-SGR	80/0/20				2,555 e				2,555
		WIP	0/0/100								
Total Funds:											36,665

Description: Provides funds for:

- a. Business Support Facilities: facilities that support business operations functions.
- b. Metro Transit Police Department (MTPD) Support Facilities Rehabilitation: upgrade and rehabilitation of MTPD facilities.
- c. MTPD Support Facilities Expansion: expansion of MTPD to meet new ridership and facility demands, to include the new District 2, police training facility, and special operations division facility.

TIP ID: 5863		Agency ID:		Title: Credit Facility							
Facility:		Local	0/0/100		6,104 e	3,500 e	2,500 e	2,500 e			14,604
From:											
To:		Sect. 5307	80/0/20				1,500 e				1,500
		Sect. 5339	80/0/20					1,500 e			1,500
Total Funds:											17,604

Description: Provides funds to maintain a line of credit to meet cash flow needs.

TIP ID: 5866		Agency ID:		Title: Rail Yards - Systemwide Maintenance, Expansion, Rehabilitation and Replacement							
Facility:		Local	0/0/100		4,924 e						4,924
From:											
To:		PRIIA	50/0/50		24,076 e	13,231 e					37,307
		Sect. 5337-SGR	80/0/20								
Total Funds:											42,231

Description: Provides funds for

- a. Maintenance of Rail Yards: maintenance and/or rehabilitation of rail maintenance yards.
- b. Rail Maintenance Facilities: construction and/or replacement of rail maintenance facilities.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)

Source		Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5867 Agency ID:		Title: Facilities Maintenance Support – Systemwide Support Equipment, Environmental Compl Projects and Adm Support								
Facility:	DHS	100/0/0		871 e						871
From:	Local	0/0/100		7,631 e	5,792 e	6,651 e	7,830 e			27,904
To:	PRIIA	50/0/50								
	Sect. 5307	80/0/20			2,500 e	3,000 e	3,000 e			8,500
	Sect. 5337-SGR	80/0/20								
	WIP	0/0/100								
Total Funds:										37,275

Description: Provides funds for:

- a. Environmental Compliance Projects: facility or equipment upgrades and/or replacements required to comply with environmental regulatory requirements or directives.
- b. Maintenance Bus & Rail Facilities: upgrades, rehabilitation, and/or replacements of systemwide support equipment, financial planning and project administration, to include a new test track, railcar commissioning facility and New Carrollton Yard capacity improvements.

FY 2017-2022 TIP

Regional Financial Summary

Draft for Public Comment
October 13, 2016



National Capital Region
Transportation Planning Board

Table 1A
DISTRICT OF COLUMBIA
FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM
Financial Summary (in \$Millions)

Source	2017		2018		2019-2020		2021-2022		2017-2022
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	
Title I - FHWA									
Congestion Mitigation and Air Quality Improvement Program	12.21	15.26	2.49	3.11	12.19	15.24			33.61
Demonstration Funding	0.24	0.30							0.30
Federal Lands Access Program	1.50	1.50							1.50
Highway Research and Development Program	0.07	0.14							0.14
National Highway Performance Program	120.36	150.45	123.51	154.39	227.92	284.91			589.75
Safe Routes to School Program	1.15	1.15	1.15	1.15	2.30	2.30			4.60
State Planning & Research Program	5.20	6.50	5.60	7.00	10.80	13.50			27.00
Surface Transportation Program	83.60	104.50	46.23	57.79	94.54	118.17			280.47
Highway Safety Improvement Program (STP)	8.84	10.55	5.93	6.63	11.93	13.35			30.53
Transportation Alternatives Program	0.92	1.15	0.92	1.15	1.84	2.30			4.60
Title I - FHWA Total:	234.10	291.50	185.84	231.23	361.53	449.77			967.90
Title III - FTA									
Section 5303	0.33	0.42	0.33	0.42	0.66	0.83			1.66
Section 5304	0.09	0.11	0.09	0.11	0.18	0.22			0.44
Title III - FTA Total:	0.42	0.53	0.42	0.53	0.84	1.05			2.10
State/Local									
District Funds		88.68		63.70		141.24			293.63
State/Local Total:		88.68		63.70		141.24			293.63
Other									
Grant Anticipation Revenue Vehicles (Bonds)	38.95	48.69	67.42	84.27	61.06	76.33			209.29
GSA Earmark	25.14	31.42	19.84	24.80					56.22
National Recreational Trails Funding Program	0.24	0.30	0.24	0.30	0.48	0.60			1.20
Private Developer		1.20		1.20					2.40
Other Total:	64.33	81.61	87.50	110.57	61.54	76.93	0.00	0.00	269.11
Grand Total:	298.85	462.32	273.75	406.03	423.91	668.99	0.00	0.00	1,537.34

**Table 1B
DISTRICT OF COLUMBIA
FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM
Financial Summary (in \$Millions)**

Project Type	2017		2018		2019-2020		2021-2022		2017-2022	
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	Federal	Total
Interstate	9.42	11.77	10.22	12.77	53.63	67.04			73.27	91.59
Primary	94.58	152.65		160.21	134.82	192.83			229.41	505.70
Secondary	7.32	9.15	1.60	2.00	13.20	16.50			22.12	27.65
Bridge	24.88	31.10	3.40	4.25	19.60	24.50			47.88	59.85
Surface Transportation:	136.20	204.67	15.22	179.24	221.25	300.88	0.00	0.00	372.68	684.79
Transit:	6.42	49.99	25.62	79.73	28.74	135.46	0.00	0.00	60.78	265.19
Bike/Ped:	11.88	14.57	1.88	2.06	13.45	16.23	0.00	0.00	27.20	32.85
Enhancement	0.92	1.15	0.92	1.15	1.84	2.30			3.68	4.60
Freight	4.19	6.49	0.36	1.65	0.68	0.85				
ITS	13.09	16.37	8.89	11.11	17.61	22.01			39.59	49.49
Maintenance	71.53	100.34	48.34	70.92	68.96	103.18			188.84	274.44
Other	54.04	68.05	47.24	59.48	70.25	86.68			171.53	214.20
Safety										
TERMs	0.56	0.70	0.56	0.70	1.12	1.40			2.24	2.80
Miscellaneous:	144.34	193.09	106.30	145.00	160.47	216.42	0.00	0.00	411.11	554.51
Total Funds:	298.85	462.32	149.02	406.03	423.91	668.99	0.00	0.00	871.77	1,537.34

Table 2A
MARYLAND
FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM
Financial Summary by Funding Source (in \$ Millions)

Source	2017		2018		2019-2020		2021-2022		2017-2022	
	Federal	Total	Federal	Total	Federal	Total	Federal	Total		
Title I - FHWA										
Bridge Replacement and Rehabilitation Program	0.89	0.89								0.89
Congestion Mitigation and Air Quality Improvement Program	2.45	2.45	2.31	2.31	4.63	4.63	4.27	4.27		13.66
Earmark	4.14	4.14								4.14
High Priority Project	4.77	4.77	13.93	13.93	7.11	7.11				25.81
National Highway Performance Program	98.64	98.64	95.45	95.45	255.47	255.47	110.39	110.39		559.95
Surface Transportation Program	53.88	53.88	39.68	39.68	77.73	77.73	65.47	65.47		236.76
Enhancements (STP)	4.50	4.50	4.46	4.46	9.18	9.18	35.14	35.14		53.28
Highway Safety Improvement Program (STP)	8.60	8.60	3.52	3.52	7.95	7.95	8.40	8.40		28.47
Transportation and Community and System Preservation	0.86	0.86	0.10	0.10						0.96
<i>Title I - FHWA Total:</i>	<i>178.73</i>	<i>178.73</i>	<i>159.45</i>	<i>159.45</i>	<i>362.08</i>	<i>362.08</i>	<i>223.67</i>	<i>223.67</i>		<i>923.91</i>
Title III - FTA										
Section 5307	29.09	39.60	23.55	32.68	47.85	66.30	47.05	65.30		203.89
Section 5309	316.00	395.00	116.00	145.00	232.00	290.00	232.00	290.00		1,120.00
Section 5310	0.47	0.65			0.47	0.65	0.47	0.65		1.95
Section 5311	0.74	1.44	0.74	1.44	1.49	2.89	1.49	2.89		8.66
State of Geed Repair Grant Funds	42.22	52.78	19.24	24.05	24.95	31.18	10.20	12.75		120.76
Transportation Infrastructure Finance and Innovation Act	890	890								890.00
<i>Title III - FTA Total:</i>	<i>1,278.53</i>	<i>1,379.47</i>	<i>159.54</i>	<i>203.18</i>	<i>306.76</i>	<i>391.02</i>	<i>291.21</i>	<i>371.59</i>		<i>2,345.26</i>
State/Local Funds										
State		228.51		227.16		415.31		188.962		1,059.95
Local		10.90		8.51		29.50				
State/Local Combined		2.08		5.92						8.00
<i>State/Local Total:</i>	<i>0.00</i>	<i>241.48</i>	<i>0.00</i>	<i>241.59</i>	<i>0.00</i>	<i>444.81</i>	<i>0.00</i>	<i>188.96</i>		<i>1,116.85</i>
Other Funds										
DOD - Office of Economic Development	7.41	7.41	4.81	4.81	6.20	6.20		1.77		20.18
National Park Service	0.06	0.06								0.06
National Recreational Trails Funding Program	0.41	0.41								0.41
Private Developer				0.90						0.90
Public Lands	8.49	8.49								8.49
Public Private Partnership		17.33		17.33		34.66		34.66		103.98
<i>Other Total:</i>	<i>16.37</i>	<i>33.70</i>	<i>4.81</i>	<i>23.04</i>	<i>6.20</i>	<i>40.86</i>	<i>0.00</i>	<i>36.43</i>		<i>134.03</i>
<i>MDOT Total:</i>	<i>1,473.62</i>	<i>1,833.38</i>	<i>323.79</i>	<i>627.26</i>	<i>675.03</i>	<i>1,238.77</i>	<i>514.87</i>	<i>820.64</i>		<i>4,520.05</i>
County Projects										
Bridge Replacement and Rehabilitation Program	5.38	6.54	1.48	1.85	3.04	4.05				12.44
Surface Transportation Program										0.00
Section 5307	1.60	1.60	1.60	1.60	3.20	3.20				6.40
Local		167.99		171.25		353.89		2.65		695.78
State		5.21		0.40		0.80				6.41
State and Local		1.83		1.85		1.22				4.90
DOD - Office of Economic Development	3.03	3.03	3.11	3.11						6.14
Private Developer		3.00								3.00
<i>Maryland County Total:</i>	<i>10.00</i>	<i>189.20</i>	<i>6.19</i>	<i>180.06</i>	<i>6.24</i>	<i>363.16</i>	<i>0.00</i>	<i>2.65</i>		<i>735.07</i>
<i>Maryland Total:</i>	<i>1,483.63</i>	<i>2,022.58</i>	<i>329.98</i>	<i>807.32</i>	<i>681.27</i>	<i>1,601.93</i>	<i>514.87</i>	<i>823.29</i>		<i>5,255.12</i>

FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM
Financial Summary (in \$ Millions)

Project Type	2017		2018		2019-2020		2021-2022		2017-2022	
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	Federal	Total
MDOT - SHA/MTA/MdTA										
Interstate	9.32	24.13	24.36	92.49	68.69	245.48	28.70	56.32	131.06	418.42
Primary	36.17	69.08	43.92	78.66	92.87	145.84		19.93	172.95	313.52
Secondary	32.57	61.39	4.83	39.89	11.02	87.47	1.77	46.21	50.18	234.96
Bridge										
Maintenance	19.27	24.09	0.71	0.88	10.32	28.76	23.01	21.50	53.31	75.24
Surface Transportation:	97.33	178.70	73.80	211.92	182.89	507.56	53.48	143.97	407.51	1,042.15
Transit:	1,260.12	1,449.26	159.70	247.40	285.49	452.47	275.75	440.30	1,981.07	2,589.43
Bike/Ped:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other	116.17	204.49	90.28	164.74	194.38	272.84	193.22	232.72	594.05	874.79
TERMs		2.94		3.20		6.33		3.65		16.11
TERMs and Other:	116.17	207.43	90.28	167.94	194.38	279.17	193.22	236.37	594.05	890.90
Total Funds (MDOT):	1,473.62	1,835.38	323.79	627.26	662.76	1,239.19	522.45	820.64	2,982.62	4,522.47
Frederick, Montgomery & Prince George's Counties										
Primary		2.10								2.10
Secondary	1.20	38.11	1.48	31.56	1.24	135.16			3.92	204.82
Bridge	4.18	5.74		1.05	1.80	5.75			5.97	12.55
Urban									0.00	0.00
Surface Transportation:	5.38	45.96	1.48	32.60	3.04	140.91	0.00	0.00	9.89	219.47
Transit:	1.60	23.72	1.60	31.76	3.20	58.60	0.00	0.00	6.40	114.08
Bike/Ped:	3.03	44.32	3.11	49.92	0.00	83.38	0.00	2.65	6.14	180.26
Enhancements		10.84		6.08		3.72				20.65
ITS		3.25		3.25		6.49			0.00	12.98
Maintenance		19.96		17.62		33.23			0.00	70.81
Other		38.65		36.33		31.84				106.82
Safety		2.50		2.50		5.00			0.00	10.00
Enhancements, ITS and Other:	0.00	75.20	0.00	65.78	0.00	80.28	0.00	0.00	0.00	221.26
Total Funds (Counties):	10.00	189.20	6.19	180.06	6.24	363.16	0.00	2.65	22.43	735.07
Total Funds (Maryland):	1,483.63	2,024.58	329.98	807.32	669.00	1,602.35	522.45	823.29	3,005.06	5,257.54

Table 3A
VIRGINIA
FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM
Financial Summary by Funding Source (in \$ Millions)

October 7, 2016

Source	2017		2018		2019-2020		2021-2022		2017-2022
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	Total
Title I - FHWA									
Bridge Replacement and Rehabilitation Program	2.50	2.90	0.95	1.04					3.94
Congestion Mitigation and Air Quality Improvement Program	16.00	19.88	36.12	45.17	1.45	1.82			66.86
Equity Balance/Minimum Guarantee	1.08	1.34	0.55	0.68					2.02
Interstate Maintenance	3.37	3.58							3.58
National Highway Performance Program	0.05	0.05							0.05
Regional Surface Transportation Program	19.56	31.47	16.40	20.51					51.98
Surface Transportation Program	52.77	66.11	48.75	61.49	9.10	18.19			145.78
Enhancements (STP)	2.94	2.95	3.05	3.05					5.99
Highway Safety Improvement Program (STP)	10.24	10.47	2.00	2.04					12.52
<i>Title I - FHWA Total:</i>	108.49	138.74	107.82	133.97	10.55	20.01			292.72
Title III - FTA									
Section 5307 - Urbanized Area Formula Program	8.13	11.31	6.95	9.73	8.28	10.35		1.77	33.16
5339 - Alternatives Analysis Funding	8.40	10.50	0.14	0.18	0.33	0.41		0.23	11.32
State of Good Repair Grant Funds	22.74	32.66	4.90	6.12	10.16	12.70		1.65	53.13
<i>Title III - FTA Total:</i>	39.27	54.47	11.99	16.03	18.76	23.45		3.65	97.60
State/Local Funds									
Local Funds		41.66		25.01					66.67
Northern Virginia Transportation Authority		41.81							41.81
State Funds		1.03		2.34					3.37
State/Local Funds		10.45		13.00		10.00			33.45
<i>State/Local Total:</i>		94.96		40.35		10.00			145.31
Other Funds									
Advanced Construction	32.47	380.48	51.36	81.03					461.51
Advanced Construction Conversion	27.94	32.09	31.42	36.02	2.86	2.86			70.97
Revenue Sharing	2.27	6.00		12.06					18.05
<i>Other Total:</i>	62.68	418.57	82.78	129.11	2.86	2.86			550.54
<i>Virginia Total:</i>	210.44	706.73	202.60	319.47	32.17	56.32	0.00	3.65	1,086.17

**Table 3B
VIRGINIA
FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM
Financial Summary (in Millions of Dollars)**

Project Type	2017		2018		2019-2020		2021-2022		2017-2022	
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	Federal	Total
Interstate	9.24	337.23	10.39	34.39	2.86	2.86			22.48	374.47
Primary	6.85	43.64	11.65	18.40					18.50	62.04
Secondary	10.28	64.79	8.54	16.48					18.82	81.27
Urban	4.62	5.37	7.32	11.63					11.94	17.00
Federal Lands										
Bridge	12.74	14.37	29.35	33.90					42.08	48.27
Surface Transportation:	43.71	465.41	67.25	114.79	2.86	2.86	0.00	0.00	113.81	583.05
Transit:	67.88	130.05	72.70	133.40	29.31	53.46	2.92	3.65	172.82	320.56
Bike/Ped:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CMAQ	0.00	0.00								
Enhancement	5.88	7.43	0.33	0.45					6.21	7.88
ITS	4.05	4.05	4.28	4.28					8.33	8.33
Maintenance	17.27	17.27	19.13	19.13					36.40	36.40
Other	71.75	82.54		47.42					71.75	129.96
Enhancements, ITS, Maintenance and Other:	98.95	111.28	23.74	71.28	0.00	0.00	0.00	0.00	122.69	182.56
Total Funds:	210.51	706.71	163.61	319.41	32.11	56.31	2.92	3.65	409.31	1,086.11

Table 4A
Washington Metropolitan Area Transit Authority
FY 2015-2020 TRANSPORTATION IMPROVEMENT PROGRAM
Financial Summary (in \$ Millions)

Source	2017		2018		2019-2020		2021-2022		2017-2022
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	
Title I - FHWA									
Congestion Mitigation and Air Quality Improvement Program	0.65	0.81	5.53	6.91	9.52	11.90			19.62
<i>Title I - FHWA Total:</i>	<i>0.65</i>	<i>0.81</i>	<i>5.53</i>	<i>6.91</i>	<i>9.52</i>	<i>11.90</i>	<i>0.00</i>	<i>0.00</i>	<i>19.62</i>
Title III - FTA									
5307 - Urbanized Area Formula Program	146.99	183.74	144.87	181.09	294.66	368.33			733.16
5333(b) - Labor Protection Certifications			5.50	6.87					6.87
5339 - Alternatives Analysis Funding	8.44	10.55	9.76	12.20	19.52	24.40			47.14
Passenger Rail Investment and Improvement Act of 2008	148.50	297.00	150.00	300.00	300.00	600.00			1,197.00
State of Good Repair Grant Funds	147.23	184.04	130.41	163.01	271.82	339.77			686.83
<i>Title III - FTA Total:</i>	<i>451.16</i>	<i>675.33</i>	<i>440.54</i>	<i>663.18</i>	<i>886.00</i>	<i>1332.50</i>	<i>0.00</i>	<i>0.00</i>	<i>2,671.00</i>
State/Local		122.14		161.17		293.64			576.95
<i>State/Local Total:</i>		<i>122.14</i>		<i>161.17</i>		<i>293.64</i>		<i>0.00</i>	<i>576.95</i>
Other Funds									
Department of Homeland Security	0.87	0.87							0.87
Resiliency Grant	7.13	9.50	2.81	3.75					13.25
WMATA Insurance Proceeds	10.00	58.38							58.38
<i>Other Funds Total:</i>	<i>18.00</i>	<i>68.75</i>	<i>2.81</i>	<i>3.75</i>	<i>0.00</i>	<i>0.00</i>	<i>0.00</i>	<i>0.00</i>	<i>72.51</i>
Grand Total:	469.80	867.03	448.88	835.01	895.52	1638.04	0.00	0.00	3,340.08

**Table 5A
METROPOLITAN WASHINGTON REGION
FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM
Financial Summary by Funding Source (in \$ Millions)**

Source	2017		2018		2018-2020		2021-2022		2017-2022
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	
Title I - FHWA									
Bridge Replacement and Rehabilitation Program	8.76	10.34	2.43	2.89	3.04	4.05			17.27
Congestion Mitigation and Air Quality Improvement Program	31.31	38.40	46.45	57.50	27.79	33.58	4.27	4.27	133.75
Demonstration	0.24	0.30							0.30
Earmark	4.14	4.14							4.14
Equity Balance/Minimum Guarantee	1.08	1.34	0.55	0.68					2.02
Federal Lands Access Program	1.50	1.50							1.50
High Priority Project	4.77	4.77	13.93	13.93	7.11	7.11			25.81
Highway Research and Development Program	0.07	0.14							0.14
Interstate Maintenance	3.37	3.58							3.58
National Highway Performance Program	219.04	249.13	218.97	249.84	483.40	540.38	110.39	110.39	1,149.75
Regional Surface Transportation Planning	19.56	31.47	16.40	20.51					51.98
Safe Routes to School Program	1.15	1.15	1.15	1.15	2.30	2.30			4.60
State Planning & Research Program	5.20	6.50	5.60	7.00	10.80	13.50			27.00
Surface Transportation Program	190.24	224.49	134.66	158.96	181.37	214.10	65.47	65.47	663.01
Enhancements (STP)	7.44	7.45	7.51	7.51	9.18	9.18	35.14	35.14	59.27
Highway Safety Improvement Program (STP)	27.69	29.62	11.45	12.19	19.89	21.30	8.40	8.40	71.52
Transportation Alternatives Program	0.92	1.15	0.92	1.15	1.84	2.30			4.60
Transportation and Community and System Preservation	0.86	0.86	0.10	0.10					0.96
Title I - FHWA Total:	527.34	616.32	460.12	533.41	746.71	847.80	223.67	223.67	2,221.19
Title III - FTA									
5303 - Planning Program	0.332	0.415	0.332	0.415	0.664	0.83			1.66
5304 - State & Planning Research Program	0.088	0.11	0.088	0.11	0.176	0.22			0.44
5307 - Urbanized Area Formula Program	185.80616	236.2497	176.97456	225.1058	353.98992	448.1764	48.4624	67.067	976.60
5309 - New Starts	316	395	116	145	232	290	232	290	1,120.00
5310 - Elderly and Persons with Disabilities Program	3.3068	3.481	2.832	2.832	6.1388	6.313			12.63
5311 - Non-urbanized Area Formula Program	0.743	1.444	0.743	1.444	1.486	2.888	1.486	2.888	8.66
5333(b) - Labor Protection Certifications			5.49736	6.8717					6.87
5339 - Alternatives Analysis Funding	16.838	21.0475	9.90064	12.3758	19.84368	24.8046			58.23
Passenger Rail Investment and Improvement Act of 2008	148.5	297	150	300	300.00005	600.0001			1,197.00
Resiliency Grant	7.125	9.5	2.814	3.752					13.25
State of Good Repair Grant Funds	212.1982	316	154.55344	193.1918	306.92392	383.6549	11.52	14.4	907.25
Transportation Infrastructure Finance and Innovation Act	890	890							890.00
WMATA Insurance Proceeds	10	58.3825							58.38
Title III - FTA Total:	1,790.94	2,228.63	619.74	891.10	1,221.22	1,756.89	293.47	374.36	5,250.97
State/Local									
Grant Anticipation Revenue Vehicles (Bonds)	38.95	48.69	67.42	84.27					132.96
Local		342.69		365.95		677.04		2.65	1,388.31
Northern Virginia Transportation Authority; Bond Financing		41.81							41.81
State or District Funding		323.43		293.61		557.35		188.96	1,363.35
State/Local	0.10	14.36		20.77		11.22			46.35
State/Local Total:	39.05	770.98	67.42	764.59		1,245.61		191.61	2,972.79
Other									
Advanced Construction	32.47	380.48	51.36	81.03					461.51
Advanced Construction Conversion	27.94	32.09	31.42	36.02	2.86	2.86			70.97
Department of Homeland Security	0.87	0.87							0.87
DOD - Office of Economic Development	10.43	10.43	7.92	7.92	6.20	6.20			24.55
GSA Earmark	25.14	31.42	19.84	24.80					56.22
National Park Service	0.062	0.062							0.06
National Recreational Trails Funding Program	0.65	0.71	0.24	0.30	0.48	0.60			1.61
Private Developer		6.20		2.10					8.30
Public Lands	8.49	8.49							8.49
Public-Private Partnership		17.33		17.33		34.66		34.66	103.98
Revenue Sharing	2.27	6.00		12.06					7.00
	108.32	494.09	110.78	181.56	9.54	44.32	0.00	34.66	754.62
Total:	2,465.65	4,110.02	1,258.05	2,370.65	1,977.47	3,894.61	517.13	824.29	11,199.57

Table 5B
METROPOLITAN WASHINGTON REGION
FY 2015-2020 TRANSPORTATION IMPROVEMENT PROGRAM
Financial Summary (in \$Millions)

Project Type	2015		2016		2017-2018		2019-2020		2015-2020	
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	Federal	Total
Interstate	27.97	373.14	44.96	139.64	125.18	315.38	28.70	56.32	226.81	884.48
Primary	137.60	267.48	180.30	257.27	227.69	338.68		19.93	545.59	883.36
Secondary	51.37	173.45	16.45	89.92	25.46	239.13	1.77	46.21	95.04	548.71
Urban	4.62	5.37	7.32	11.63					11.94	17.00
Bridge	41.80	51.21	32.75	39.20	21.40	30.25			95.94	120.67
Federal Lands Highway Program										
Surface Transportation:	263.35	870.65	281.78	537.67	399.73	923.43	30.47	122.47	975.32	2,454.21
Transit:	1,805.83	2,520.05	708.51	1,327.30	1,242.26	2,338.03	278.67	443.95	4,035.28	6,629.32
Bike/Ped:	14.91	58.88	4.99	51.98	13.45	99.61	0.00	2.65	33.34	213.11
CMAQ										
Enhancement	6.80	19.42	1.25	7.68	1.84	6.02			9.89	33.12
Freight	4.19	6.49	0.36	1.65	0.68	0.85			5.23	8.99
ITS	17.14	23.66	13.16	18.63	17.61	28.51			47.91	70.80
Human Service Transportation Coordination	2.83	2.83	2.83	2.83	5.66	5.66			11.33	11.33
Maintenance	108.07	161.66	68.18	108.56	91.97	165.17	17.20	21.50	285.43	456.89
Other	241.96	393.72	176.43	307.97	264.63	391.35	193.22	232.72	876.24	1,325.76
Safety		2.50		2.50		5.00				10.00
TERMs	0.56	3.64	0.56	3.90	1.12	7.73		3.65	2.24	18.91
CMAQ, TERMs, Enhancements, ITS, and Other:	381.56	613.92	262.77	453.71	383.52	610.29	210.42	257.88	1,238.28	1,935.80
Total Funds:	2,465.65	4,063.49	1,258.05	2,370.65	2,038.95	3,971.36	519.56	826.94	6,282.22	11,232.45

FY 2017-2022 TIP Financial Report

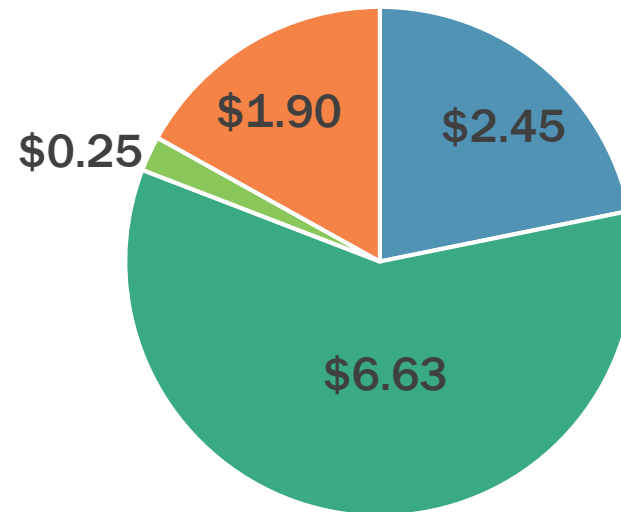
Over 300 Projects, \$11 Billion

- Capital and Operations & Maintenance projects
- 114 road & bridge
- 55 transit
- 34 bicycle & pedestrian
- Other: ITS, Safety, Freight, Maintenance & Rehabilitation

FY 2017-2022 Programmed Amounts

- 19 projects over \$100 million
- 224 projects \$20 million or less

Funding by Project Type
(in Billions of Dollars)

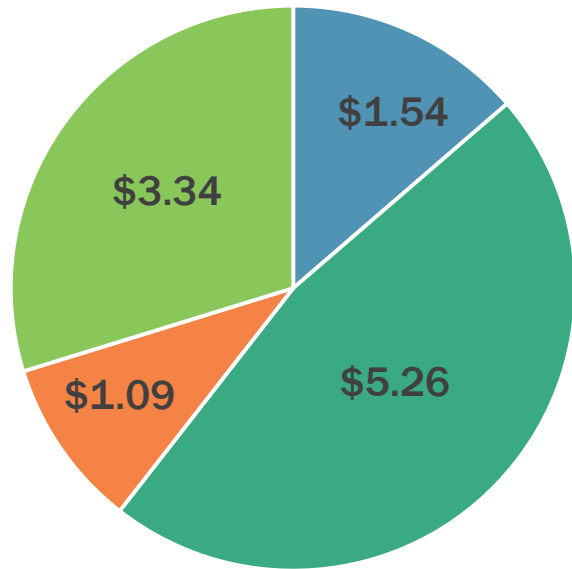


- Roads & Bridges
- Transit
- Bicycle & Pedestrian
- Other



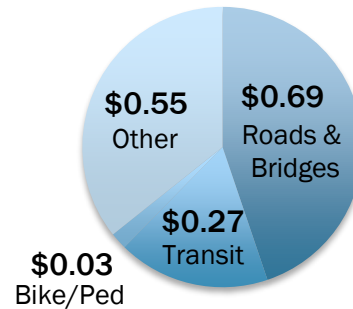
FY 2017-2022 TIP Financial Report

Funding by Jurisdiction or Agency
(in Billions of Dollars)

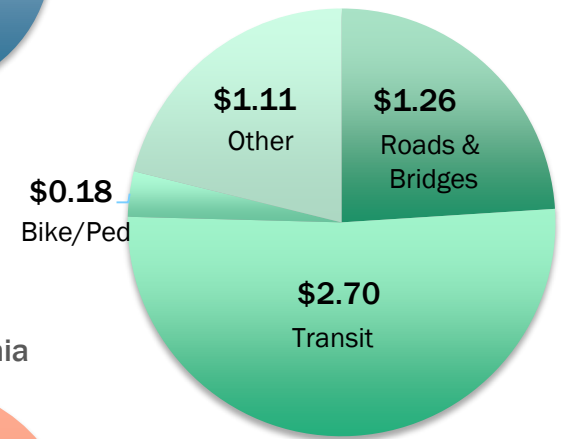


- District of Columbia
- Suburban Maryland
- Northern Virginia
- WMATA

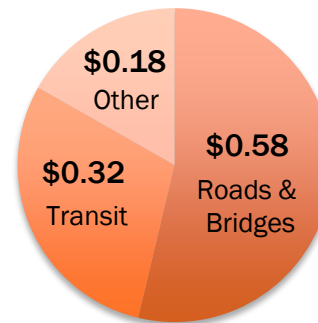
District of Columbia



Suburban Maryland



Northern Virginia



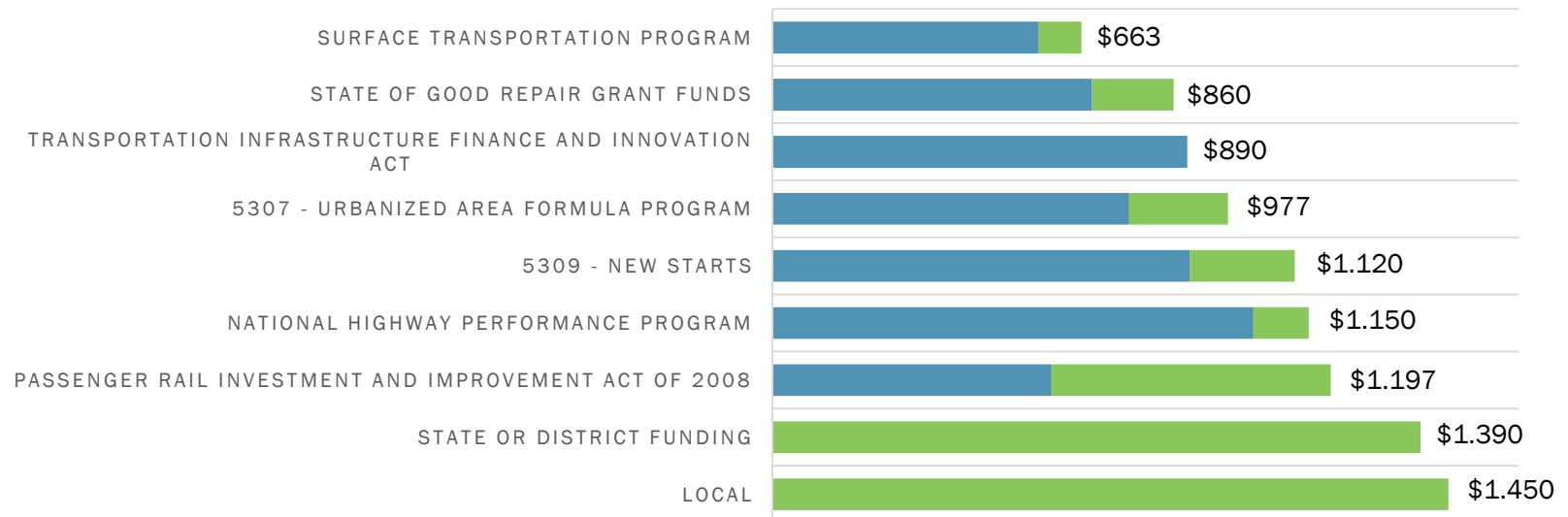
FY 2017-2022 TIP Financial Report

- \$11 billion programmed between FY 2017 and FY 2022
 - \$6.2 billion is federal funding (55%)
 - 90% of funding from nine sources

LARGEST FY 2017-2022 FUNDING SOURCES

(In Billions of Dollars)

■ Federal ■ State/Local



ITEM 7 – Information
October 19, 2016

Correspondence associated with
TPB Resolution R8-2016

Staff

Recommendation: Receive briefing

Issues: None

Background: At the March 16, 2016 meeting, the TPB approved Resolution R8-2016 requiring that the Commonwealth of Virginia complete the development of the transit and Travel Demand Management (TDM) components of the I-395 Express Lanes project and amend those into the CLRP upon completing the tasks outlined in the resolution.

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

**RESOLUTION ON INCLUSION IN AIR QUALITY CONFORMITY ANALYSIS OF SUBMISSIONS
FOR THE 2016 FINANCIALLY CONSTRAINED LONG RANGE PLAN (CLRP) AMENDMENT AND
THE FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the metropolitan planning organization for the Washington metropolitan area, has the responsibility under the provisions of Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

WHEREAS, the Joint Planning Regulations issued February 14, 2007 by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) require that the long range transportation plan be reviewed and updated at least every four years; and

WHEREAS, the transportation plan, program and projects must be assessed for air quality conformity as required by the conformity regulations originally published by the Environmental Protection Agency in the November 24, 1993 Federal Register and with latest amendments published in April 2012; and

WHEREAS, on October 21, 2015 the TPB adopted resolution R2-2016 determining that the 2015 CLRP and the FY 2015-2020 TIP conform with the requirements of the Clean Air Act Amendments of 1990 and resolution R3-2016 approving the 2015 CLRP Amendment; and

WHEREAS, on December 16, 2015 the TPB issued a Call for projects soliciting inputs to develop a 2016 CLRP Amendment and FY 2017-2022 TIP; and

WHEREAS, the transportation implementing agencies in the region have submitted inputs to the 2016 CLRP Amendment and the FY 2017-2022 TIP, which have been reviewed by the Technical Committee at its meetings on February 5 and March 4, 2016; and

WHEREAS, at the TPB Citizens Advisory Committee meeting on February 11, the submissions for the 2016 CLRP Amendment were released for a 30-day public comment and interagency consultation period which ended March 12; and

WHEREAS, the TPB was briefed on the submissions to the 2016 CLRP Amendment at its February 17, 2016 meeting during the public comment and interagency consultation period and at the March 16, 2016 meeting, the TPB was briefed on the public comments received on the submissions for the 2016 CLRP, and the responses provided to the public comments; and

WHEREAS, the adoption of the 2016 CLRP Amendment and the FY 2017-2022 TIP by the TPB is scheduled for November 16, 2016 meeting upon completion of a 30 day public comment and interagency consultation on the results of the regional air quality conformity analysis for the 2016 CLRP Amendment and FY 2017-2022 TIP beginning on October 13, 2016; and

WHEREAS, the project submissions for the 2016 CLRP Amendment have been developed to meet the financial constraint requirements in the Metropolitan Planning Rules and show the consistency of the proposed projects with already available and projected sources of transportation revenues; and

WHEREAS, the TPB Resolution approving the 2015 CLRP Amendment on October 21, 2015, notes that the Commonwealth of Virginia will only implement the Transform66: Inside the Beltway project if the Commonwealth Transportation Board adopts a policy that the widening component of the project will be advanced after an evaluation of the effectiveness of the tolling and multimodal components, which will be conducted no sooner than two years after conversion to HOV-3+; and

WHEREAS, the Commonwealth of Virginia has proposed a new definition and scope for the Transform66: Inside the Beltway project for inclusion in the 2016 CLRP Amendment after the Virginia Governor and members from both political parties and both chambers of the Virginia General Assembly announced on February 10, 2016, a bipartisan agreement to move forward with a plan to reduce congestion on I-66 inside the beltway by converting I-66 inside the Beltway to a managed toll facility during a four hour period in the AM and PM peak direction, widening a four mile stretch from the Dulles Connector Road to Exit 71 (Fairfax Drive) near Ballston, improving transit throughout the corridor, and adding new options for single drivers (Transform66: Inside the Beltway), without the evaluation described in the 2015 TPB resolution (TPB R3-2016) The new lane is expected to be open to traffic in 2020; and

WHEREAS, the I-395 Express Lanes concessionaire (95 Express Lanes, LLC) will based on an evaluation of the estimated toll revenue and the concessionaire's costs, fund a substantive, guaranteed annual transit payment that will be escalated every year (amount to be determined), and provided to the Department under the terms and conditions of an Amendment to the Comprehensive Agreement relating to the I-95 HOV/HOT Lanes Project, which term shall expire on December 28, 2087; and

WHEREAS, as part of advancing the financial framework agreement with 95 Express Lanes, LLC, the Commonwealth will consult with local jurisdictions, NVTC and PRTC before finalizing the annual transit payment to ensure that the annual revenue will be sufficient to expand transit and other travel options in the corridor. The Transit /Transportation Demand Management (TDM) Study, managed by DRPT, will establish transit improvements that will be used to support the development of a multimodal program, in consultation with the local jurisdictions, NVTC and PRTC.

NOW, THEREFORE, BE IT RESOLVED THAT: the National Capital Region Transportation Planning Board approves for inclusion in the air quality conformity analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP, the project submissions as described in the attached memorandum; and

BE IT FURTHER RESOLVED that the Commonwealth of Virginia will complete the development of the transit and TDM components of the I 395 Express Lanes project and amend the same into the CLRP upon completing the following tasks: (1) conduct a transit TDM study led by DRPT in consultation with local jurisdictions, NVTC and PRTC by December of 2016; (2) complete the financial analysis by October 1, 2016, based on the estimated toll revenue and the concessionaire's costs in order to identify funding sufficient to expand the transit and TDM projects in the 395/95 multimodal corridor, and report the outcome of the analysis to the TPB prior to its November 2016 meeting; and (3) identify an annual guaranteed transit contribution, escalated every year, at a level sufficient to implement regionally significant multimodal projects identified in the Transit/TDM study by October 1, 2016.

Approved by the Transportation Planning Board at its regular meeting on March 16, 2016



COMMONWEALTH of VIRGINIA

Office of the Governor

Aubrey L. Layne, Jr.
Secretary of Transportation

August 31, 2016

The Honorable Sharon Bulova
Fairfax County Government Center
12000 Government Center Pkwy., Ste. 530
Fairfax, VA 22035

The Honorable Allison Silberberg
Alexandria City Hall
301 King Street
Alexandria, VA 22314

The Honorable Libby Garvey
Arlington County Board
2100 Clarendon Blvd. Suite 300
Arlington, VA 22201

Dear Chairman Bulova, Mayor Silberberg, and Chair Garvey:

I am writing to continue discussions related to the 395 Express Lanes extension project and follow up on my letter dated November 20, 2015.

The Commonwealth has taken many steps to help improve travel along this corridor. Earlier this year, the United States Department of Transportation notified the Commonwealth that it intends to award a FASTLANE grant of \$165 million to help improve travel along this corridor through the Atlantic Gateway proposal. The components of the Atlantic Gateway project include:

- 395 Express Lanes extension, including upgrades for transit and HOV access to the Pentagon;
- Reinvestment of toll revenues throughout the corridor to support capital and operating needs of new transit service and transportation demand management strategies;
- Long Bridge, phase I – construction of a fourth track from Alexandria to Potomac River;
- Construction of 8 miles of third track to the 95 rail corridor from Springfield south;
- New capacity for additional Virginia Railway Express trains upon completion of the rail capacity;
- 95 Express Lanes extension from Garrisonville to Fredericksburg;

*The Honorable Sharon Bulova
The Honorable Allison Silberberg
The Honorable Libby Garvey
August 31, 2016
Page Two*

- Construction of a southbound collector-distributor bridge on I-95 from Route 17 to Route 3; and
- New commuter park-n-ride lots, truck parking, technology upgrades, and pavement markings to help support autonomous vehicles.

I am writing today to provide more details on the reinvestment of toll revenues to support new and expanded transit and transportation demand management (TDM) throughout the I-95/I-395 corridor. The Commonwealth will commit to provide at least \$15 million annually for these purposes starting with the commencement of tolling on this facility. In addition, the Commonwealth will ensure that some portion of any revenue sharing of excess revenues received by the Department of Transportation will be provided for transit and TDM purposes on this corridor. This annual transit payment will be sufficient to expand transit and other travel options in this corridor and fund outcomes from the on-going Department of Rail and Public Transportation's Transit Transportation Demand Management study. This study is being conducted in a cooperative manner with jurisdictions along the corridor and will be complete by this December.

At this time, the Commonwealth is in the process of evaluating its options for the delivery of the 395 Express Lanes extension. The project will be delivered either through the current public-private partnership agreement for the 95 Express Lanes, a new public-private partnership procurement or as a publicly funded facility. A decision on the path forward will be made in the coming months, and we will ensure that the selected option will provide for the annual transit and TDM funding outlined above.

We will not be able to solely build our way out of congestion in large urban areas like Northern Virginia. With the completion of the Transform66 project, our major interstate corridors will have essentially reached their ultimate footprints where future widening will be cost prohibitive, impacts to communities too great, or both. This situation means the Commonwealth must find ways to move more people in the current Interstate capacity and right-of-way. Key to our success is dedicated and on-going funding for transit and TDM.

If you have any questions related to this matter please contact Nick Donohue, Deputy Secretary of Transportation, at (804) 786-8032 or Nick.Donohue@governor.virginia.gov.

Thank you for your leadership on transportation in Northern Virginia.

Sincerely,


Aubrey L. Layne, Jr.

Copy:

Timothy Lovain, Chair of TPB

Jay Fiset, Chair of NVTC

Frank Principi, Chair of PRTC

Mary H. Hynes, CTB NoVA District

F. Gary Garczynski, CTB Vice-Chairman and At-large urban

E. Scott Kasproicz, CTB at-large urban

Charlie Kilpatrick, VDOT Commissioner

Jennifer Mitchell, DRPT Director



COMMONWEALTH of VIRGINIA

Office of the Governor

Aubrey L. Layne, Jr.
Secretary of Transportation

October 5, 2016

The Honorable Timothy Lovain
Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, DC 20002

Dear Chairman Lovain:

I am writing to provide information related to the 395 Express Lanes extension project as the Transportation Planning Board considers this project for inclusion in the Metropolitan Washington region's long-range constrained plan.

Earlier this year, the Transportation Planning Board indicated that it needed additional information regarding this project before it took final action for inclusion in the long-range plan. I am writing today to provide more details on the reinvestment of toll revenues to support new and expanded transit and transportation demand management (TDM) throughout the I-95/I-395 corridor. The Commonwealth will commit to provide at least \$15 million annually for these purposes starting with the commencement of tolling on this facility. This amount will increase annually by an inflationary factor that will be set in the coming months. In addition, the Commonwealth will ensure that a substantial portion of any revenue sharing of excess revenues received by the Department of Transportation will be provided for transit and TDM purposes on this corridor.

This annual transit payment will be sufficient to expand transit and other travel options in the corridor and fund outcomes from the on-going Department of Rail and Public Transportation's Transit Transportation Demand Management study. This study is being conducted in a cooperative manner with jurisdictions along the corridor and will be complete by this December. The Commonwealth is committed to a multi-modal solution focused on person throughput.

We will not be able to solely build our way out of congestion in large urban areas like Northern Virginia. With the completion of the Transform66 project, Northern Virginia's major interstate corridors will have essentially reached their ultimate footprints where future widening will be cost prohibitive, impacts to communities too great, or both. This situation means the Commonwealth must find ways to move more people in the current

The Honorable Timothy Lovain
October 5, 2016
Page 2

Interstate capacity and right-of-way. Key to our success is dedicated and on-going funding for transit and TDM.

If you have any questions related to this matter please contact Nick Donohue, Deputy Secretary of Transportation, at (804) 786-8032 or Nick.Donohue@governor.virginia.gov.

Thank you for your leadership on transportation in Northern Virginia.

Sincerely,



Aubrey L. Layne, Jr

Copy:

The Honorable Jay Fiset, NVTC Chairman
The Honorable Frank Principi
Kanti Srikanth, TPB Director

2016 CLRP AMENDMENT

Major CLRP Projects Summary and FY 2017-2022 TIP Financial Report

Andrew Austin
TPB Transportation Planner

Transportation Planning Board
October 19, 2016

Presentation Outline

- Schedule for the 2016 CLRP Amendment and FY 2017-2022 TIP
- CLRP Basics, Project Profiles and Support for Policy Principles
- Summary of New and Changed Projects
- Relationship between the CLRP and TIP
- Inputs to the FY 2017-2022 TIP
- FY 2017-2022 TIP Financial Report



The Constrained Long-Range Transportation Plan (CLRP)

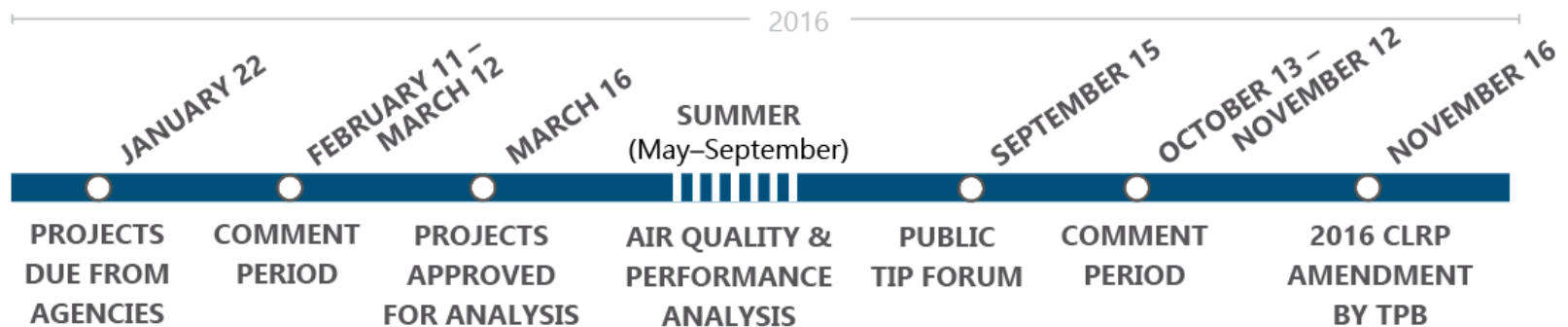
- Minimum 20 year “horizon” - to 2040
- All regionally significant projects - \$243 billion
 - Capital improvements and expansion projects - \$42 billion
 - Operations & maintenance of highways, roads, and bridges, as well as local and regional transit systems and commuter rail services - \$201 billion
- Must conform to air quality standards set by EPA
- Must be financially constrained
 - Funding must be demonstrated to be “reasonably expected to be available”



2016 CLRP Amendment Schedule


- Project inputs approved by TPB in March
- Air Quality Conformity Analysis and Performance Analysis complete
- Public Forum on the FY 2017-2022 TIP

SCHEDULE FOR DEVELOPMENT & ADOPTION OF THE 2016 CLRP AMENDMENT & FY 2017-2022 TIP



Project Forms & Profiles

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



BASIC PROJECT INFORMATION

- Submitting Agency: District Department of Transportation
- Secondary Agency: Policy, Planning and Sustainability Administration (PPSA)
- Agency Project ID: PM0G6A
- Project Type:
 - Interstate Primary Secondary Urban Bridge Bike/Ped Transit CMAQ
 - ITS Enhancement Other Federal Lands Highways Program
 - Human Service Transportation Coordination TERMS
- Category:
 - System Expansion; System Maintenance; Operational Program; Study; Other
- Project Name: *16th Street NW Transit Priority Implementation*

Prefix	Route	Name	Modifier
		16 th Street NW	
		H Street NW	
		Arkansas Avenue NW	

- Facility:
- From (at):
- To:
- Description: This project is the implementation of the recommended alternative from the 16th Street NW Transit Priority Planning Study. The corridor will be reconstructed as shown in the recommended alternative (attached). The reconstruction will add peak-hour peak-direction bus lanes and a fifth lane from W Street to O Street and K Street to H Street. The curb-to-curb street width is anticipated to remain unchanged. The existing center reversible lane will be extended the full length of the corridor. Improvements will be made at the bus stops, including installation of additional shelters, creation of additional waiting areas, and the installation of off-board fare payment kiosks. Pedestrian improvements will also be made, including installation of ADA ramps and the addition of several crosswalks, to improve safe access to the bus stops.
- Projected Completion Year: 2021
- Project Manager: Megan Kanagy
- Project Manager E-Mail: megan.kanagy@dc.gov
- Project Information URL: <http://ddot.dc.gov/page/16th-street-nw-transit-priority-planning-study>
- Total Miles: 2.7 miles
- Schematic (file upload): see attached
- State/Local Project Standing (file upload): A year-long planning study will be completed in early 2016.
- Jurisdictions: *District of Columbia ANCs 1A, 1B, 1C, 1D, 2A, 2B, 2C, 2F, 4A, 4C*
- Baseline Cost (in Thousands): \$6,000 cost estimate as of 01/20/2016
- Amended Cost (in Thousands): cost estimate as of MM/DD/YYYY
- Funding Sources: Federal; State; Local; Private; Bonds; Other

Regional Policy Framework: Questions 22-27 address the goals identified in the Regional Transportation Priorities Plan. Question 28 should be used to provide additional context of how this project supports these goals or other regional needs identified in the Call for Projects.


16TH STREET BUS PRIORITY

From H Street NW to Arkansas Avenue NW

**PROPOSED
MAJOR ADDITION
2016 CLRP AMENDMENT**

Basic Project Information


Project Length.....2.7 miles
 Anticipated Completion.....2021
 Estimated Cost of Construction.....\$6 million
 Submitting Agency.....District of Columbia DOT
 Anticipated Funding Sources.....
 Federal State Local Private Bonds Other
 CLRP ID.....3522



Geographic Location
DISTRICT OF COLUMBIA

NOW AVAILABLE FOR COMMENT

February 11–March 12, 2016
 See reverse for details, or visit www.mwccog.org/TPBcomment.



Project Description

This project will convert general purpose lanes on 16th Street NW into peak-period, peak-direction bus-only lanes from Arkansas Avenue to H Street, and implement a new reversible center lane from W Street to O Street and K Street to H Street. The project will also improve bus stops in the corridor, including installation of additional shelters, creation of additional waiting areas, and installation of off-board fare payment kiosks, as well as pedestrian improvements, including crosswalks and ADA ramps.


Existing Support for this Project

This project has undergone review at the local, state, and/or sub-regional levels and is included in the following approved plans:


- Move DC
- 16th Street Transit Priority Study

See official CLRP Project Description Form for more information about this project, or visit the project website at: <http://ddot.dc.gov/page/16th-street-nw-transit-priority-planning-study>


Goals in the Regional Transportation Priorities Plan that this project supports or advances




GOAL 1
Provide a Range of Transportation Options




GOAL 2
Promote Dynamic Activity Centers




GOAL 3
Ensure System Maintenance, Preservation, and Safety



GOAL 4
Maximize Operational Effectiveness and Safety



GOAL 5
Protect and Enhance the Natural Environment



GOAL 6
Support Interregional and International Travel and Commerce

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

www.mwccog.org/CLRP2016

CLRP-2016



RTPP Goals Supported

MAJOR* ADDITIONS AND CHANGES	Estimated Cost	Projected Completion	Goal 1										Goal 2			Goal 3			Goal 4		Goal 5		Goal 6														
			SOV	HOV/Carpool	MetroRail	Commuter Rail	Streetcar/Lt. Rail	BRT	Express Bus	Metrobus	Local Bus	Bicycling	Walking	Other	Disadvantaged Groups	Begin/End in AC	Connect ACS	Non-Auto w/in AC	Maintenance	Reduce Time w/o Capacity	Enhance Safety	Criteria	Pollutants	Greenhouse Gases	Long Haul Truck	Local Delivery	Freight Rail	Freight Air	Air Passenger	Intercity Bus							
● 16th Street Bus Priority	\$6 million	2021	✓						✓			✓		✓	✓	✓	✓	✓		✓	✓																
● DC Dedicated Bike Lanes	\$1.35 million	2016										✓		✓	✓	✓	✓		✓		✓	✓															
△ DC Streetcar	\$438 million	2022				✓	✓							✓	✓	✓					✓	✓											✓	✓			
● VRE: Haymarket Extension	\$433 million	2022		✓		✓						✓	✓	✓	✓	✓				✓		✓	✓		✓		✓										
● Crystal City Transitway	\$24 million	2023					✓			✓	✓	✓	✓	✓	✓	✓			✓		✓	✓					✓										
● I-395 Express Lanes	\$220 million	2019	✓	✓			✓	✓	✓	✓	✓			✓	✓	✓	✓		✓						✓	✓									✓		
△ I-66 Inside the Beltway	\$375 million	2017, 2040	✓	✓	✓			✓	✓	✓				✓	✓	✓			✓		✓	✓													✓		
△ I-66 Outside the Beltway	\$2-3 billion	2021, 2040	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓			✓		✓	✓			✓	✓										✓	
△ VA 28 Widening and HOV	\$10 million	2025, 2040	✓	✓																					✓	✓		✓	✓								
OTHER PROJECTS																																					
● VA Route 643 Extended	\$50 million	2020	✓	✓	✓			✓		✓	✓	✓			✓	✓			✓	✓	✓	✓			✓												
● VA Route 645 Extended	\$44 million	2020	✓	✓	✓	✓		✓		✓	✓	✓			✓	✓			✓	✓	✓	✓			✓									✓	✓		
● Riverside Parkway	\$15 million	2018	✓					✓		✓	✓	✓			✓	✓			✓	✓	✓	✓			✓												
● VA 7 at Battlefield Parkway	\$58 million	2022	✓											✓	✓	✓			✓	✓	✓	✓			✓	✓									✓		



Federal Planning Factors Supported

	Estimated Cost	Projected Completion	Economic Vitality	Safety	Homeland Security	Accessibility/Mobility	People	Environment	Freight	Integration/Connectivity	Management & Operation	Preservation
MAJOR PROJECTS*												
● 16th Street Bus Priority	\$6 million	2021	✓	✓		✓		✓	✓	✓		
● DC Dedicated Bike Lanes	\$1.35 million	2016	✓	✓		✓		✓	✓			
△ DC Streetcar	\$438 million	2022	✓			✓		✓	✓	✓		
● VRE: Haymarket Extension	\$433 million	2022	✓	✓	✓	✓	✓	✓	✓			
● Crystal City Transitway	\$24 million	2023	✓	✓		✓	✓	✓	✓	✓		
● I-395 Express Lanes	\$220 million	2019	✓	✓	✓	✓			✓	✓		
△ I-66 Inside the Beltway	\$375 million	2017, 2040	✓	✓	✓	✓		✓	✓	✓	✓	
△ I-66 Outside the Beltway	\$2-3 billion	2021, 2040	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
△ VA 28 Widening and HOV	\$100 million	2025, 2040				✓	✓		✓	✓		
OTHER PROJECTS												
● VA Route 643 Extended	\$50 million	2020	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
● VA Route 645 Extended	\$44 million	2020	✓		✓	✓	✓	✓	✓	✓	✓	✓
● Riverside Parkway	\$15 million	2018	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
● VA 7 at Battlefield Parkway	\$58 million	2022	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

Federal Planning Factors

- Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the **safety** of the transportation system for all motorized and non-motorized users.
- Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
- Increase accessibility and mobility of **people**.
- Increase accessibility and mobility of **freight**.
- Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
- Promote efficient system **management and operation**.
- Emphasize the **preservation** of the existing transportation system.

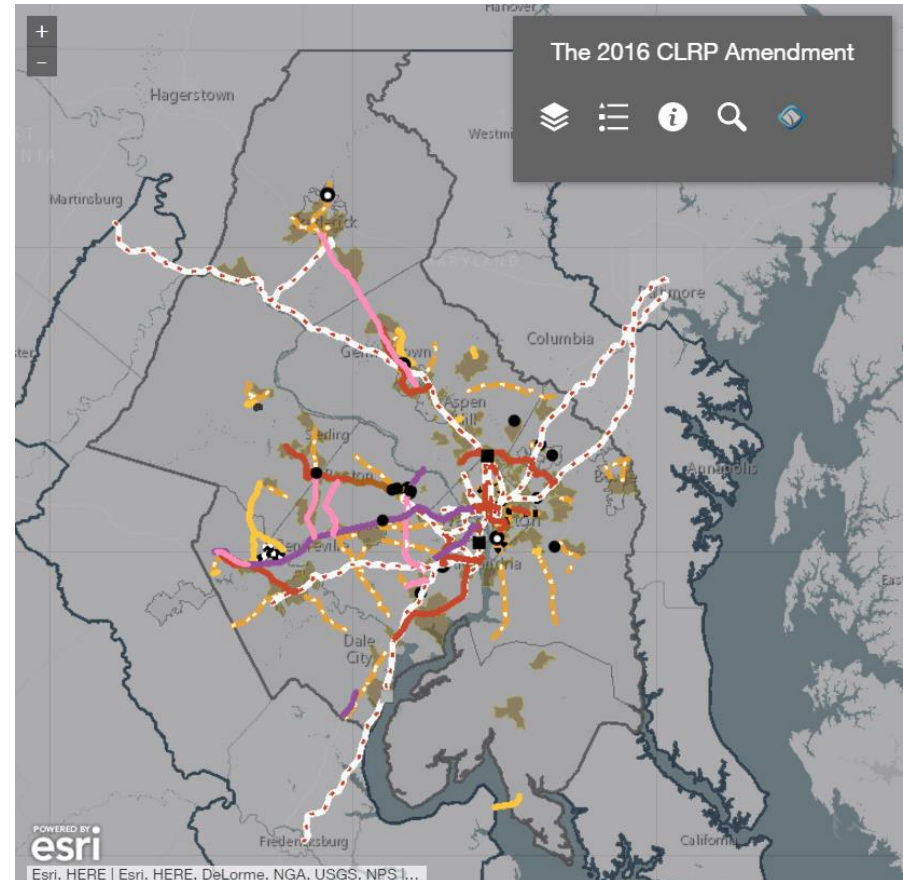
* Major projects are defined as changes to interstates, major arterials, and expressways or freeways with at-grade intersections, as well as dedicated transit facilities.

● New project △ Change to project already in the CLRP

Projects in the 2016 CLRP Amendment

www.mwcog.org/CLRP2016

gis.mwcog.org/webmaps/tpb/clrp/2016clrp



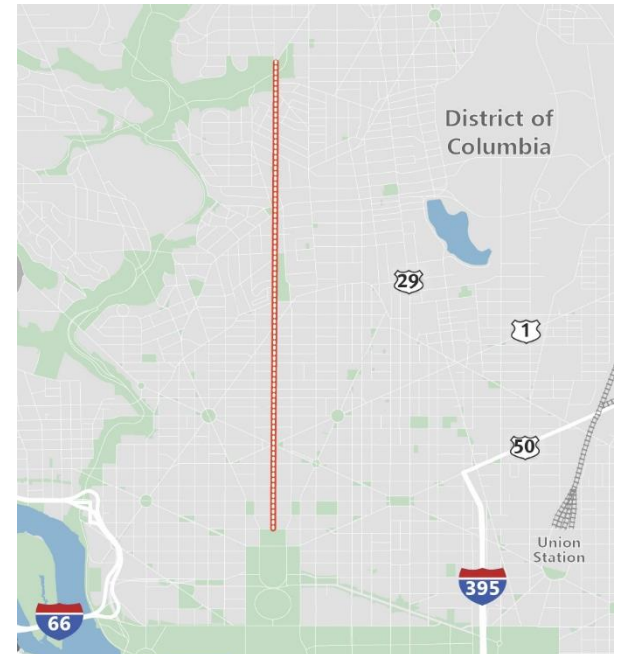
Proposed Major Addition

16th Street Bus Priority

From H Street NW to Arkansas Avenue NW

Project Length: 2.7 miles
Anticipated Completion: 2021
Estimated Cost of Construction: \$24 million
Submitting Agency: DDOT
Anticipated Funding Sources: Federal

- Convert general purpose lanes on 16th St NW into peak-period, peak direction, bus-only lanes from H St to Arkansas Ave
- Implement a reversible, center lane from H St to K St and from O St to W St
- Bus stop and shelter improvements
- Off-board fare payment kiosks



Proposed Major Addition

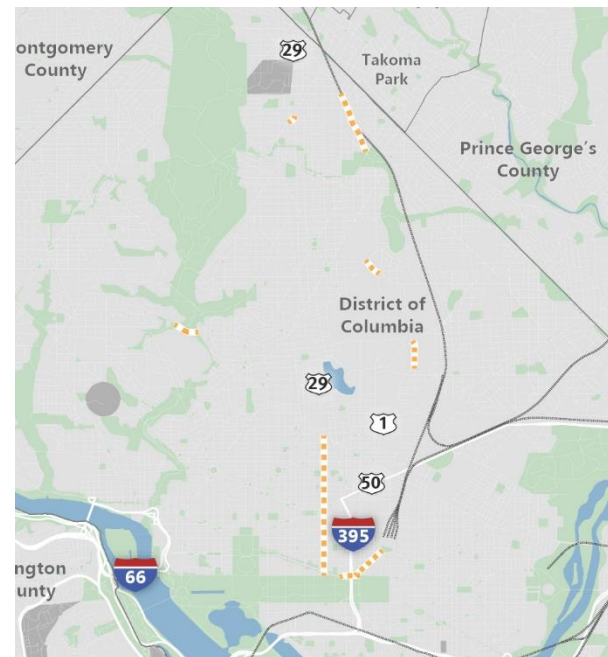
DC Dedicated Bicycle Lane Network

Multiple Street Segments Throughout City

Project Length: 3.9 miles
Anticipated Completion: 2016, 2017
Estimated Cost of Construction: \$1.35 million
Submitting Agency: DDOT
Anticipated Funding Sources: Local

Construct bicycle lanes by removing one or more travel lanes on:

- 4th St NE, from Lincoln Rd to Harewood Rd
- Blair Rd NW, from Peabody St to Aspen St
- Constitution Ave NW, from 1st St to Pennsylvania Ave
- Eastern Downtown Study, alternatives on 5th, 6th or 9th St. NW
- Harewood Rd NW, from Rock Creek Church Rd to North Capitol St
- Klinge Rd NW, from Adams Mill Rd to Porter St
- Louisiana Ave NW, from Columbus Circle to Constitution Ave NW
- Piney Branch Rd NW, from Georgia Ave to Underwood St



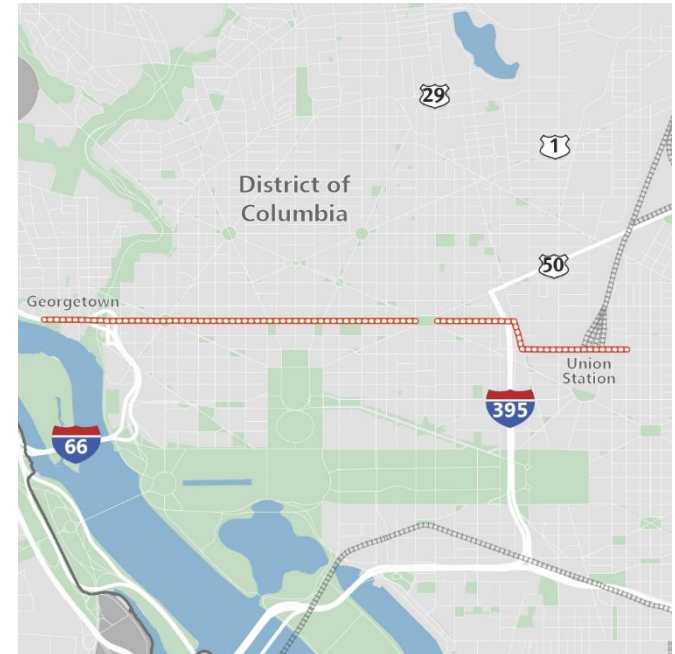
Proposed Major Change

DC Streetcar: Union Station to Georgetown

Primarily Along the K Street Corridor

Project Length:	3.5 miles
Anticipated Completion:	2022
Estimated Cost of Construction:	\$348 million
Submitting Agency:	DDOT
Anticipated Funding Sources:	Federal

- In CLRP since 2014
- Construct following additions/reductions to allow streetcar to run on an exclusive Transitway:
 - H Street from 3rd St NE to New Jersey Ave NW, reduce 6 to 4 lanes
 - New Jersey Ave NW from H St to K St, add lanes for transit
 - K St NW add or convert existing lanes to Transitway



Proposed Major Addition

VRE Haymarket Extension

From Manassas VRE Station to Gainesville/Haymarket

Project Length: 11 miles

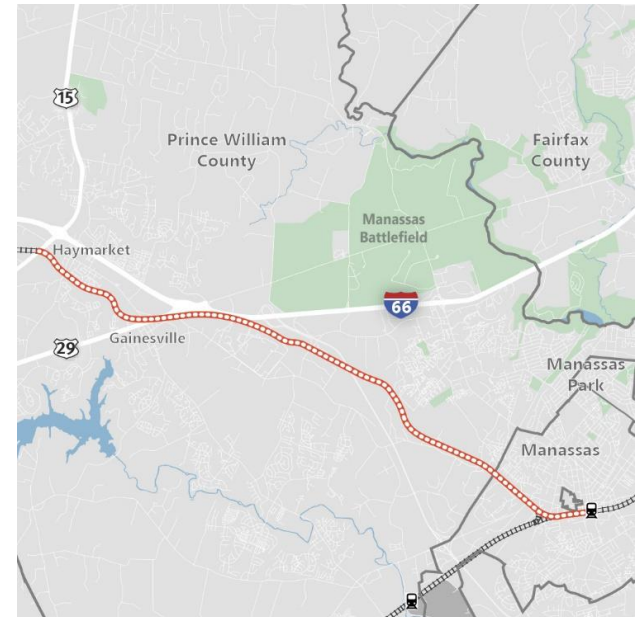
Anticipated Completion: 2022

Estimated Cost of Construction: \$433 million

Submitting Agency: VDOT

Anticipated Funding Sources: Federal, State, Local, Private, Other

- Up to 3 new stations with platforms, park-and-ride lots, and bicycle/pedestrian access
- Purchase additional railcars, expand storage facilities
- Widen existing right-of-way
- Environmental Impact Study underway, analyzing alternatives

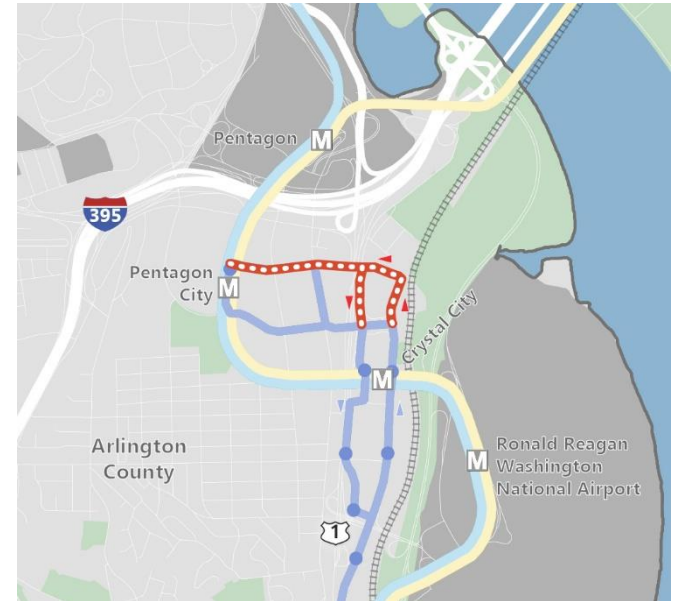


Proposed Major Addition

Crystal City Transitway: Northern Extension

From Crystal City Metro to Pentagon City Metro

Project Length: 1 mile
Anticipated Completion: 2023
Estimated Cost of Construction: \$24 million
Submitting Agency: VDOT
Anticipated Funding Sources: Federal, State, Local, Private, Other



- Extension of existing Metroway bus rapid transit (BRT) line
- Construct three new BRT stations along route
- Construct one block of 12th St between S Eads St and S Fern St

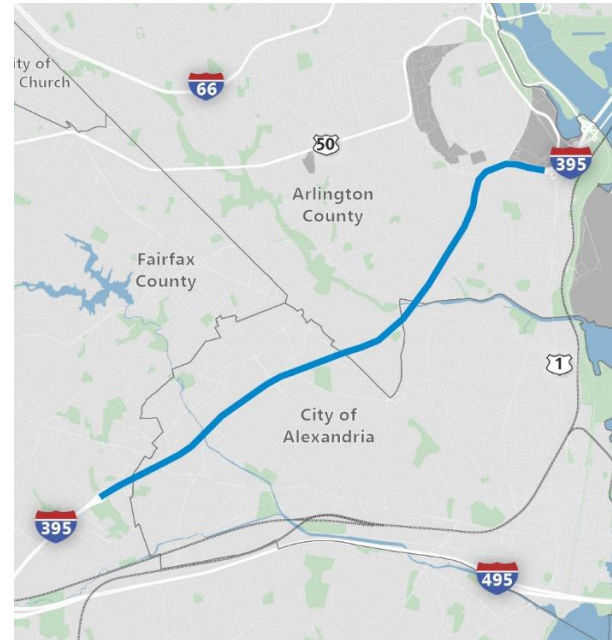
Proposed Major Addition

I-395 Express Lanes

Inside the Capital Beltway
(Turkeycock Run to Vicinity of Eads St)

Project Length: 8 miles
Anticipated Completion: 2019
Estimated Cost of Construction: \$220 million
Submitting Agency: VDOT
Anticipated Funding Sources: Private

- Convert and reconfigure existing two HOV lanes to three High-Occupancy/Toll (HOT) lanes
- Connect to existing I-95 HOT lanes
- Future updates will include transit services funded in part by tolls and travel demand management measures
- Was amended into CLRP in 2007, but removed in 2011
- TPB R8-2016 Transit/TDM Commitment



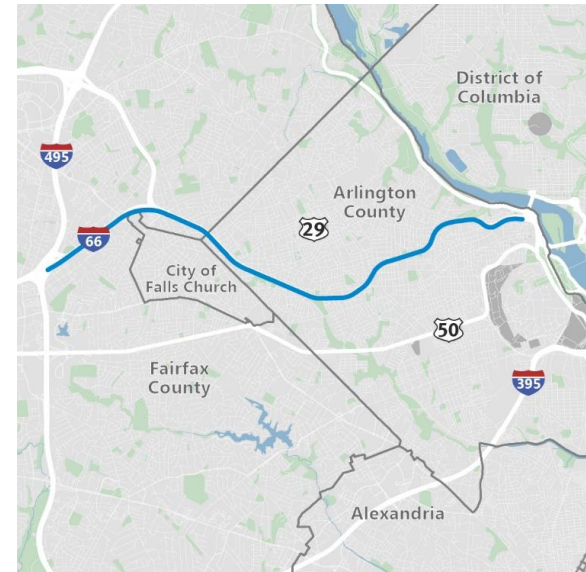
Proposed Major Change

I-66 Multimodal Improvements

Inside the Capital Beltway

Project Length: 10 miles
Anticipated Completion: 2017, 2020, 2040
Estimated Cost of Construction: \$375 million
Submitting Agency: VDOT
Anticipated Funding Sources: Federal, State, Bonds

- In CLRP since 2015
- In 2017: Begin HOT-2+ during peak periods in peak direction
- By 2020: Widen EB I-66 from Dulles Toll Rd to Fairfax Dr
- In 2021: Begin HOT-3+ during peak periods in peak direction
- In 2040: Expand HOT-3+ during peak periods to both directions
- By 2040: Widen WB I-66 from Sycamore St to Washington Blvd



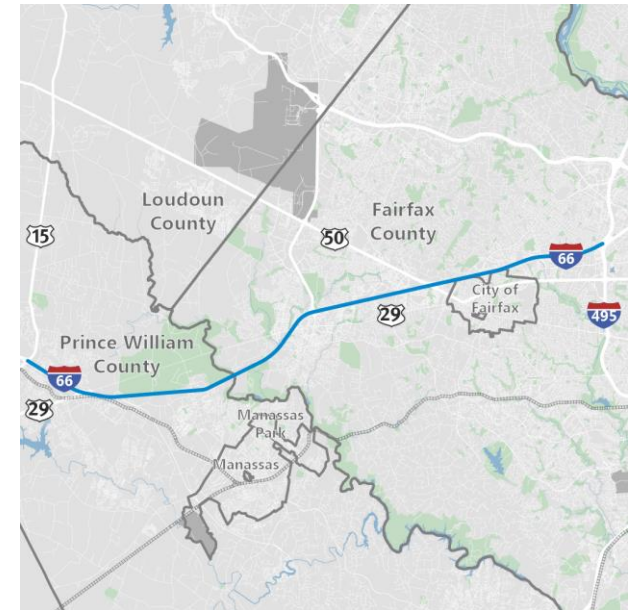
Proposed Major Change

I-66 Corridor Improvements

Outside the Capital Beltway

Project Length:	26 miles
Anticipated Completion:	2021, 2040
Estimated Cost of Construction:	\$2-3 billion
Submitting Agency:	VDOT
Anticipated Funding Sources:	Federal, State, Local Private, Bonds

- In CLRP since 2015
- Project updated to reflect VDOT's preferred alternative that was selected last year, after the CLRP was amended
- Access points from general purpose lanes to HOT lanes
- Ramp locations to other facilities



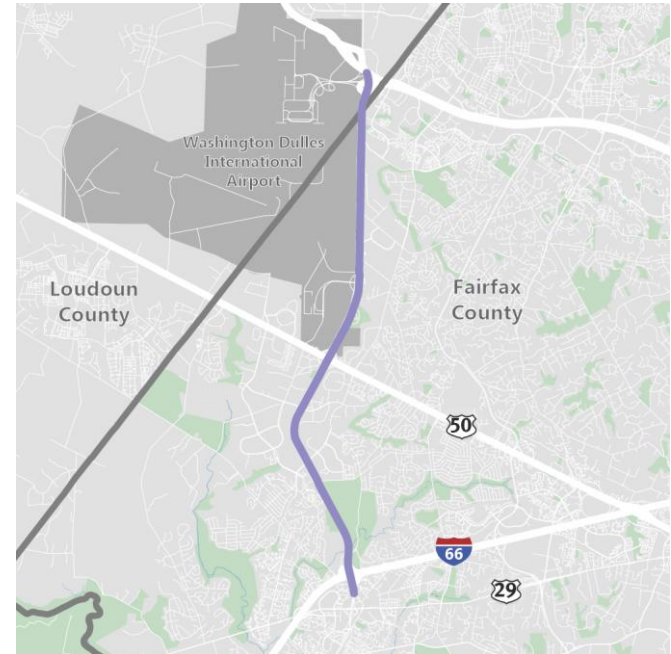
Proposed Major Change

VA 28 HOV and Widening

From I-66 to the Dulles Toll Road

Project Length:	8 miles
Anticipated Completion:	2021, 2025, 2040
Estimated Cost of Construction:	\$100 million
Submitting Agency:	VDOT
Anticipated Funding Sources:	State, Local, Other

- Convert one general purpose lane in each direction to HOV from I-66 to Dulles Toll Road
- Add one auxiliary lane in each direction between I-66 and Westfields Blvd (2 miles)
- Part of a larger project to widen I-66 from 6 to 8 lanes from I-66 to VA 7



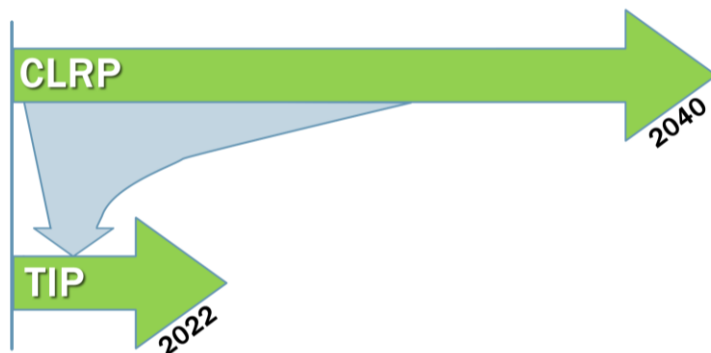
The CLRP and the TIP

CLRP

- Minimum 20-year span
- Current horizon is 2040
- Funding must be “reasonably expected to be available”
- Major update every four years, amended annually

TIP

- Minimum 4-year span
- FY 2017-2022, 6 years
- Funding in first two years must be “available and committed”
- Major update every two years, amended weekly/monthly



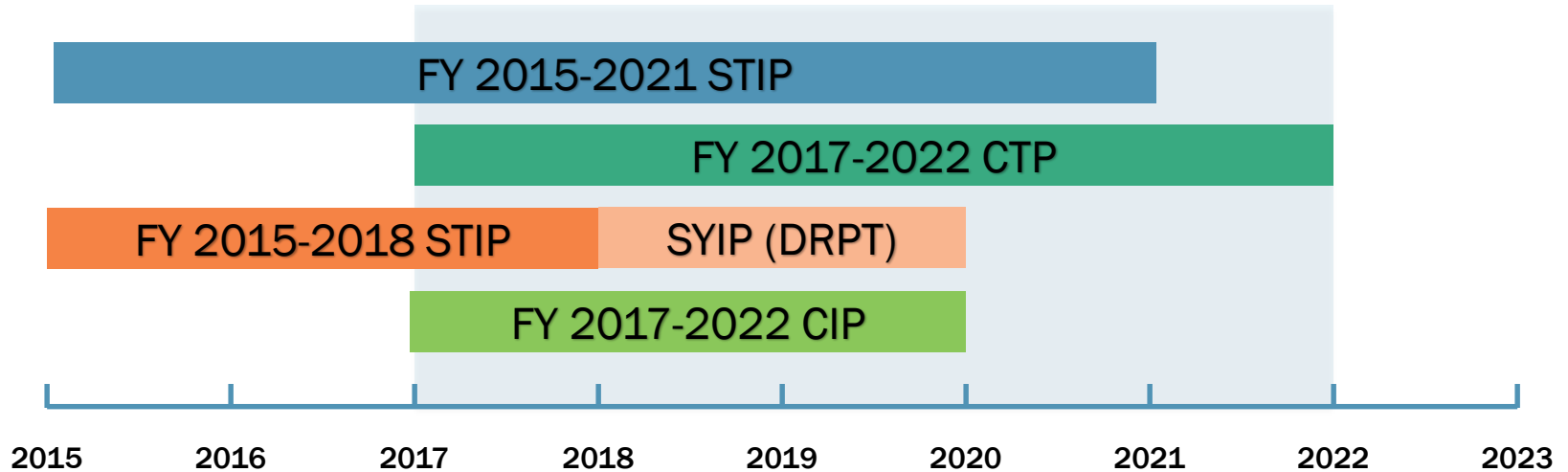
The Transportation Improvement Program (TIP)

- Implementation of the CLRP
 - Includes all modes: road, transit, bicycle & pedestrian
 - Capital projects, and operations & maintenance
- Obligation of federal funds to state and local projects
 - Not a complete picture of funding spent on transportation
 - Updated continuously
 - Provides a “snapshot” of funding at any given time
- Not a Capital Improvement Program



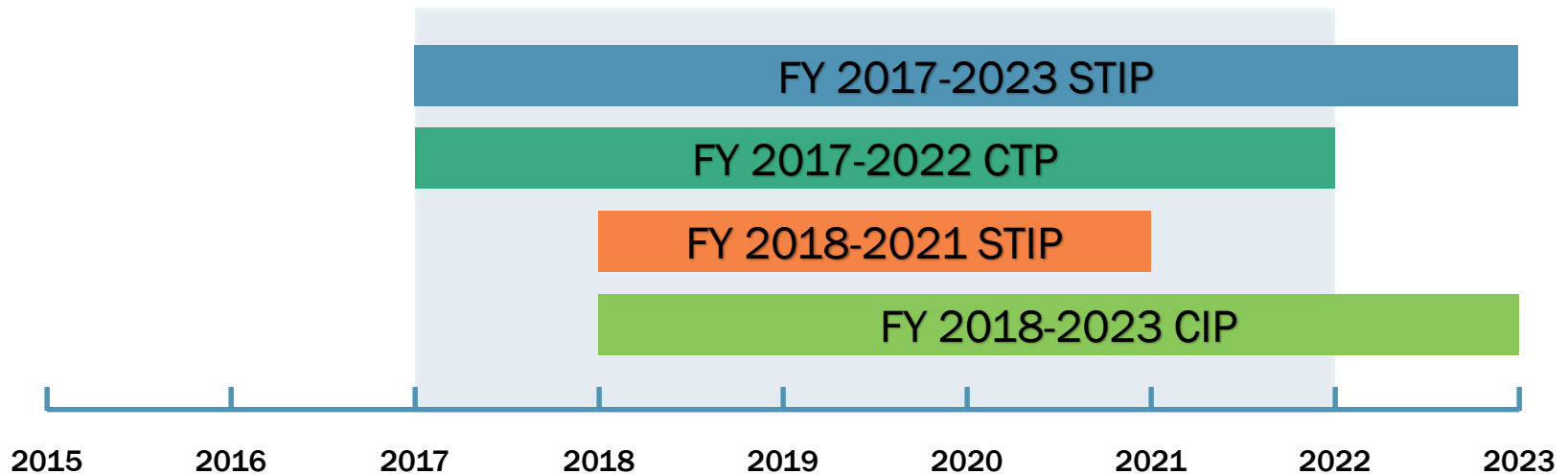
FY 2017-2022 TIP Inputs

- Inputs to the current draft FY 2017-2022 TIP



FY 2017-2022 TIP Inputs

- Expected major amendments:
 - DDOT – early 2017
 - VDOT – February-March 2017
 - WMATA – Spring 2017



FY 2017-2022 TIP Financial Report

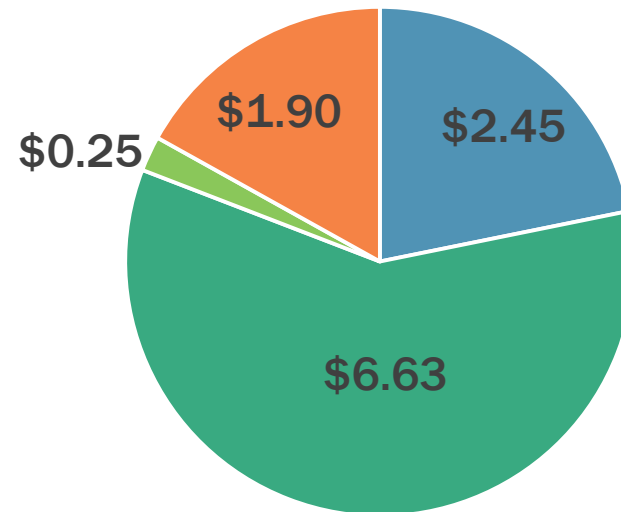
Over 300 Projects, \$11 Billion

- Capital and Operations & Maintenance projects
- 114 road & bridge
- 55 transit
- 34 bicycle & pedestrian
- Other: ITS, Safety, Freight, Maintenance & Rehabilitation

FY 2017-2022 Programmed Amounts

- 19 projects over \$100 million
- 224 projects \$20 million or less

Funding by Project Type
(in Billions of Dollars)

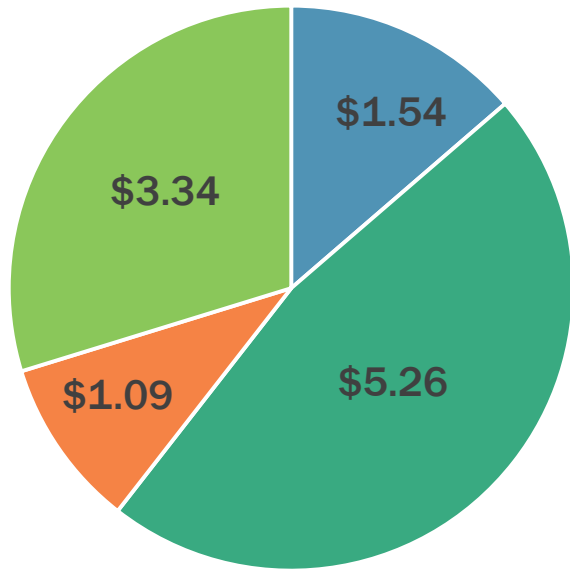


- Roads & Bridges
- Transit
- Bicycle & Pedestrian
- Other



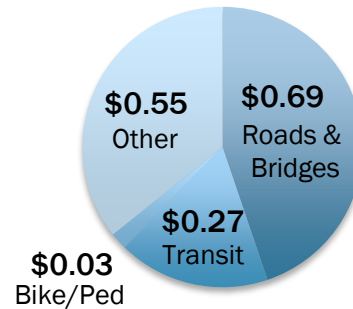
FY 2017-2022 TIP Financial Report

Funding by Jurisdiction or Agency
(in Billions of Dollars)

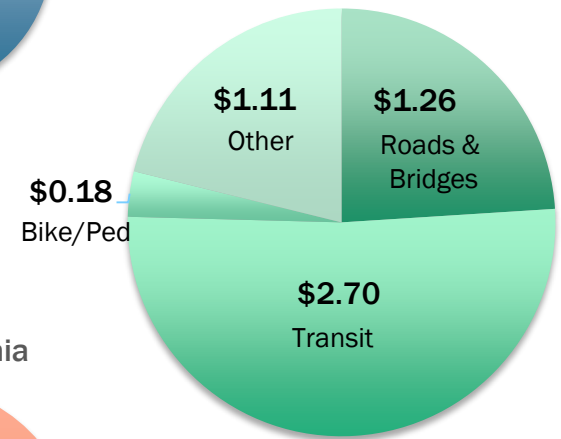


- District of Columbia
- Suburban Maryland
- Northern Virginia
- WMATA

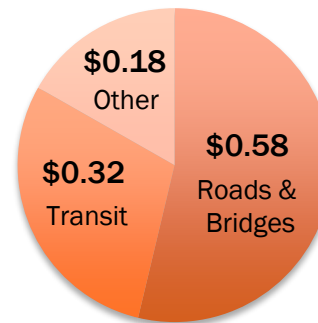
District of Columbia



Suburban Maryland



Northern Virginia



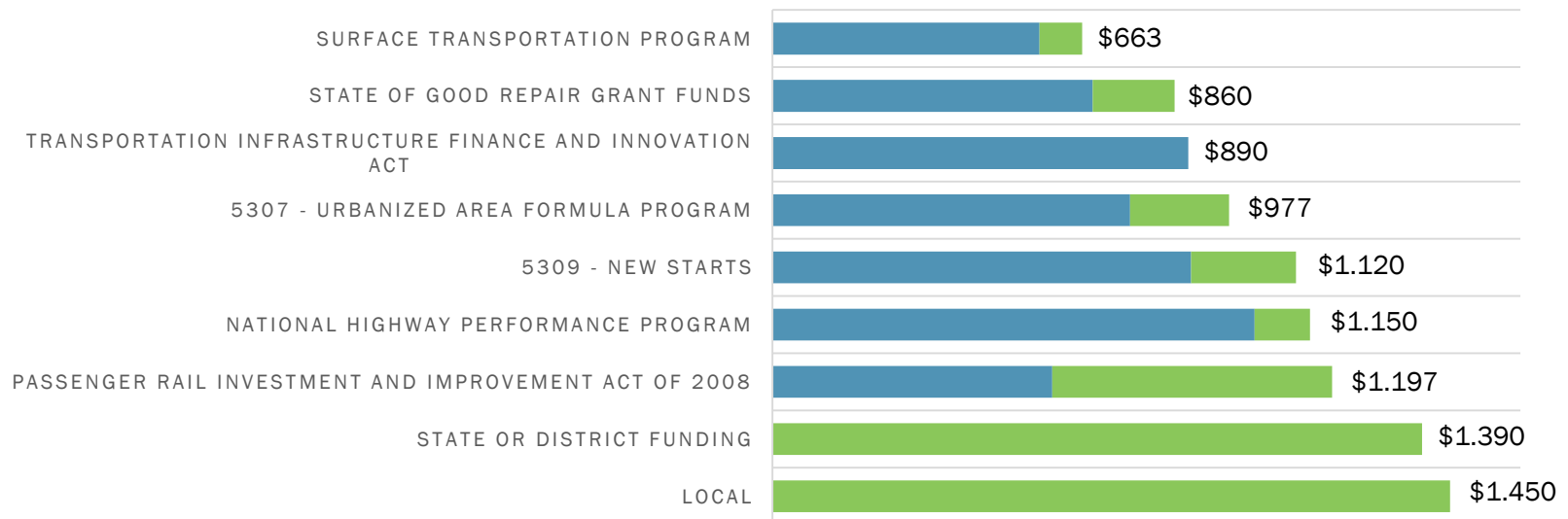
FY 2017-2022 TIP Financial Report

- \$11 billion programmed between FY 2017 and FY 2022
 - \$6.2 billion is federal funding (55%)
 - 90% of funding from nine sources

LARGEST FY 2017-2022 FUNDING SOURCES

(In Billions of Dollars)

■ Federal ■ State/Local



FY 2017-2022 TIP Financial Report

	FY 17-22 Program (millions)	Complete
District of Columbia		
• South Capitol Street Corridor/Bridge	\$339	2020
• Union Station to Georgetown/K Street Transit	\$143	2022
Maryland		
• Purple Line	\$2,379	2020
• I-95/I-495 Interchange at Greenbelt Metro	\$161	2020
• MD 4/Suitland Parkway Interchange	\$102	2022
Virginia		
• I-66 Multimodal Improvement outside Beltway	\$300	2021, 2040
• Silver Line Phase II	\$38	2020



Comment on Plan and Analysis Results

- Comment period open October 13 through November 12, 2016
- Find all documents available for public comment online at www.mwcog.org/TPBcomment
- Submit comments:
 - Online at www.mwcog.org/TPBcomment
 - By email at TPBcomment@mwkog.org
 - In writing:

Chairman Timothy Lovain
National Capital Region Transportation Planning Board
777 North Capitol Street, NE Suite 300
Washington, DC 20002-4239



Andrew Austin

TPB Transportation Planner

(202) 962-3353

aaustin@mwkog.org

mwkog.org/tpb

Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002



National Capital Region
Transportation Planning Board

ITEM 8 – Information
October 19, 2016

Briefing on the Draft Air Quality Conformity Analysis
of the 2016 CLRP Amendment

Staff

Recommendation: Receive briefing

Issues: None

Background: The board will be briefed on the draft conformity analysis of the 2016 CLRP Amendment. This conformity analysis along with the Draft 2016 CLRP Amendment and FY 2017-2022 TIP were released for public comment on October 13, 2016. The TPB will be asked to approve the conformity analysis at its November 16 meeting.



MEMORANDUM

DRAFT

TO: Transportation Planning Board
FROM: Jane Posey, TPB Transportation Engineer
SUBJECT: Air Quality Conformity Analysis Summary Report
DATE: October 13, 2016

INTRODUCTION

This memo documents summary results of the air quality conformity analysis of the 2016 Constrained Long Range Plan (CLRP) Amendment and FY2017-2022 Transportation Improvement Program (TIP) with respect to ozone season pollutants, specifically, Volatile Organic Compounds (VOC) and Nitrogen Oxides (NO_x). TPB staff has found that the Air Quality Conformity Analysis of the 2016 CLRP and FY 2017-2022 TIP demonstrates adherence to all mobile source emissions budgets for the pollutants analyzed, VOC and NO_x. The results, showing that the CLRP and TIP meet all conformity requirements, have been reviewed by the Transportation Planning Board (TPB) Technical Committee and the Metropolitan Washington Air Quality Committee Technical Advisory Committee (MWAQC TAC). The findings were released for public comment and interagency consultation on October 13, 2016. The public comment period will end on November 12, 2016.

BACKGROUND

The TPB approved the Scope of Work and project submissions for the 2016 CLRP Amendment and FY2017-2022 TIP air quality conformity analysis on March 16.

Key technical planning assumptions and methods include:

- New Cooperative Land Activity Forecasts- Round 9.0
- New Project and Updates to Existing Project Submissions
- Updated HOV policy assumptions related to occupancy requirements
- EPA's MOVES 2014a Mobile Emissions Model
- 2014 Vehicle Registration Data
- Version 2.3.66 Travel Demand Model including a 3,722 Transportation Analysis Zones (TAZ) area system

Coordination with Calvert-Saint Mary's Metropolitan Planning Organization (C-SMMPO)

Calvert County, Maryland is in the Washington D.C. region's ozone nonattainment area, and is also a member of the new southern Maryland MPO, C-SMMPO. Projects in Calvert County have always been included in the TPB's conformity analysis, but with the recent establishment of the new MPO, it was necessary to formalize coordination between the TPB and the C-SMMPO. On January 20, 2016 the TPB approved a resolution with the C-SMMPO and Calvert County where all parties agreed upon procedures for ensuring that transportation plans, programs, and projects in Calvert County are assessed for regional air quality conformity. The TPB/C-SMMPO agreement is included in Attachment A.

CRITERIA POLLUTANTS

The Scope of Work identified conformity requirements associated with Ozone Season Pollutants (VOC and NO_x) and Fine Particles (PM_{2.5}) pollutants (direct fine particles and precursor NO_x). The requirements included the development of mobile emissions inventories of the above four Ozone Season and Fine Particles Pollutants. However, on August 24, 2016, the Environmental Protection Agency (EPA) published a rule which effectively removes the requirement to include the Fine Particles Pollutants in the conformity analysis. A discussion of this rule and its application to the air quality conformity analyses conducted by TPB staff, as well as some background on the Ozone Season Pollutants, is provided below.

Fine Particles Pollutants

The EPA has recently published a rule¹ related to air quality standards which will have a direct effect on how air quality conformity analyses are conducted in the Washington, D.C. region. The EPA revoked the 1997 Standard for Fine Particles Pollutants. The revocation, combined with the decreasing levels of fine particles that have enabled the region to be in compliance with more stringent 2012 standards, dictates that our region is no longer required to analyze Fine Particles Pollutants in the air quality conformity determinations of our transportation plans and TIPs. Since the region is no longer required to demonstrate transportation conformity for the Fine Particles Standard, staff did not include any charts or graphs associated with PM_{2.5}-related pollutants in the air quality conformity report of the 2016 CLRP and FY2017-2022 TIP.

While reference to PM_{2.5} levels will be removed from the conformity report, the region will continue to promote Transportation Emissions Reductions Measures and other federal, state, and local control programs that reduce fine particles emissions. The region will continue to monitor the levels of fine particles in the area, which are expected to continue to decline, especially with vehicle turnover introducing cleaner and more fuel-efficient vehicles into our fleet.

Ozone Season Pollutants

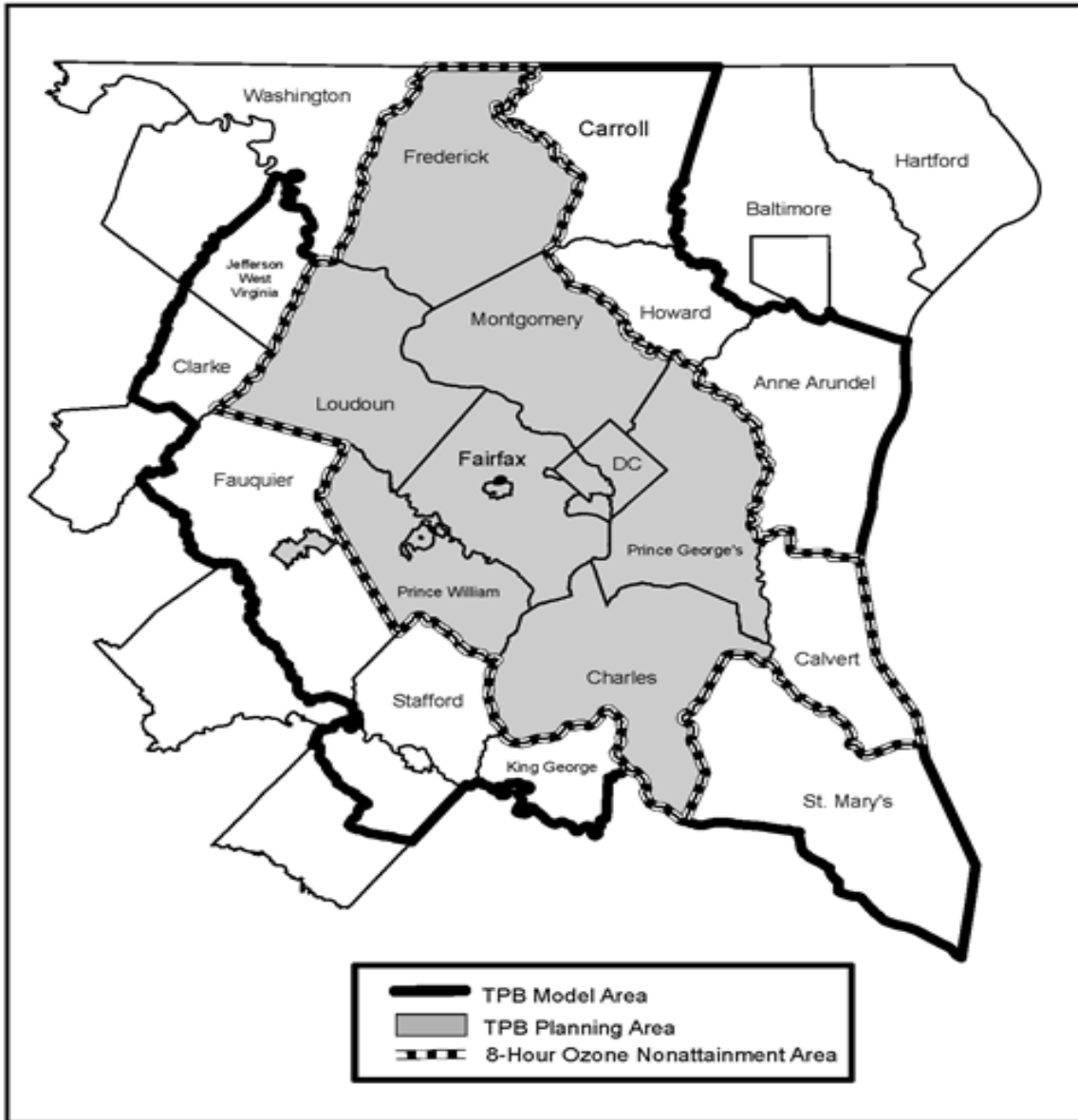
On May 21, 2012 EPA designated the Metropolitan Washington, DC, (DC-MD-VA) region as 'marginal' nonattainment for the 2008 Ozone Standard. Under a 'marginal' designation, it is not necessary to develop updated mobile budgets; however, the region must still adhere to those currently approved by EPA under the old 1997 standard. The currently approved budgets for VOC and NO_x were submitted to the EPA by the Metropolitan Washington Air Quality Committee (MWAQC) in 2007, as part of an 8-hour ozone SIP, responding to the 1997 Ozone Standard, under which the region was designated as 'moderate' nonattainment. On February 7, 2013 EPA found adequate the 2009 Attainment and 2010 Contingency budgets included in this SIP. The budgets are 66.5 tons/day of Volatile Organic Compounds (VOC) and 146.1 tons/day of Nitrogen Oxides (NO_x) for the 2009 Attainment Plan and 144.3 tons/day of NO_x for the 2010 Contingency Plan.

WORK ACTIVITIES

Mobile emissions inventories were developed for ozone season VOC and NO_x for five forecast years (2016, 2017, 2025, 2030 and 2040). These inventories address a primary conformity requirement to demonstrate that emissions associated with the plan and TIP do not exceed the EPA-approved mobile budgets. Exhibit 1 depicts the geographic areas for travel modeling and for emissions reporting.

¹ Fine Particulate Matter National Ambient Air Quality Standards: State Implementation Plan Requirements; Final Rule, Vol. 81, No. 44 Fed. Reg., August 24, 2016.

EXHIBIT 1 Planning Areas

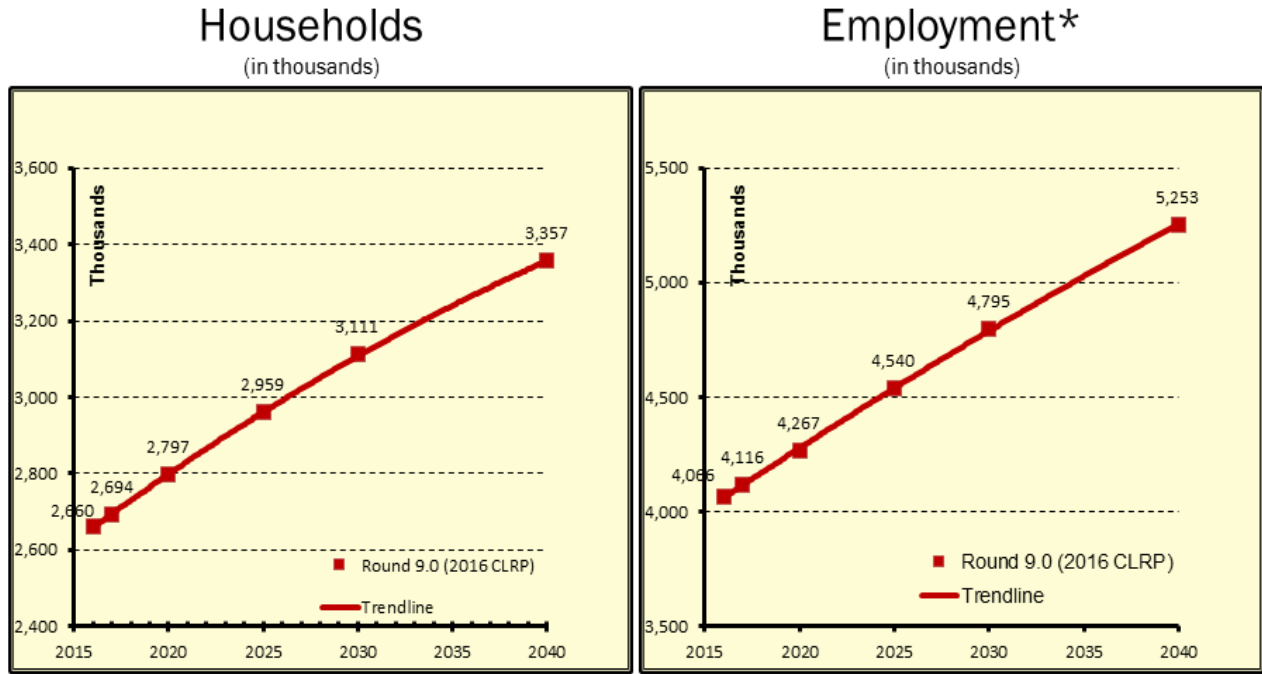


Cooperative Forecasts

The COG Board approved the draft Round 9.0 Cooperative Forecasts for use in the air quality conformity analysis of the 2016 CLRP Amendment and FY2017-2022 TIP in March, 2016. The Round 9.0 data, summarized in Exhibit 2, reflect not only the forecast small area land use distributions throughout the Washington area, but also the latest planning assumptions for areas outside the

Washington region. For example, the Baltimore land use input to Round 9.0 reflects the Baltimore Metropolitan Council's current 'Round 8A' adopted figures.

EXHIBIT 2 Round 9.0 Cooperative Forecasts



NOTE: Values are for the modeled area.

*Includes census adjustment

CLRP Projects

Attachment B lists the major highway and transit project inputs for the conformity analysis. A complete list of highway and transit projects, as approved by the TPB on March 16, is shown in Appendix B of the full technical report.

HOV Policy Assumptions

Attachment C is a letter from the Maryland Department of Transportation (MDOT) updating the policy assumption in the CLRP regarding high occupancy vehicle (HOV) facilities in Maryland. The previous policy indicated that all HOV/HOT facilities in the region will operate as HOV/HOT-3 in the year 2020 and beyond. MDOT recommended that I-270 and US 50, which currently operate as HOV-2 facilities, remain as HOV-2 in the CLRP for all analysis years. The Virginia Department of Transportation (VDOT) did not recommend any change to the policy for HOV/HOT facilities in the CLRP, so all HOV/HOT facilities in Virginia are assumed to operate as HOV/HOT-3 in the year 2020 and beyond, except I-66 inside the Beltway, which converts to HOT-3 when the I-66 outside the Beltway lanes open to traffic. There currently are no HOV/HOT facilities in the District in the CLRP.

MOVES Model

In November 2015, EPA released MOVES2014a, which was an update to the MOVES2014 model. The MOVES2014a model includes minor updates to the default fuel tables and corrects an error in brake wear emissions. MOVES2014a does not significantly change the criteria pollutant emissions results

of MOVES2014, and therefore, EPA does not consider it a new model for State Implementation Plan (SIP) and transportation conformity purposes.

Vehicle Registration Data

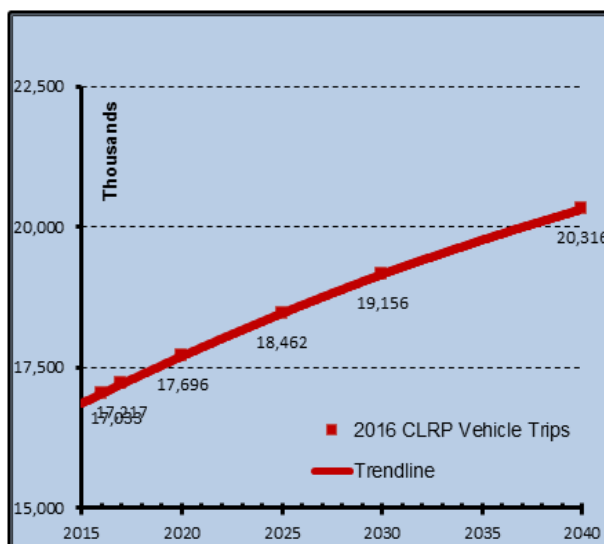
Every three years since 2005, the TPB has received updated regional vehicle fleet data for use in air quality conformity determinations and SIP updates. The current data are from 2014. States use Vehicle Identification Number (VIN) data from vehicle registrations to define the regional vehicle fleet. The latest data are used in the development of future year vehicle population profiles (i.e., vehicle age and vehicle type distribution) for all the analysis years in the air quality conformity analysis. The vehicle population of the 2014 VIN data was reviewed by the MWCOG/TPB technical oversight committees prior to becoming approved for transportation planning applications.

Travel Modeling

Travel demand forecasts were developed for each of the analysis years using the Version 2.3.66 travel demand model. Exhibit 3 presents the resulting average weekday vehicle and transit trips through time for each conformity analysis year, for the full modeled area.

EXHIBIT 3 Modeled Area Trips

Vehicle Trips
(in thousands)



Transit Trips
(in thousands)

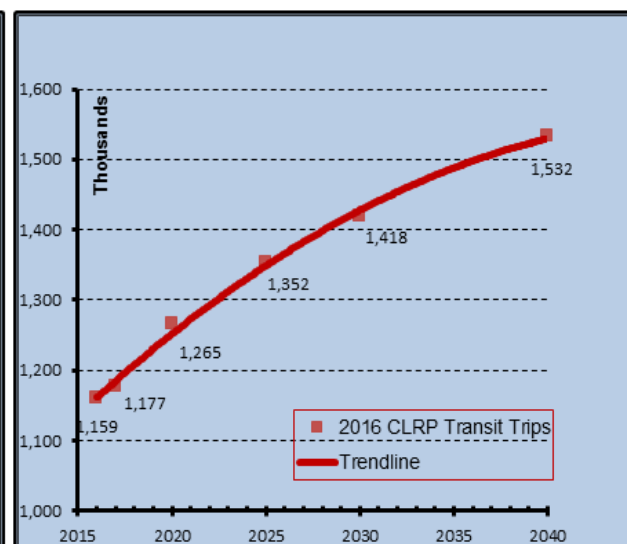
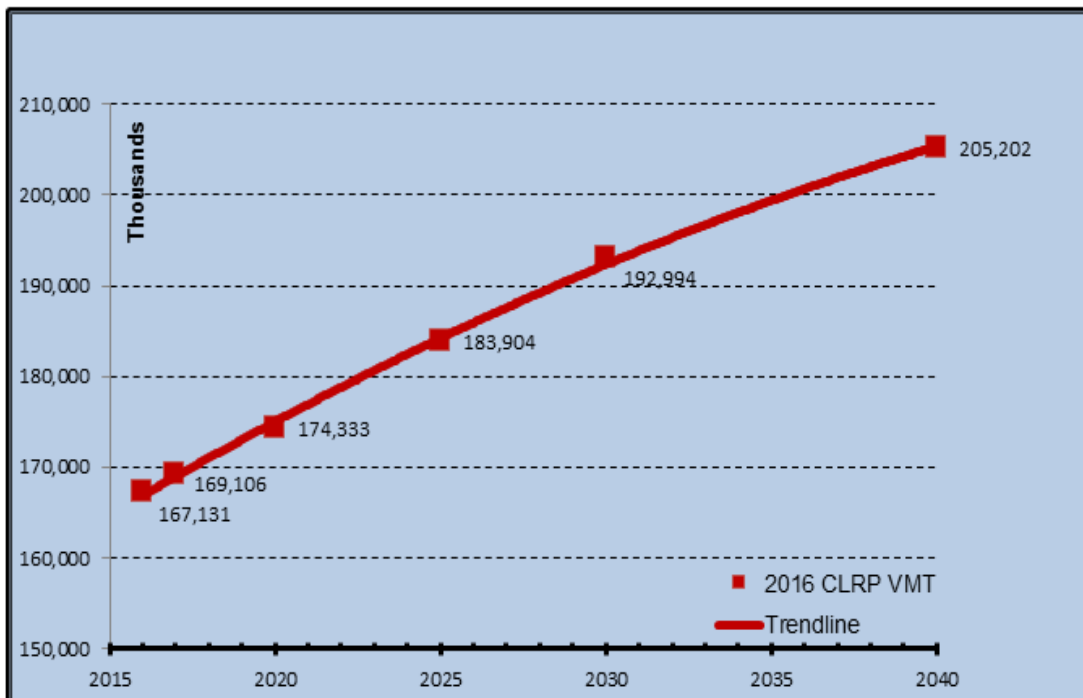


Exhibit 4 shows Vehicle Miles Traveled (VMT) results through time for each conformity analysis year, for the full modeled area.

EXHIBIT 4
Modeled Area Vehicle Miles Traveled
(in thousands)



MOVES Inputs

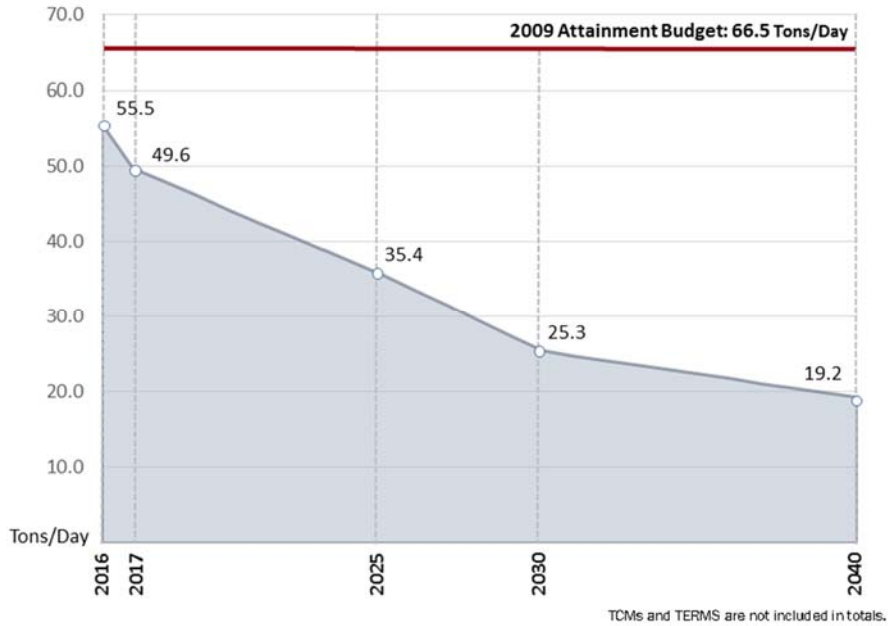
Inputs to the MOVES model include both transportation and environmental data. Transportation data include travel information from the travel demand model, such as VMT and speed distributions, as well as vehicle fleet data. Environmental data include fuel supply and formulation, meteorology data, and state Inspection and Maintenance (I/M) program information.

Mobile Emissions Inventories

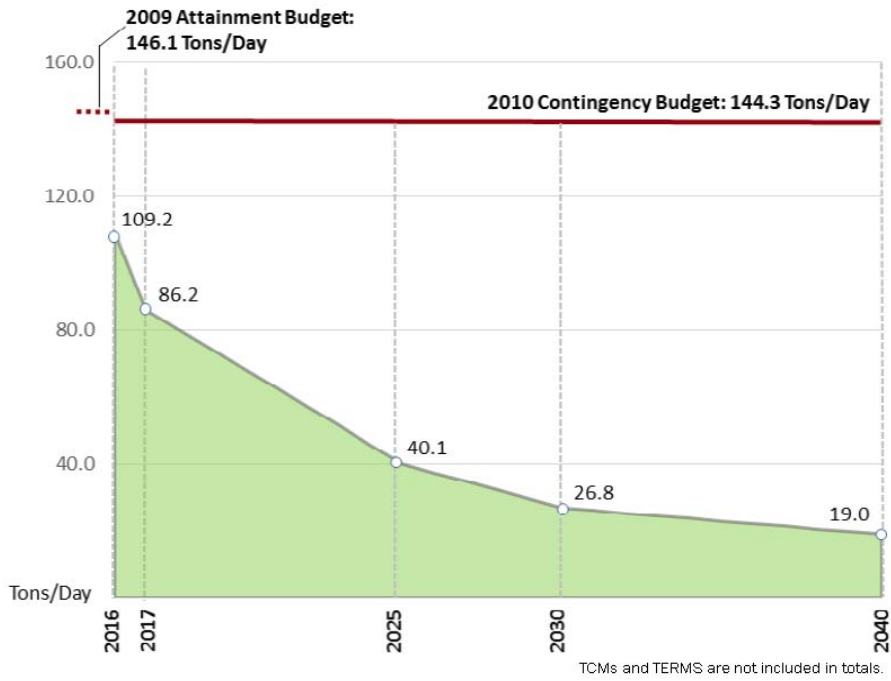
Ozone season emissions totals are illustrated in Exhibit 5. The emissions are shown in relation to the approved mobile budget for each pollutant. Ozone Season emissions reductions through time are attributed to cleaner vehicles and fuel standards, including those from Tier 2 and Tier 3 federal programs. The charts show that the mobile emissions are within the mobile budgets for ozone season VOC and NO_x for all forecast years.

EXHIBIT 5 Mobile Source Emissions

OZONE SEASON VOC



OZONE SEASON NOx



TERMS

Transportation Emission Reduction Measures (TERMs) are special strategies or actions that the TPB and/or its member agencies can employ to further reduce forecasted emissions from mobile sources. All TERMS are intended to reduce motor vehicle emissions by reducing either the number of vehicle trips (VT), vehicle miles traveled (VMT), or both. These strategies may include ridesharing and telecommuting programs, improved transit and bicycling facilities, clean fuel vehicle programs or other possible actions. TERMS analyzed for the 2016 CLRP Amendment conformity analysis were grouped into four categories:

- TPB Commuter Connections Program
- Regional Incident Management Program
- Pedestrian Facilities Expansions & Enhancements
- Freeform Carpooling (Slug Lots)

Exhibit 6 lists the emission reduction potential of these TERMS, by pollutant, for each analysis year. The benefits of these projects are not included in the emissions totals in this report, but are available, if necessary, to ensure that regional emissions stay below the approved motor vehicle emissions budgets and also help offset future growth in mobile emissions.

EXHIBIT 6 Transportation Emission Reduction Measures

ADDITIONAL EMISSIONS REDUCTIONS-ALL TERMS COMBINED				
Years/Pollutants	Ozone - VOC	Ozone - NOx	PM2.5 Direct	Precursor NOx
	(tons/day)	(tons/day)	(tons/year)	(tons/year)
2016	0.066	0.090	0.95	25.77
2017	0.074	0.083	1.04	23.91
2025	0.097	0.071	1.43	20.84
2030	0.087	0.054	1.63	16.60
2040	0.093	0.043	2.06	15.09

NOTE: Benefits from these TERMS are not included in the emissions totals in this conformity analysis.

SUMMARY

The analytical results described in this air quality analysis provide a basis for a determination by the TPB of conformity of the 2016 CLRP Amendment and FY2017-2022 TIP.

ATTACHMENT A

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

**RESOLUTION ON AGREEMENT BETWEEN THE NATIONAL CAPITAL REGION TRANSPORTATION
PLANNING BOARD AND THE CALVERT-ST. MARY'S METROPOLITAN PLANNING
ORGANIZATION AND CALVERT COUNTY, MARYLAND**

WHEREAS, the National Capital Region Transportation Planning Board (TPB) is the officially designated Metropolitan Planning Organization (MPO) for the Metropolitan Washington area; and

WHEREAS, the TPB's planning area is part of the Washington, DC-MD-VA 8-Hour Ozone Nonattainment area, as shown on the map in Attachment A, and as such, is subject to regional air quality conformity analysis of its Transportation Plans and Transportation Improvement Programs (TIPs); and

WHEREAS, the Washington, DC-MD-VA 8-Hour Ozone Nonattainment area also includes Calvert County, and transportation projects within Calvert County have been included in TPB's regional air quality conformity analysis as appropriate; and

WHEREAS, the Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO) is the newly officially designated MPO for Southern Maryland, whose planning area includes Calvert County, as shown on the map in Attachment B; and

WHEREAS, under federal surface transportation legislation (23 U.S.C. § 134 and 49 U.S.C. § 5303) related to MPO Consultation in Plan and TIP Coordination for Nonattainment areas, "If more than one metropolitan planning organization has authority within a metropolitan area or an area which is designated as a nonattainment area for ozone or carbon monoxide under the Clean Air Act (42 U.S.C. § 7401 et seq.), each metropolitan planning organization shall consult with the other metropolitan planning organizations designated for such area and the State in the coordination of plans and TIPs" and

WHEREAS, the TPB and the C-SMMPO have agreed to consult with the Maryland Department of Transportation (MDOT) in the coordination of their respective plans and TIPS; and

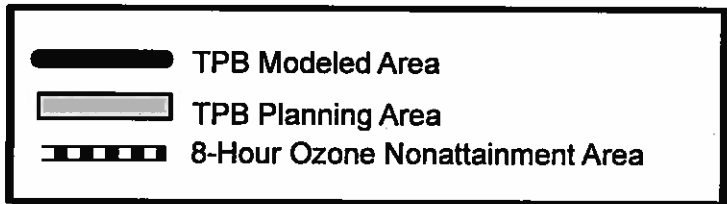
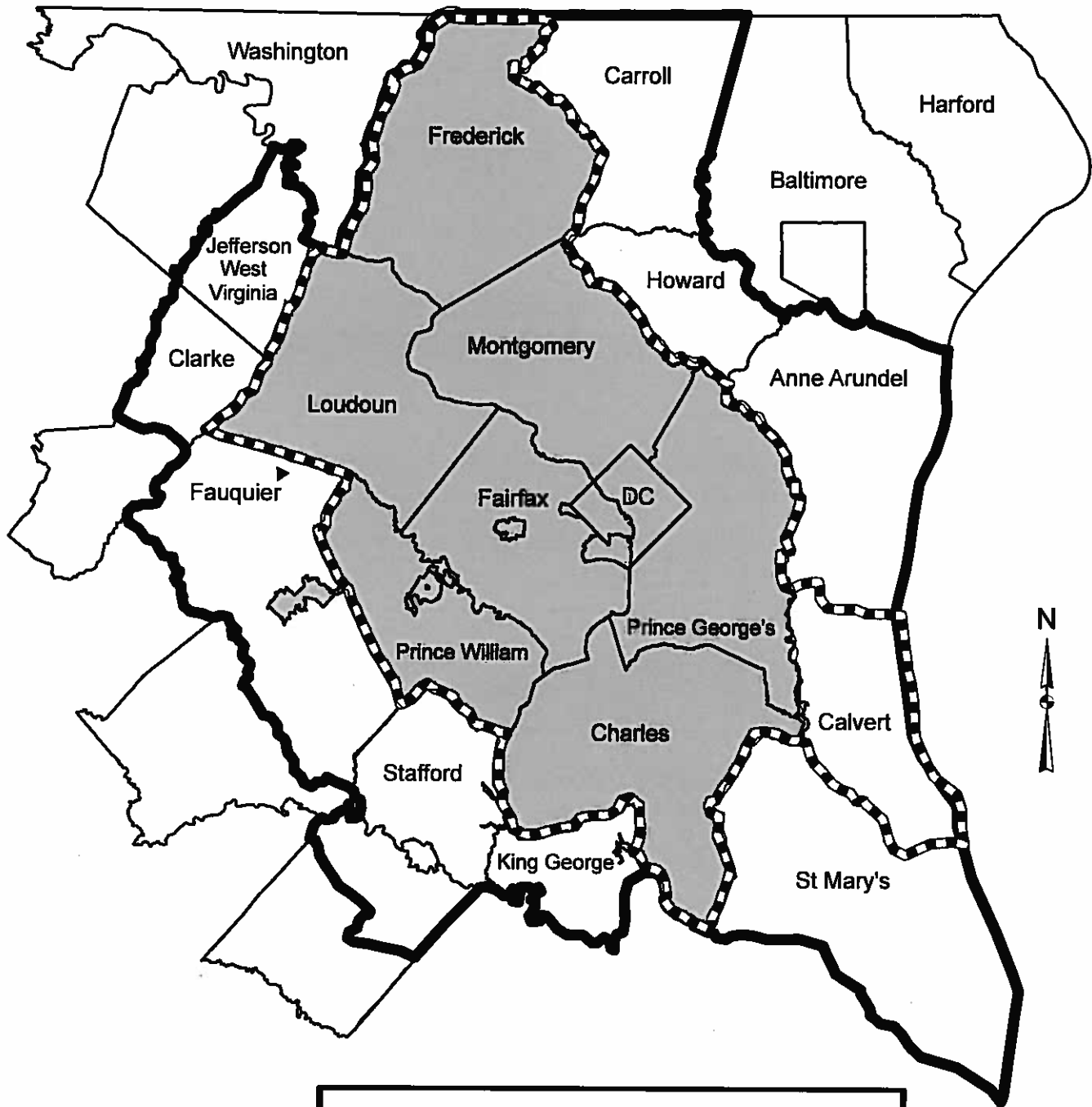
WHEREAS, the TPB, the C-SMMPO, and Calvert County have agreed to a process where C-SMMPO will develop Plans and TIPs to include Calvert County projects, and the TPB will continue to include these Calvert County projects in its regional air quality conformity analysis;

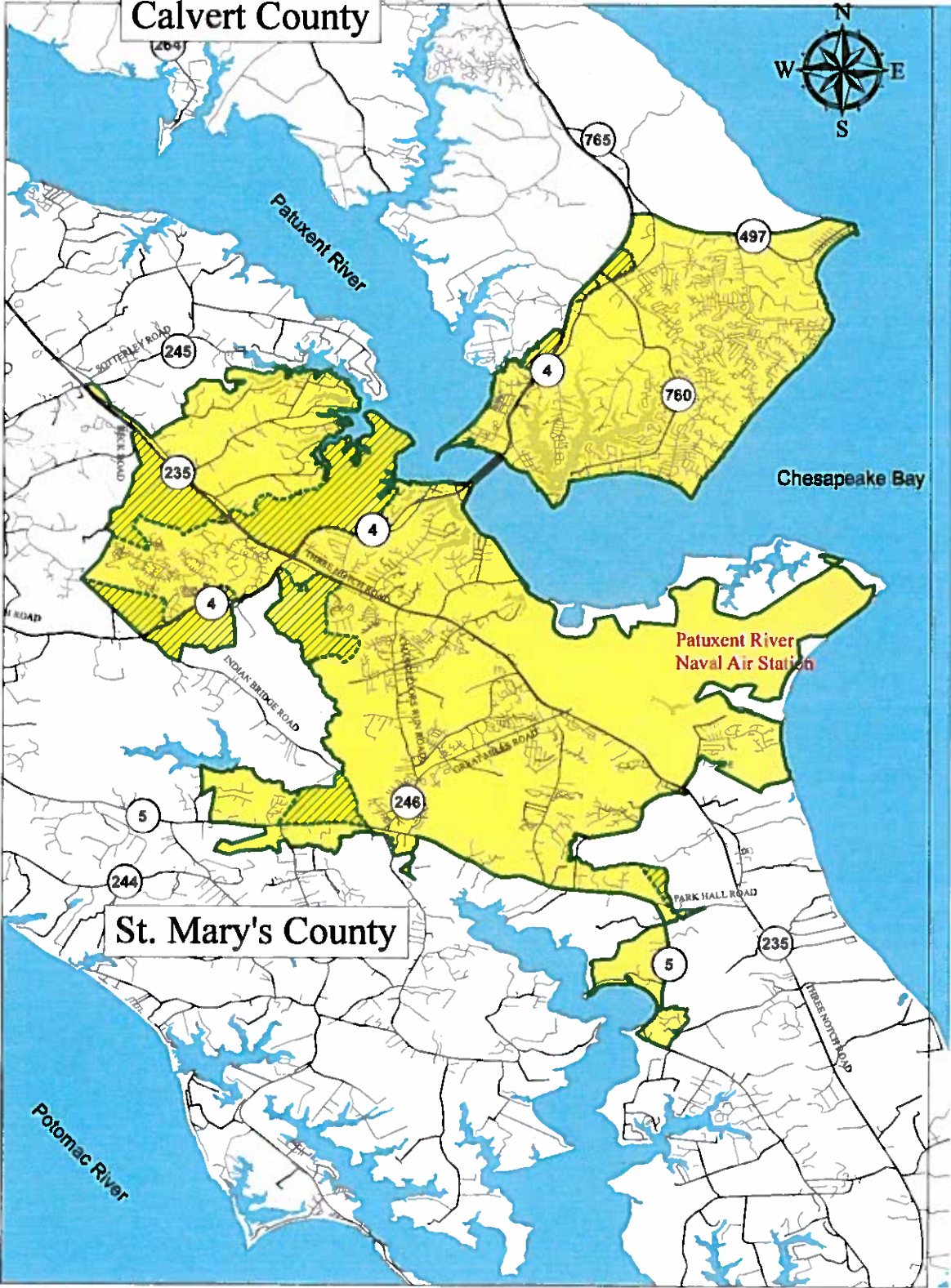
NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves execution, by its Chairman, of the attached *Agreement between the National Capital Region Transportation Planning Board (TPB) and the Calvert-St. Mary's*

Metropolitan Planning Organization (C-SMMPO) and Calvert County, Maryland on the conformity analysis and determination of transportation plans, programs, and projects in Calvert County, Maryland document to ensure that transportation plans, programs, and projects in Calvert County are assessed for regional air quality conformity as is required in the Clean Air Act Amendments of 1990 (with subsequent amendments).





Adopted by the Transportation Planning Board at its regular meeting on January 20, 2016

ATTACHMENT A
TPB Transportation Planning Area and
Washington, DC-MD-VA 8-Hour Ozone Nonattainment Area





Legend

-  Boundary Line
-  Urbanized Area Boundary Incorporated into Adjusted Urbanized Area
-  Adjusted Urbanized Area
-  Metropolitan Planning Area

**Calvert - St. Mary's
Metropolitan Planning
Organization
Adjusted Urbanized Area
and
Metropolitan Planning Area**



Agreement between the National Capital Region Transportation Planning Board (TPB) and the Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO) and Calvert County, Maryland on the conformity analysis and determination of transportation plans, programs, and projects in Calvert County, Maryland

Recognizing that Calvert County, Maryland, is a member of the C-SMMPO and is included in the Washington DC-MD-VA 8-hour Ozone Nonattainment area, TPB and C-SMMPO and Calvert County agree upon the following procedures for ensuring that transportation plans, programs, and projects in Calvert County are assessed for regional air quality conformity as is required in the Clean Air Act Amendments of 1990 (with subsequent amendments):

1. Transportation plans, programs, and projects in the C-SMMPO Metropolitan Planning Area (MPA) of Calvert County will be included in the Long Range Transportation Plan and Transportation Improvement Program developed by the C-SMMPO.
2. The C-SMMPO and Calvert County, in consultation with the Maryland Department of Transportation (MDOT), will submit the plan, program, and project inputs for Calvert and for the C-SMMPO MPA to the TPB for inclusion in each update of the TPB's regional air quality conformity analysis and determination for the Washington, DC-MD-VA 8-Hour Ozone Nonattainment area.
3. The timeframe for analysis and coordination will be outlined by the schedule in the TPB's *Call For Projects* document for each cycle.
4. The TPB's *Air Quality Conformity Scope of Work* will provide details regarding the steps taken to ensure compliance with the Federal Transportation Conformity Rule (40 CFR 51 and 93). For example, the TPB will coordinate with Calvert County and the State of Maryland to obtain all necessary analysis inputs and latest planning assumptions (e.g., land activity, vehicle registration data, etc.).
5. Project level conformity analyses will continue to be performed by the State, and assessed through the interagency consultation process, as is currently done for all state projects.
6. Calvert County will be involved in all aspects of the TPB's air quality conformity analysis and determination including its interagency consultation process:
 - Formal involvement for Calvert County on the TPB will be provided through MDOT, and through Calvert County's membership on the

Metropolitan Washington Air Quality Committee (MWAQC) and on the MWAQC Technical Advisory Committee.

- Informal involvement by Calvert County will be provided through participation by representatives of Calvert County in TPB committees and processes concerned with regional air quality conformity, including receipt of all materials and participation in all meetings, discussions, and reviews.
7. The TPB will provide copies of the conformity report to C-SMMPO and Calvert County at the completion of each conformity cycle. As relevant, portions of the TPB conformity report will be included in the C-SMMPO Plan and TIP documentation to demonstrate conformity.

This agreement will remain in effect for the 2008 Ozone National Ambient Air Quality Standards (NAAQS) and all future NAAQS applicable to Calvert County.

Executed by the undersigned this _____ day of _____ 2016:



Tim Lovain, Chair
National Capital Region Transportation
Planning Board



Steven R. Weems, Chairperson
Calvert - St. Mary's Metropolitan
Planning Organization



Evan K. Slaughenhaupt Jr, President
Board of County Commissioners
Calvert County, Maryland

Approved for legal sufficiency

on January 27, 2016 by



County Attorney



Department of Community Planning and Building
INTEROFFICE MEMORANDUM

TO: Board of County Commissioners
VIA: Terry Shannon, County Administrator *TLS*
VIA: Thomas Barnett, Director of Community Planning and Building
FROM: Patricia Haddon, Principal Planner *PH*
DATE: January 27, 2016
SUBJECT: Agreement between the National Capital Region Transportation Planning Board and the Calvert-St. Mary's Metropolitan Planning Organization and Calvert County, Maryland on the conformity analysis and determination to transportation plans, programs, and projects in Calvert County, Maryland

Background:

In their letter of July 24, 2015, to Dr. Kwame Arhin, Planning & Program Manager of the Federal Highway Administration, Maryland Division, the Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO) advised that they were coordinating the required air quality conformity analysis with the MPO for the National Capital Region, Transportation Planning Board (TPB), as Calvert County's portion of the C-SMMPO was within the non-attainment area for the 2008 8-Hour Ozone area within the National Capital Region.

Transportation plans, programs and projects in Calvert County must be included in the conformity analysis and determination carried out by the TPB for the Washington Metropolitan Statistical Area, as per a Proposal for Satisfying Federal Metropolitan Planning Requirements for Charles and Calvert Counties (Attachment A) and TPBs current resolution, adopted in 1993 (Attachment B.)

The TPB resolution (R23-93, Resolution Responding to Governor Schaefer's Letter Concerning the Metropolitan Planning Boundary in Maryland) which includes Calvert county in the TPB's air quality conformity analysis was the result of coordination between the State transportation air agencies and the Federal Highway Administration (FHA) and the Federal Transit Administration (FTA), in response to requirements in the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991.

Discussion

Since the establishment and inclusion of Calvert County in the C-SMMPO, the TPB staff has initiated discussions with the Maryland Department of Transportation to review and update the 1993 resolution. Updates have resulted in the attached agreement between TPB, the C-SMMPO, and Calvert County to address analysis issues related to inclusion of C-SMMPO and Calvert County transportation plans, projects and programs in TPB's regional air quality conformity analysis. The agreement has been reviewed by the TPB, MDOT, the C-SMMPO, FHA and FTA, and the County Attorney, John Norris. The agreement requires BOCC approval and signature.

Conclusion/Recommendation:

Staff requests the BOCC review and authorize signature of the attached agreement by the President of the County Commissioners, Evan Slaughenhoupt.

Attachments: 3

ATTACHMENT A

Proposal for Satisfying Federal Metropolitan Planning Requirements for Charles and Calvert Counties

The TPB proposes the conformity procedures defined in parts 1-4 below. These procedures affirm the practices that have been used for the past two years for the Metropolitan Washington Region non-attainment area as a means for assuring conformity in Charles and Calvert Counties.

1. The TPB agrees with Governor Schaefer that Charles and Calvert Counties not be a part of the planning area covered by the TPB.
2. Transportation plans, programs and projects in Charles and Calvert Counties will be excluded from the TPB's Long-Range Transportation Plan and six-year Transportation Improvement Program (TIP), and included in the statewide Long-Range Transportation Plan and state-wide Transportation Improvement Program (STIP) developed by the State of Maryland.
3. Transportation plans, programs and projects in Charles and Calvert Counties will be included in the conformity analysis and determination carried out by the TPB for the Washington Metropolitan Statistical Area (MSA). Conformity determinations concerning proposed added projects will be based on a system level analysis for the non-attainment area.
4. Charles and Calvert Counties will be involved in all aspects of the conformity analysis and determinations.
 - Formal involvement for Charles and Calvert Counties will be provided through the Maryland Department of Transportation on the TPB, and through Charles and Calvert Counties' membership on MWAQC and its Technical Staff Coordination Committee (TSCC).
 - Informal involvement by Charles and Calvert Counties will be provided through participation by their representatives in COG and TPB committees and processes concerned with conformity, including receipt of all materials and participation in all meetings, discussions, and reviews.

These procedures are subject to amendment should they be found in conflict with the final rule on conformity promulgated by the U.S. Environmental Protection Agency.

TPB R23-93
December 16, 1993

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D. C. 20002

RESOLUTION RESPONDING TO GOVERNOR SCHAEFER'S
LETTER CONCERNING THE METROPOLITAN PLANNING
BOUNDARY IN MARYLAND

WHEREAS, the National Capital Region Transportation Planning Board (TPB) is the officially designated Metropolitan Planning Organization (MPO) for the Metropolitan Washington area; and

WHEREAS, the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 requires MPO boundaries to "at least include the boundaries of the non-attainment area, except as otherwise provided by agreement between the metropolitan planning organization and the Governor;" and

WHEREAS, in a letter of April 16, 1992, the Governor of Maryland presented a proposal to the TPB under which "the Washington area MPO boundaries should not be expanded to encompass Charles and Calvert Counties;" and

WHEREAS, on September 16, 1992, the Transportation Planning Board (TPB) requested that the Metropolitan Washington Air Quality Committee (MWAQC) consider and provide comments to the TPB on the implications of Governor Schaefer's request for air quality planning and conformity findings in the Metropolitan Washington Area; and

WHEREAS, there has been extensive coordination with the State Transportation Agencies and the State Air Quality Agencies, who are members of MWAQC, and with Federal Highway Administration (FHWA) and Federal Transit Administration (FTA); and

WHEREAS, on December 9, 1992, the MWAQC adopted a set of recommendations to the TPB on responding to Governor Schaefer's request; and has transmitted those recommendations to the TPB; and

WHEREAS, the "Interim Guidance on the ISTEA Metropolitan Planning Requirements" issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) of April 6, 1992, contains the following guidance on Metropolitan boundaries:

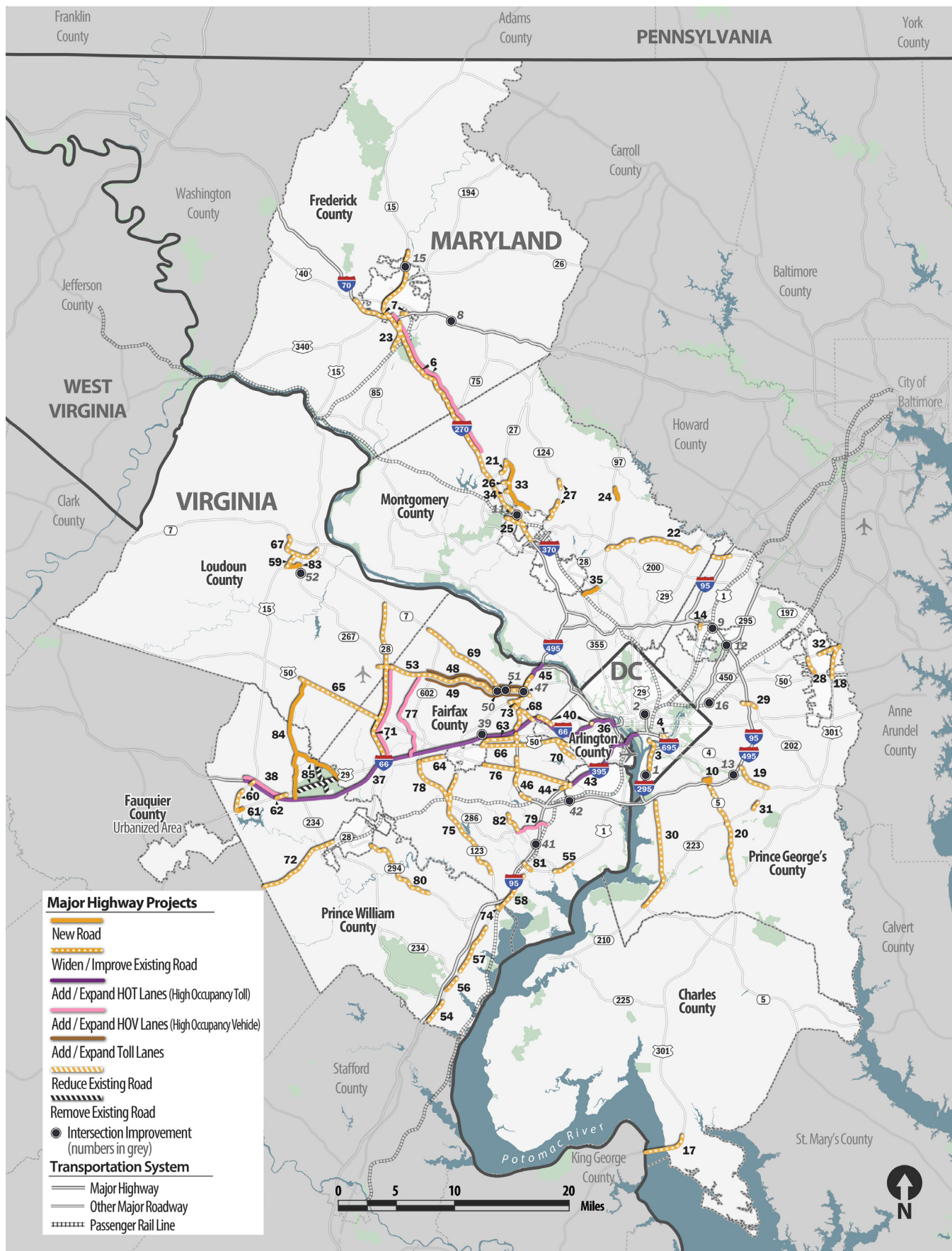
"In non attainment areas, if the MPO and the Governor agree to exclude a portion of the nonattainment area, they must be able to demonstrate how conformity will be ensured in the excluded portion. Such proposals should be coordinated with FHWA, FTA, EPA, the state transportation agency, and the state air quality agency before a final decision is made".

NOW, THEREFORE, BE IT RESOLVED THAT: The National Capital Region Transportation Planning Board endorses the MWAQC recommendations as defined in Attachment A, agrees to respond favorably to the April 16, 1992 request of the Governor of Maryland, and also to transmit copies to the Federal Highway Administration, the Federal Transit Administration, and the Environmental Protection Agency.

Adopted by the Transportation Planning Board at its regular meeting on December 16, 1992.

ATTACHMENT B

2016 CLRP Major Highway Projects



MAJOR HIGHWAY PROJECTS

DISTRICT OF COLUMBIA

1. I-295 - reconstruct interchange at Malcolm X Blvd, 2014
2. I-395 - remove 3rd St SB exit ramp, reconfigure 3rd St SB entrance and 2nd St NB exit ramps, reconnect F St between 2nd and 3rd St, 2016
3. South Capitol St - convert to 6 lane urban blvd, incl. Franklin Douglas Bridge Reconstruction, 2015, 2016
4. Southeast Blvd - downgrade and construct urban blvd, 2015
5. Lane Reductions/Reconfigurations for Bicycle Lanes, 2015, 2016, 2017, 2021, 2022 (not mapped)

MARYLAND

6. I-270/US-15 widen including HOV, 2030
7. I-70 - widen to 6 lanes, 2020
8. I-70 - interchange at Meadow Rd, 2020
9. I-95/I-495 - interchange at Greenbelt Metro Sta, 2020
10. I-95/I-495 - Branch Avenue Metro access improvements, construct 8 lanes, 2017
11. I-270 - interchange at Watkins Mill Rd Ext, 2018
12. Baltimore Washington Parkway (MD-295) at MD-193 (Greenbelt Rd) - intersection improvement, 2020, 2025
13. Suitland Pkwy - interchange at Rena/Forestville Rd, 2025
14. US-1 (Baltimore Ave) - reconstruct 4 lanes, 2030
15. US-15 (Catoctin Mtn Hwy) - reconstruct intersection at Monocacy Blvd, 2017
16. US-50 (John Hanson Hwy) - westbound ramp to Columbia Park Rd, 2025
17. US-301 - widen Governor Harry Nice Memorial Bridge, 2030
18. MD-3 (Robert Crain Hwy) - widen to 6 lanes, 2030
19. MD-4 (Pennsylvania Ave) - widen to 6 lanes with interchanges at Westphalia Rd and Suitland Pkwy, 2022, 2035
20. MD-5 (Branch Ave) - upgrade, widen to 6 lanes including interchanges, 2017, 2030
21. MD-27 (Ridge Rd) - widen to 6 lanes, 2020
22. MD-28 (Norbeck Rd) / MD-198 (Spencer-ville Rd) - widen to 4, 6 lanes, 2025
23. MD-85 (Buckeystown Pke) - widen to 4, 6 lanes, 2020, 2025
24. MD-97 (Brookeville Bypass) - construct 2 lane bypass, 2018
25. MD-117 (Clopper Rd) - widen to 4 lanes, 2025
26. MD-118 (Germantown Rd) - widen to 4 lanes, 2020
27. MD-124 (Woodfield Rd) - widen to 6 lanes, 2020
28. MD-197 (Collington Rd) - widen to 4/5 lanes, 2025
29. MD-202 (Landover Rd) - Largo Town Center Metro Access Improvement, recon-

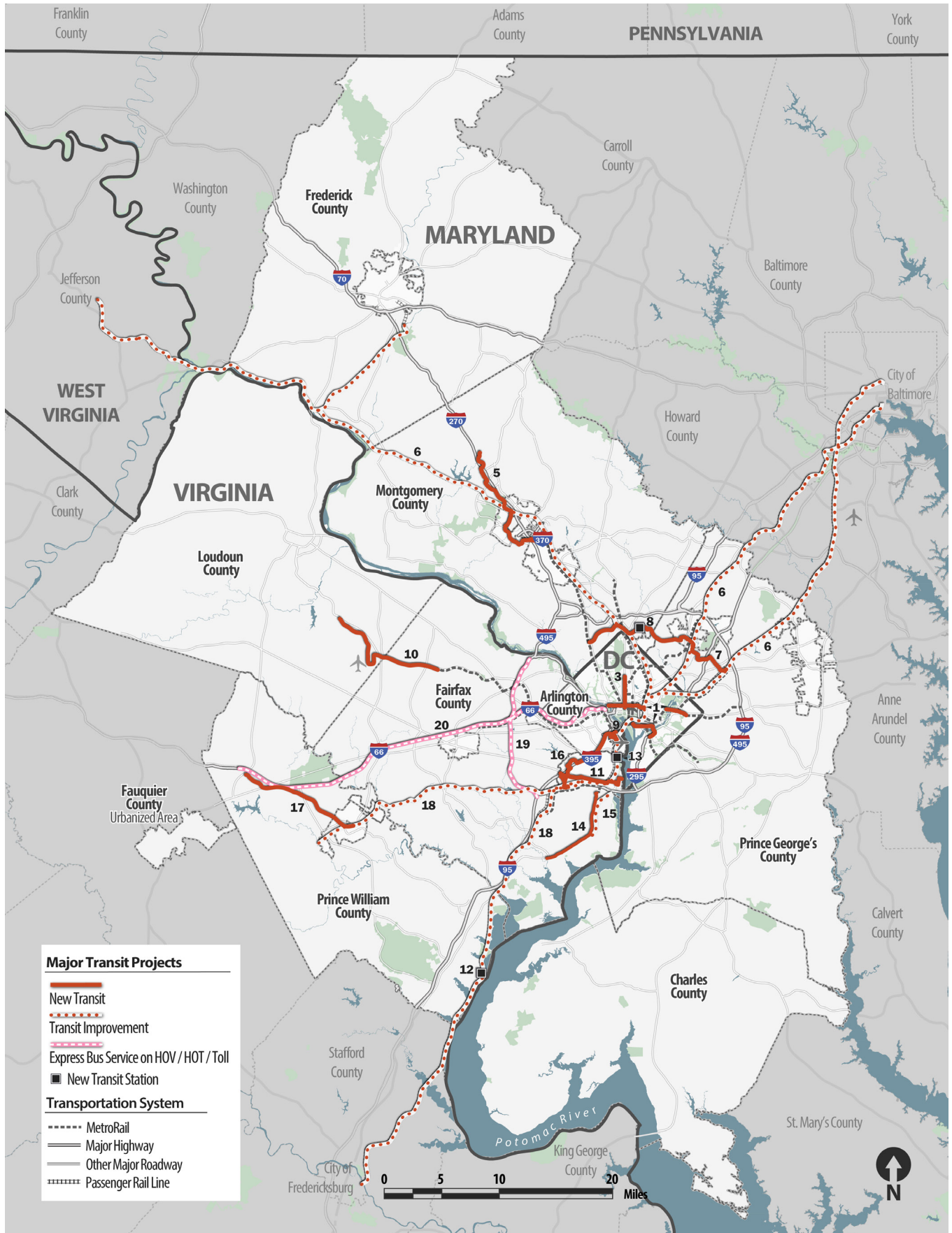
- struct 6 lanes, 2025
30. MD-210 (Indian Head Hwy) - upgrade to 6 lanes and interchange improvement, 2019, 2030
31. MD-223 (Woodyard Rd) - widen to 4 lanes, 2017, 2020
32. MD-450 (Annapolis Rd) - widen to 4 lanes, 2020
33. Mid County Hwy Extension (M-83) - construct 4, 6 lanes, 2025
34. Middlebrook Rd Extended - construct 4 lanes, 2025
35. Montrose Pkwy East - construct 4 lanes, 2022

VIRGINIA

36. I-66 HOT (Inside Beltway), revise operations from HOV 2+ to HOT during peak hours and bus service, 2017, 2021, 2040
37. I-66 HOT (Outside Beltway) - widen to 6 lanes (3 general purpose, 2 HOT, and 1 auxiliary) and bus service, 2021, 2040
38. I-66 HOV, widen to 8 lanes, HOV in additional lanes during peak, includes interchange reconstruction at US-15, 2016
39. I-66 - construct HOV ramps to access Vienna Metro Sta, 2021
40. I-66 - construct 1 lane in each direction, 2020, 2040
41. I-95/Fairfax County Parkway - enhanced interchanges for BRAC, 2025
42. I-95/I-495 - reconstruct interchange at Van Dorn St, 2015
- 43. I-395 HOT - additional lane and revise operation from HOV 3+ during peak to HOT 3+, 2019**
44. I-395 - construct new south bound lane, 2018
45. I-495 - construct 4 HOT lanes, 2025, 2030
46. I-495 Auxiliary Lanes - construct 2 auxiliary lanes in both directions, 2030
47. I-495 - interchange at VA 267, 2030
48. Dulles Toll Rd (VA-267) - Collector-Distributor Road west-bound, 2037
49. Dulles Toll Rd (VA-267) - Collector-Distributor Road east-bound, 2036
50. Dulles Toll Rd (VA-267) - interchange at New Boone Blvd Extension, 2037
51. Dulles Toll Rd (VA-267) - interchange at Greensboro Drive/Tyco Rd, 2036
52. Dulles Greenway (VA 267) - interchange at Hawling Farm Blvd, 2016
53. Dulles Access Rd (VA 267) - widen to 6 lanes including interchange reconstruct at I-495, 2017
54. US-1 (Jefferson Davis Hwy) - widen to 6 lanes, 2030
55. US-1 (Richmond Hwy) - widen to 6 lanes, 2016, 2025
56. US-1 (Richmond Hwy) - widen to 6 lanes, 2024, 2030
57. US-1 (Richmond Hwy) - widen to 6 lanes, 2016, 2021
58. US-1 (Richmond Hwy) - widen to 6 lanes, 2019, 2021, 2035
59. US-15 (South King St) - widen to 4 lanes, 2017
60. US-15 (James Madison Hwy) - widen to 4 lanes, 2017, 2024, 2040
61. US-29 (Lee Hwy Parallel) McGraws Corner Dr - construct 4 lanes, 2020
62. US-29 (Lee Hwy) - widen to 5 lanes, 2030
63. US-29 (Lee Hwy) - widen to 6 lanes, 2025
64. US-29 (Lee Hwy) - widen to 3 lanes, 2017
65. US-50 (Lee Jackson Memorial Hwy) - widen to 6 lanes, 2025
66. US-50 (Arlington Blvd) - widen/reconstruct 6 lanes including interchanges, 2025
67. VA-7/US-15 Bypass (Harry Byrd Hwy) - widen to 6 lanes, 2040
68. VA-7 (Leesburg Pke) - widen to 6 lanes, 2021
69. VA-7 (Leesburg Pke) - widen to 6, 8 lanes, 2021, 2025, 2030
70. VA-7 (Leesburg Pke) - widen to 6 lanes, 2025
71. VA 28 (Sully Rd) HOV, widen to 8-10 lanes, HOV in additional lanes during peak, 2016, 2021, 2025, 2040
72. VA-28 (Nokesville Rd) - widen to 4 or 6 lanes, 2016, 2018, 2020, 2040
73. VA-123 (Chain Bridge Rd) - widen to 8 lanes, 2021
74. VA-123 (Gordon Blvd) - widen to 6 lanes, 2022
75. VA-123 (Ox Road) - widen to 6 lanes, 2025
76. VA-236 (Little River Tpke) - widen to 6 lanes, 2025
77. VA-286 (Fairfax County Pkwy) HOV - widen to 6 lanes, HOV in additional lanes during Peak, 2035
78. VA-286 (Fairfax County Pkwy / Jack Herrity Pkwy) - widen to 6 lanes, 2025
79. VA 289 (Franconia/Springfield Parkway), HOV lanes with interchange at Neuman St, 2025
80. VA-294 (Prince William Pkwy) - widen to 6 lanes, 2040
81. VA-638 (Pohick Rd) - widen to 4 lanes, 2025
82. VA-638 (Rolling Rd) - widen to 4 Lanes, 2020
83. Battlefield Pkwy - construct 4 lanes, 2020
84. Manassas Bypass (VA-234 Bypass) - construct 4 lanes, 2030
85. Manassas Battlefield Bypass - construct 4 lanes and close portions of US-29 (Lee Hwy) and VA-234 (Sudley Rd), 2030, 2035

Projects listed in bold are new to the CLRP in the 2016 Amendment.

2016 CLRP Major Transit Projects



MAJOR TRANSIT PROJECTS

DISTRICT OF COLUMBIA

1. DC Streetcar, 2016, 2017, 2020, 2022
- 2. DC Dedicated Bicycle Lane Network, 2016, 2017 (not mapped)**
- 3. 16th Street Bus Priority Improvements, 2021**
4. Tiger Grant Bus Priority Improvements (not mapped: DC, MD, and VA)

MARYLAND

5. Corridor Cities Transitway BRT - from Shady Grove to COMSAT, 2020
6. MARC - Increase trip capacity and frequency along all commuter rail lines, 2029
7. Purple Line - Bethesda to New Carrollton, 2020
8. Silver Spring Transit Center, 2017

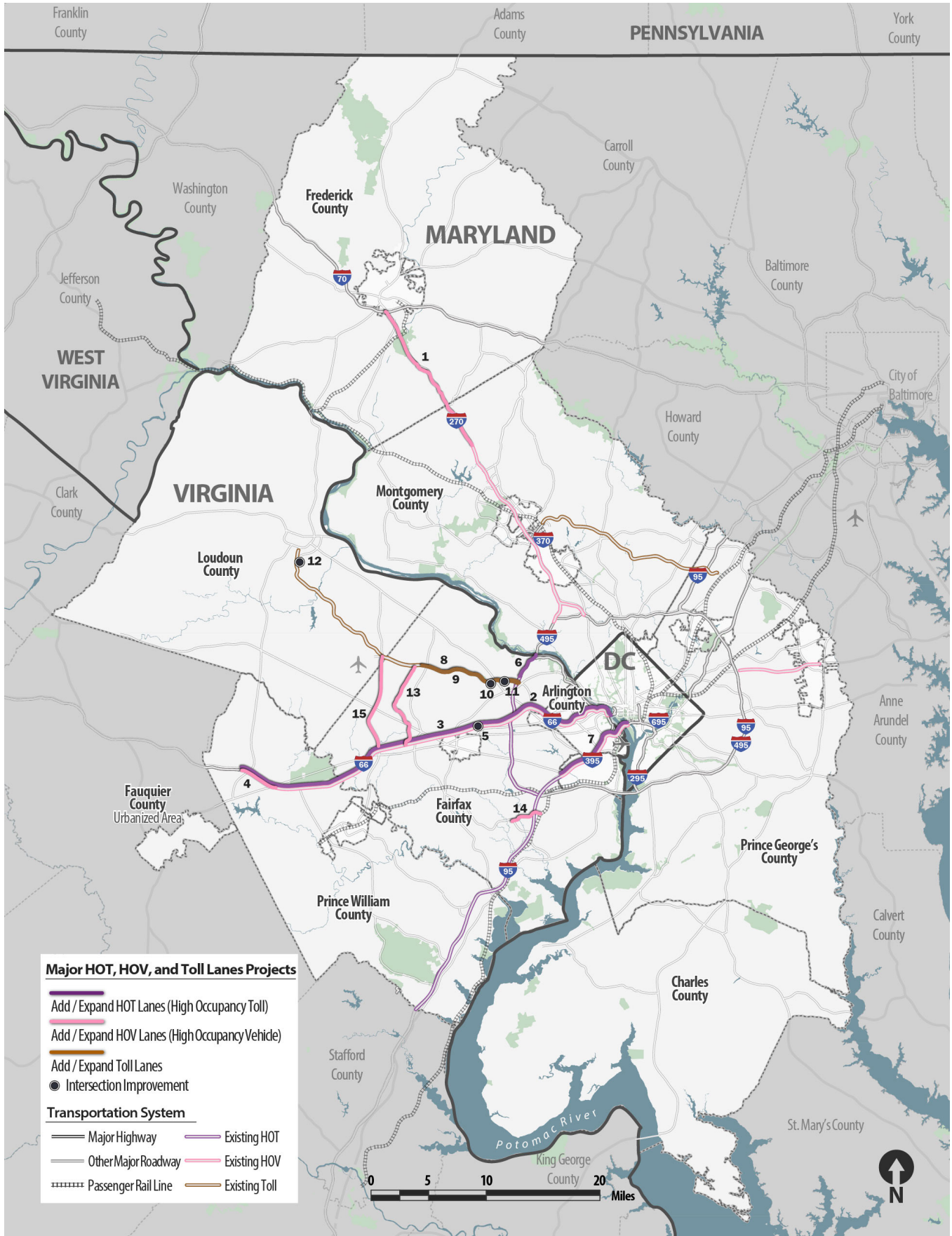
VIRGINIA

- 9. Crystal City Transitway: Northern Extension BRT, 2016, 2023**
10. Metro Silver Line (Dulles Corridor Metrorail Project) - Phase 2, 2020
11. Duke St Transitway - King St Metro to Fairfax County line, 2024
12. Potomac Shores VRE Station, 2017
13. Potomac Yard Metro Station, 2021
14. US-1 BRT from Huntington Metro Station to Woodbridge , 2030
15. US-1 bus right turn lanes, 2035
16. West End Transitway - Van Dorn St Metro to Pentagon Metro, 2019
- 17. VRE - Gainseville-Haymarket Extension, 2022**
18. VRE - Reduce headways along the Manassas and Fredericksburg Lines, 2020
19. I-495 HOT Lane Express Bus Service
20. I-66 HOT Lane Enhanced Bus Service

Projects listed in bold are new to the CLRP in the 2016 Amendment

2016 CLRP

Major HOT, HOV, and Toll Projects



MAJOR HOT, HOV, AND TOLL LANE PROJECTS

MARYLAND

1. I-270/US-15 widen including HOV, 2030

VIRGINIA

2. I-66 HOT (Inside Beltway), revise operations from HOV 2+ to HOT during peak hours and bus service, 2017, 2021, 2040
3. I-66 HOT (Outside Beltway) - widen to 6 lanes (3 general purpose, 2 HOT, and 1 auxiliary) and bus service, 2021, 2040
4. I-66 HOV, widen to 8 lanes, HOV in additional lanes during peak, includes interchange reconstruction at US-15, 2016
5. I-66 - construct HOV ramps to access Vienna Metro Sta, 2021
6. I-495 - construct 4 HOT lanes, 2025, 2030
- 7. I-395 HOT - additional lane and revise operation from HOV 3+ during peak to HOT 3+, 2019**
8. Dulles Toll Rd (VA-267) - Collector-Distributor Road west-bound, 2037
9. Dulles Toll Rd (VA-267) - Collector-Distributor Road east-bound, 2036
10. Dulles Toll Rd (VA-267) - interchange at New Boone Blvd Extension, 2037
11. Dulles Toll Rd (VA-267) - interchange at Greensboro Drive/Tyco Rd, 2036
12. Dulles Greenway (VA 267) - interchange at Hawling Farm Blvd, 2016
13. VA-286 (Fairfax County Pkwy) HOV - widen to 6 lanes, HOV in additional lanes during Peak, 2035
14. VA 289 (Franconia/Springfield Parkway), HOV lanes with interchange at Neuman St, 2025
15. VA 28 (Sully Rd) HOV, widen to 8-10 lanes, HOV in additional lanes during peak, 2016, 2021, 2025, 2040

Projects listed in bold are new to the CLRP in the 2016 Amendment

ATTACHMENT C



Maryland Department of Transportation
The Secretary's Office

Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

Pete K. Rahn
Secretary

February 1, 2016

Mr. Kanti Srikanth
Director
Department of Transportation Planning
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington DC 20002

Dear Mr. Srikanth:

In response to your request for comments to inform the Air Quality Conformity Analysis Scope of Work for the 2016 Constrained Long Range Plan (CLRP) and FY 2017-2022 Transportation Improvement Program (TIP), I would like to address the current policy assumption which indicates all high-occupancy vehicle (HOV) facilities will operate as HOV-3 facilities in 2020. In 2009, the Maryland Department of Transportation (MDOT) recommended that the model should assume that the two MDOT HOV facilities, I-270 and US 50, which currently operate as HOV-2 facilities, would operate as HOV-3 facilities in 2020. MDOT does not plan to convert these facilities from HOV-2 operations to HOV-3 operations by 2020. We recommend that the HOV-3 assumption for Maryland facilities be changed to maintain these facilities as HOV-2 operations in the upcoming Air Quality Conformity Analysis.

We appreciate your cooperation in this matter. If you have any questions or concerns, please contact Ms. Lyn Erickson, Manager, Office of Planning and Capital Programming, MDOT, at 410-865-1279, toll free at 888-713-1414, or via email at lerickson@mdot.state.md.us. Of course, please feel free to contact me directly.

Sincerely,

Heather R. Murphy, Director
Office of Planning and Capital Programming

cc: Mr. Eric Beckett, Chief, Regional and Intermodal Planning Division, SHA
Ms. Lyn Erickson, Manager, Office of Planning and Capital Programming, Maryland
Department of Transportation
Ms. Kari Snyder, Regional Planner, Office of Planning and Capital Programming, Maryland
Department of Transportation

My telephone number is _____
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076



MEMORANDUM

TO: Transportation Planning Board

FROM: Jane Posey, TPB Transportation Engineer

SUBJECT: Implications of EPA's Revocation of the 1997 PM_{2.5} NAAQS

DATE: October 5, 2016

INTRODUCTION

The Environmental Protection Agency (EPA) has recently published a rule¹ related to air quality standards which will have a direct effect on how air quality conformity analyses are conducted in the Washington, D.C. region. The EPA revoked the 1997 Standard for Fine Particles Pollutants (PM_{2.5}). The revocation, combined with the decreasing levels of fine particles in our region, will result in our region no longer being required to analyze Fine Particles in the air quality conformity determinations of our transportation plans (CLRPs) and Transportation Improvement Programs (TIPs). Since the Washington region is no longer required to demonstrate transportation conformity for the PM_{2.5} Standard, staff will be removing all charts and graphs associated with PM_{2.5}-related pollutants (Precursor Nitrogen Oxides- NO_x and direct PM_{2.5}) from the air quality conformity report of the 2016 CLRP and FY2017-2022 TIP (and from all future reports).

BACKGROUND

The Clean Air Act (CAA) directs the EPA to set and review air quality standards for common pollutants known as "criteria pollutants", which the agency has identified based on their likelihood of harming public health and welfare. Particulate Matter is one of these pollutants. The EPA measures two categories of particulates in the air: PM_{2.5}, which is less than 2.5 micrometers in diameter, and PM₁₀, which is less than 10 micrometers in diameter. Fine particles (PM_{2.5}) are 2.5 micrometers in diameter or smaller and can only be seen with an electron microscope. Fine particles are produced from all types of combustion, including motor vehicles, power plants, residential wood burning, forest fires, agricultural burning, and some industrial processes.

FINE PARTICLES STANDARDS

1997 Standard

In 1997 the EPA established the initial National Ambient Air Quality Standards (NAAQS) for PM_{2.5}. The annual PM_{2.5} Standard was set at 15 micrograms per cubic meter (µg/m³). In 2004 the EPA designated the Washington, DC-MD-VA area as "non-attainment" for the 1997 PM_{2.5} Standard, indicating that levels of the pollutant in the Washington region exceeded EPA's Standard. In 2009, however, the EPA, using local monitored data, determined that the levels of fine particles pollutants in the region had

¹ Fine Particulate Matter National Ambient Air Quality Standards: State Implementation Plan Requirements; Final Rule, Vol. 81, No. 44 Fed. Reg., August 24, 2016.

dropped sufficiently to meet the 1997 PM_{2.5} Standard.

Once a “non-attainment” area has met a Standard, it may request redesignation to “attainment”. For the area to be redesignated, it must develop a Maintenance State Implementation Plan (SIP) for EPA’s approval. The plan ensures the area will continue to meet the NAAQS for a 20-year period. In 2013 the Metropolitan Washington Air Quality Committee (MWAQC) completed and approved a PM_{2.5} Redesignation Request and a Maintenance Plan, which EPA approved in 2014. The Maintenance Plan included Mobile Budgets which the Washington region was required to adhere to when conducting air quality conformity analyses for the CLRP or TIP.

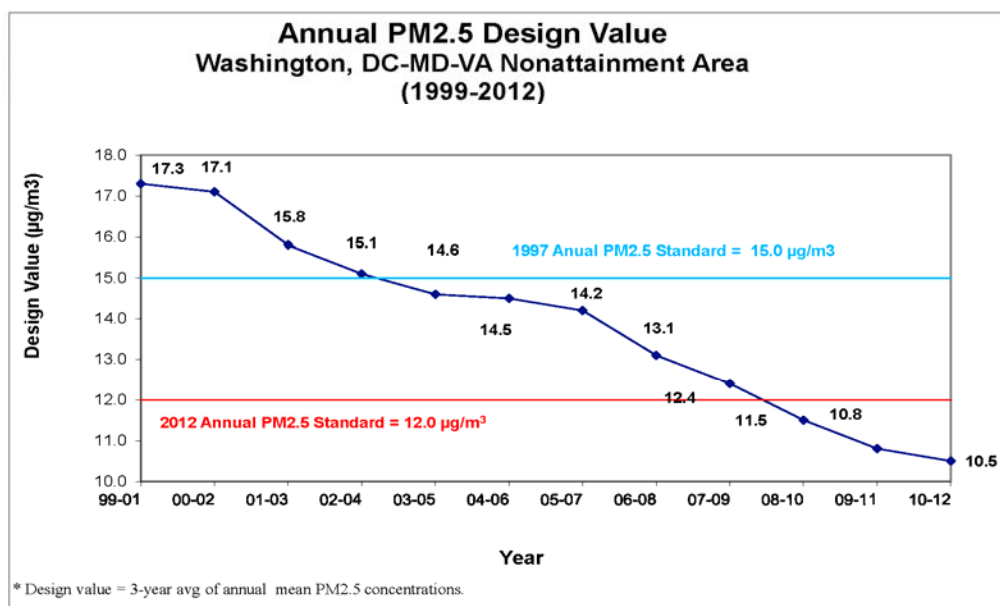
2012 Standard

In 2012 the EPA set a new, tougher, annual PM_{2.5} Standard of 12 µg/m³. The Washington region, with its steadily downward trend (see Exhibit 1) in the level of fine particles pollutants, was already in attainment of that Standard at the time it was set. Therefore there were no new requirements for the Washington region related to the 2012 Standard.

EXHIBIT 1: Annual PM_{2.5} Levels in the Washington Region



Annual PM_{2.5} Design Value Trend



REVOCATION OF THE 1997 STANDARD

Fine Particle SIP Requirements Rule

On August 24, 2016 EPA published a final rule for the implementation of the current and future NAAQS for fine particles. As part of the rule, EPA revoked the 1997 Standard. Since the Washington region was redesignated to attainment for the 1997 PM_{2.5} Standard, the final rule related to the revocation

of this Standard applies to the region. The result is that the Washington region will no longer be required to make CLRP, TIP, or transportation conformity determinations for any PM_{2.5} Standard, starting October 24, 2016, which is the effective date of the new rule.

2016 CLRP and FY2017-2022 TIP

While reference to PM_{2.5} levels will be removed from the conformity report, the region will continue to promote Transportation Emissions Reductions Measures and other federal, state, and local control programs that reduce fine particles emissions. The region will continue to monitor the level of fine particles in the area, which are expected to continue to decline, especially with vehicle turnover introducing cleaner and more fuel-efficient vehicles into our fleet. Additionally, the current planned update for the previously approved 1997 PM_{2.5} Maintenance Plan will no longer be necessary, as the main reason for the Plan was to develop revised PM_{2.5} Mobile Budgets for conformity analyses.



2016 CLRP AMENDMENT

Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP

Jane Posey
TPB Transportation Engineer

Transportation Planning Board
October 19, 2016

Pollutants

- ❖ Volatile Organic Compounds (VOC)
- ❖ Nitrogen Oxides (NO_x)



Technical Approach

Key Technical Inputs and Tools:

- ❖ Round 9.0 Cooperative Forecasts – **NEW**
(presentations: [TPB Tech March 4](#) & [TPB March 16](#))
- ❖ “Regionally Significant” Transportation Projects - **NEW**
(presentation: TPB March 16- [major changes](#) & [project input table](#))
- ❖ Version 2.3.66 Travel Demand Model
- ❖ 2014 Vehicle Registration Data (VIN)
(presentations: [TPB Tech Jan 9 2015](#) & [MWAQC TAC Jan 13 2015](#))
- ❖ EPA’s MOVES2014a Mobile Emissions Model
(presentation: [MWAQC TAC Feb 10 2015](#) & [TPB Tech April 3 2015](#))

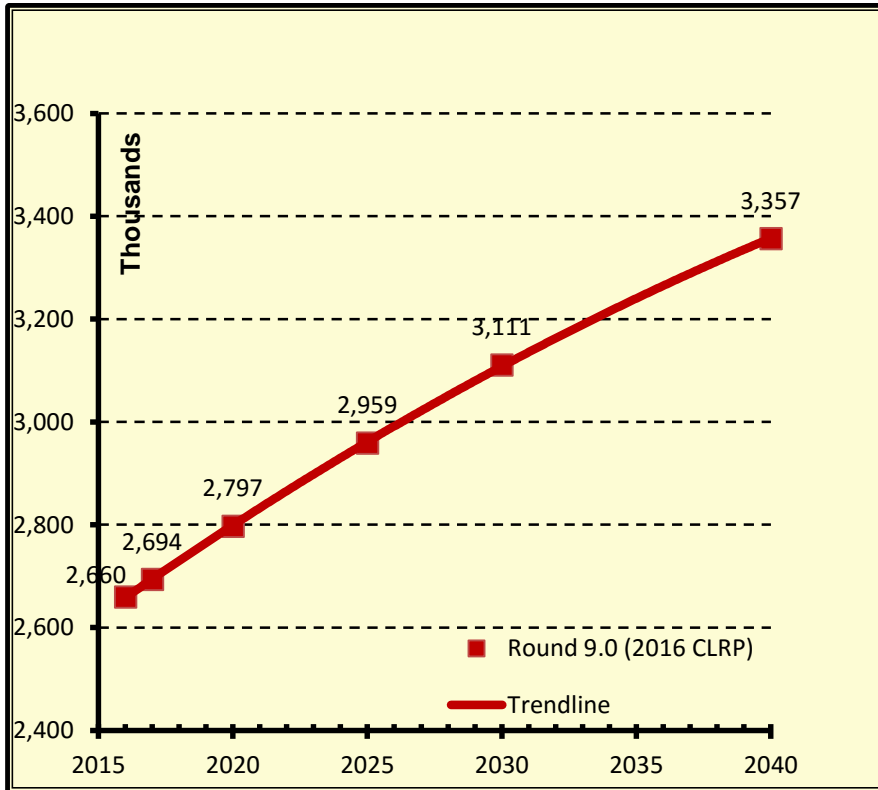
NOTE: Detailed presentations were given to the TPB, the TPB Technical Committee, and MWAQC TAC on the ‘NEW’ items in the February – March timeframe. VIN data and the MOVES model presentations were made last year. There is not a significant difference between MOVES2014 and MOVES14a. Links to the presentations are included with each item above.



Round 9.0 Cooperative Forecasts

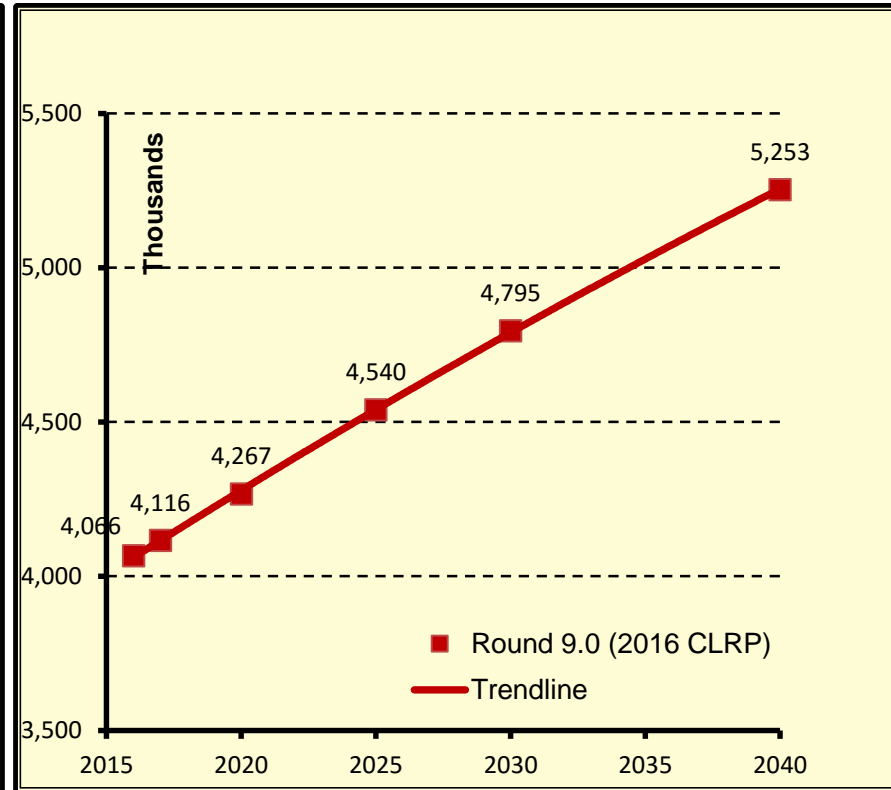
Households

(in thousands)



Employment*

(in thousands)



NOTE: Values are for the modeled area.

*Includes census adjustment



Mobile Emissions Model

MOVES2014a (released in November 2015):

- ❖ Minor update
- ❖ No significant change to emissions results compared to MOVES2014
- ❖ EPA does not consider it a new model for conformity and SIP purposes



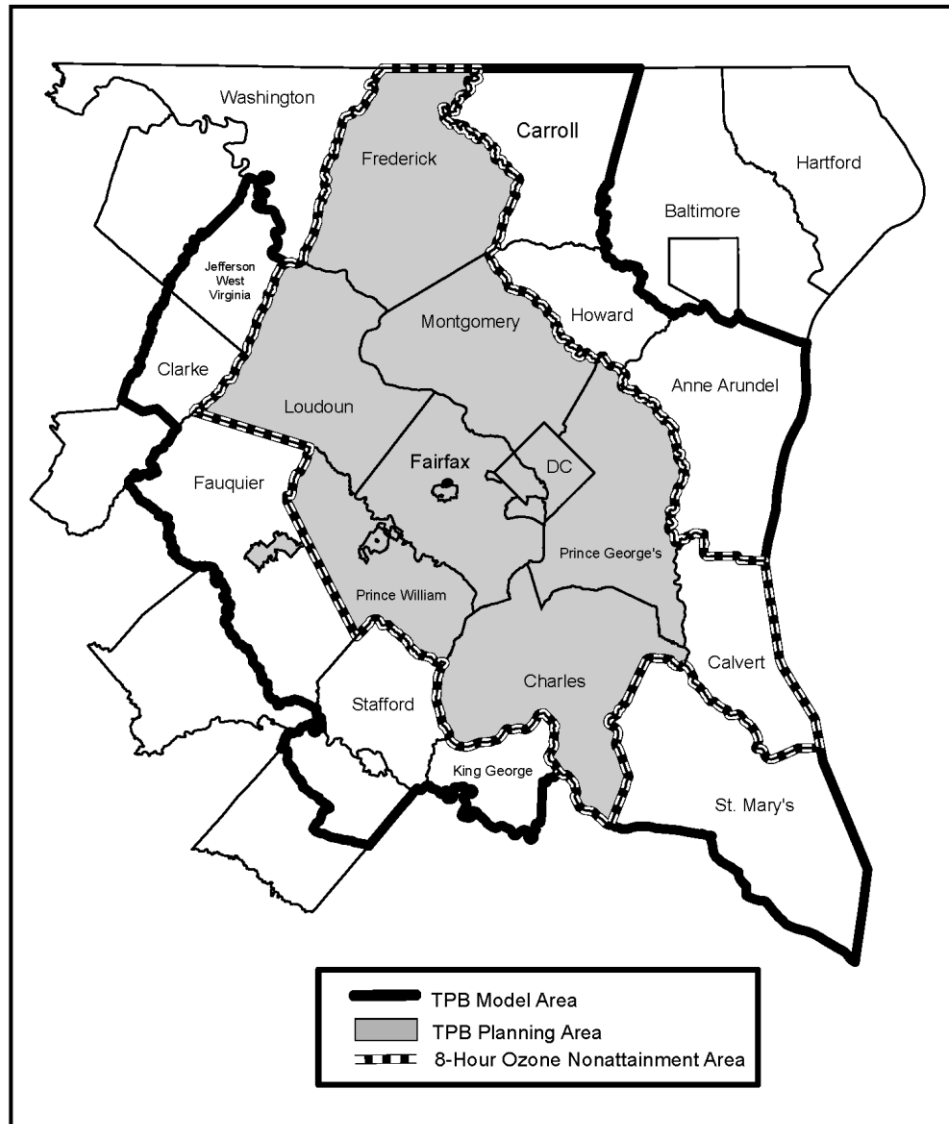
Technical Approach

Analysis Years:

2016, 2017, 2025, 2030, 2040



TPB Transportation Planning Areas

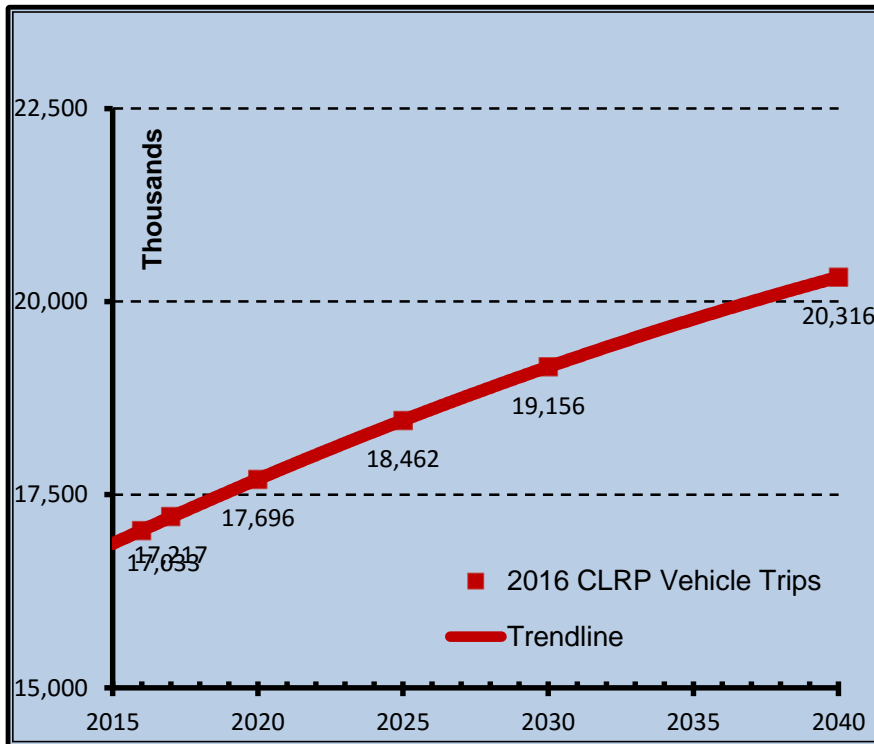


Travel Demand Summary

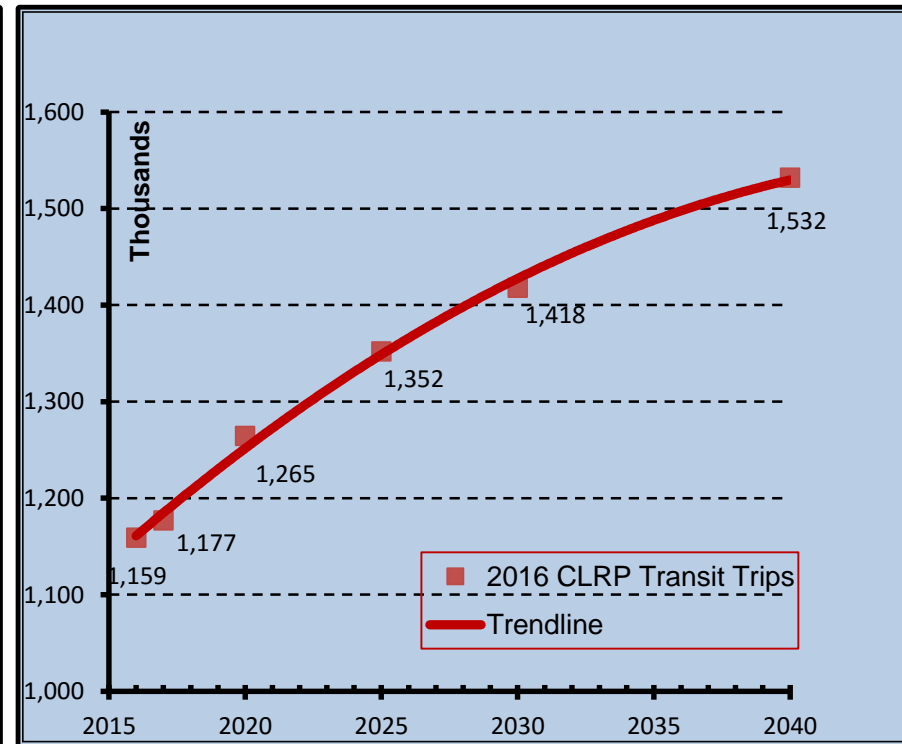
Average Weekday Traffic

Modeled Area

Vehicle Trips (in thousands)



Transit Trips (in thousands)



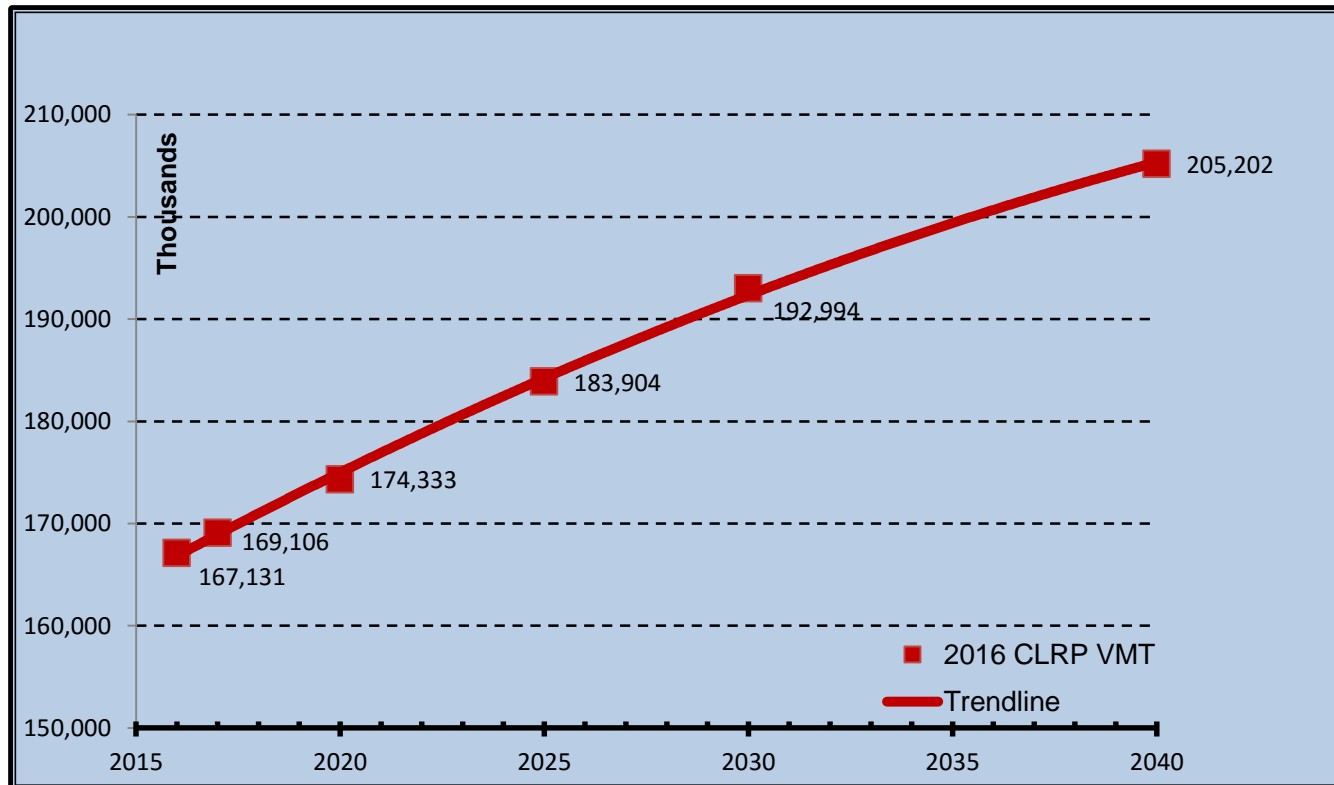
Travel Demand Summary

Average Weekday Traffic

Modeled Area

Vehicle Miles Traveled

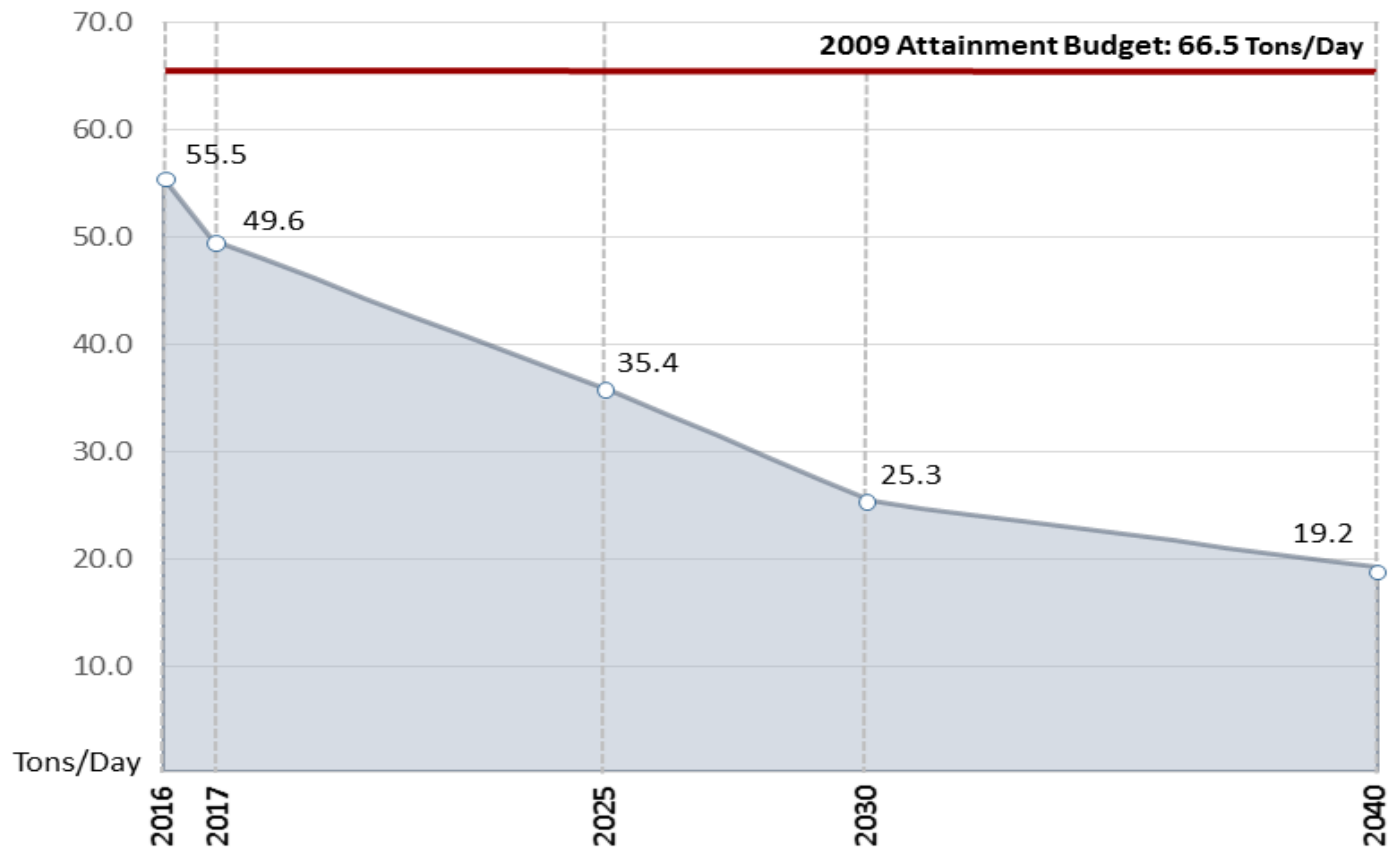
(in thousands)



Mobile Source Emissions

NOTE: The Mobile Budget shown was developed in 2007, as part of the 8 Hour-Ozone SIP, in response to the 1997 Ozone Standard. This budget, as the most current approved by EPA, is required for use in any conformity analysis assessing ozone season pollutants.

Ozone Season VOC



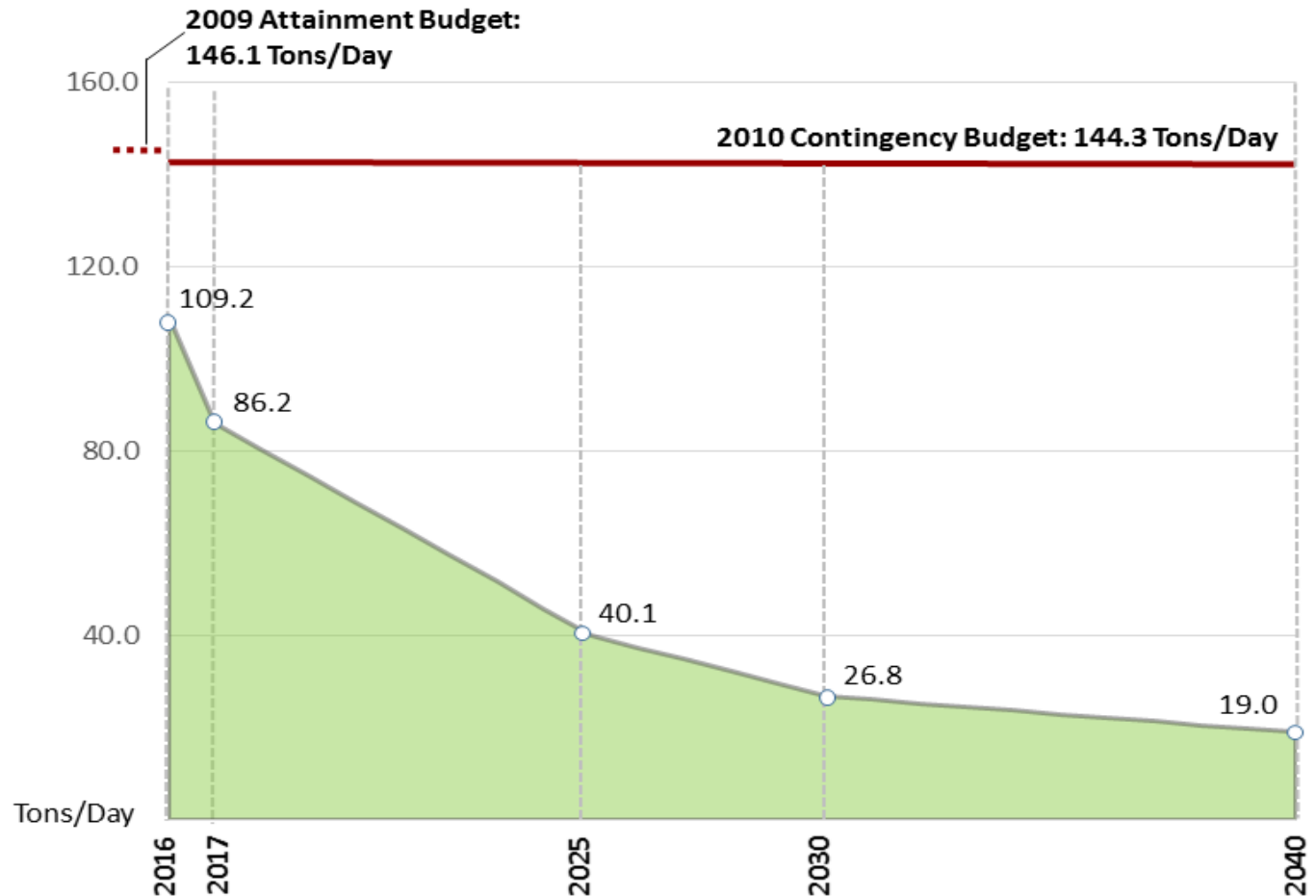
TCMs and TERMS are not included in totals.



Mobile Source Emissions

NOTE: The Mobile Budgets shown were developed in 2007, as part of the 8-Hour Ozone SIP, in response to the 1997 Ozone Standard. These budgets, as the most current approved by EPA, are required for use in any conformity analysis assessing ozone season pollutants.

Ozone Season NO_x



Findings

- ✓ Ozone Season VOC within Mobile Budget
- ✓ Ozone Season NOx within Mobile Budget



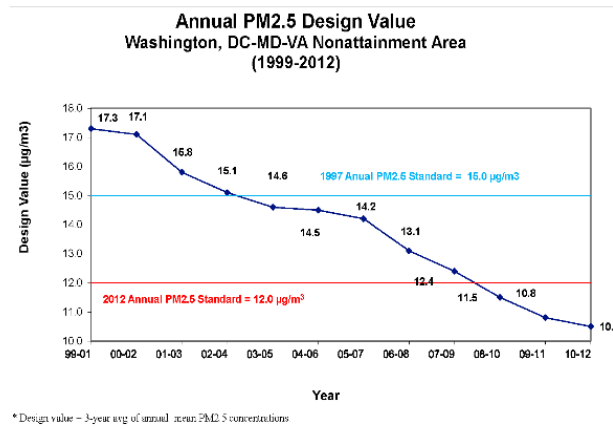
Pollutants

What happened to Fine Particles (PM_{2.5}) pollutants?

- ❖ EPA revoked the 1997 standard for Fine Particles
 - No more conformity determinations for Fine Particles pollutants (direct PM_{2.5} and Annual NO_x)
 - No update to the PM_{2.5} Maintenance Plan



Annual PM_{2.5} Design Value Trend



NOTE: See memo to TPB "Implications of EPA's Revocation of the 1997 PM_{2.5} NAAQS" 9/2/2016



Transportation Emission Reduction Measures (TERMS)

ADDITIONAL EMISSIONS REDUCTIONS- ALL TERMS COMBINED				
Years/Pollutants	Ozone - VOC	Ozone - NOx	PM2.5 Direct	Precursor NOx
	(tons/day)	(tons/day)	(tons/year)	(tons/year)
2016	0.066	0.090	0.95	25.77
2017	0.074	0.083	1.04	23.91
2025	0.097	0.071	1.43	20.84
2030	0.087	0.054	1.63	16.60
2040	0.093	0.043	2.06	15.09

NOTE: Benefits from these TERMS are not included in the emissions totals in this conformity analysis.



Schedule

Next Steps:

- ❖ Public Comment Oct 13 – Nov 12
- ❖ TPB Briefing: Conformity Findings Oct 19
- ❖ TPB Action: Conformity Analysis Nov 16
2016 CLRP Amendment
2017-2022 TIP Update

QUESTIONS?



ITEM 9 – Information
October 19, 2016

Briefing on the Performance Analysis of the
Draft 2016 CLRP Amendment

Staff

Recommendation: Receive briefing

Issues: None

Background: The board will be briefed on a performance analysis of the Draft 2016 CLRP Amendment. The 2016 CLRP Amendment is scheduled to be approved by the TPB at its November 16 meeting.

2016 CLRP AMENDMENT

Performance Analysis of the Draft 2016 CLRP Amendment

John Swanson, Transportation Planner

Transportation Planning Board
October 19, 2016

What is the Constrained Long-Range Plan (CLRP)?

The CLRP identifies regionally significant transportation projects and programs that are expected to be funded between now and 2040

- Over 500 projects, ranging from simple landscaping projects to billion-dollar highway and transit projects
- Full funding to keep the region's highway and transit systems in a state of good repair
- Programs that aim to make the transportation system in Metropolitan Washington better and more efficient

For a complete listing of projects and programs in the CLRP, visit:

<http://www.mwcog.org/clrp/>



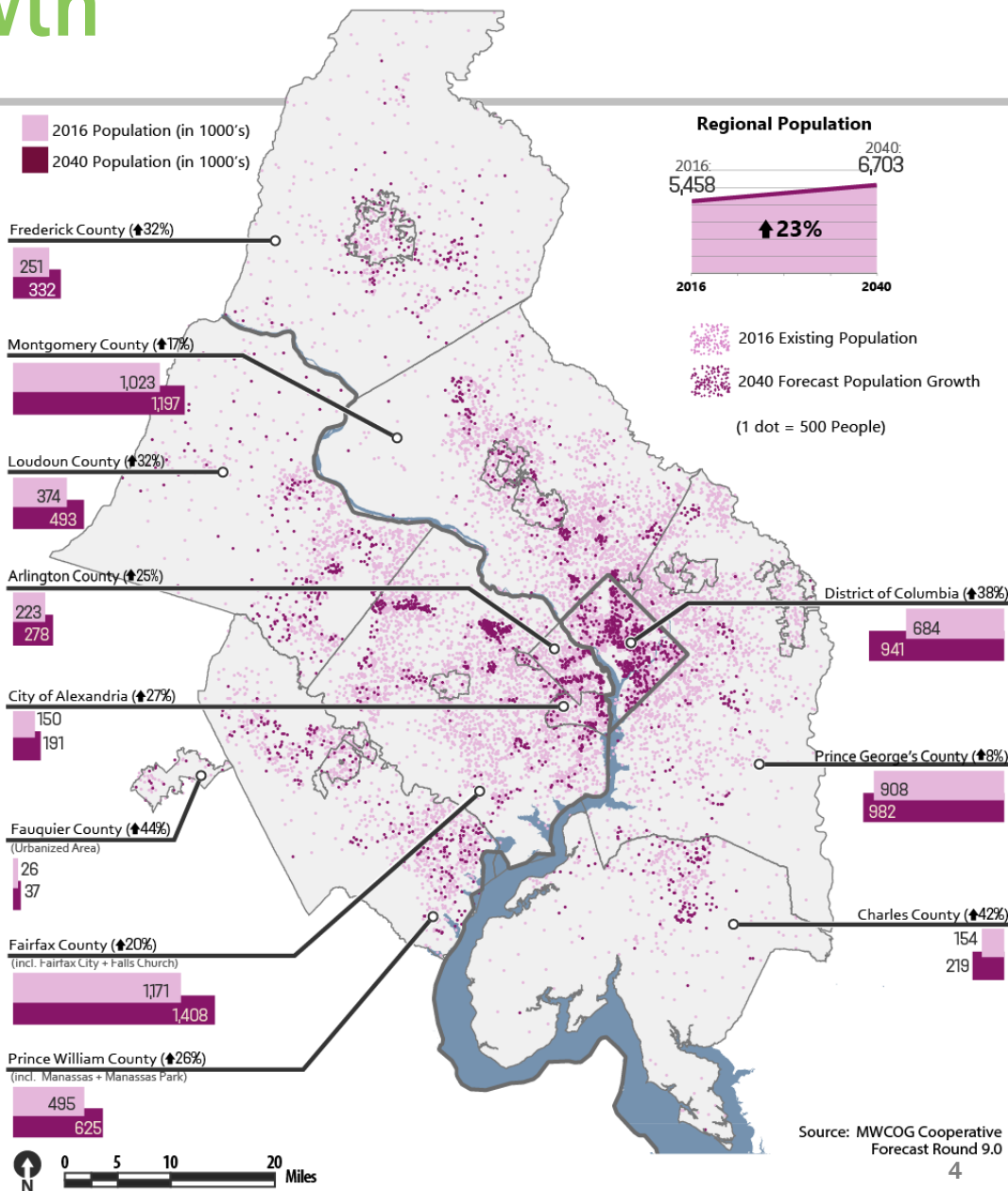
Key Technical Inputs to the 2016 CLRP Performance Analysis

- Round 9.0 Cooperative Land-Use Forecasts
- “Regionally Significant” Transportation Projects – including newly added projects for the 2016 CLRP Amendment
- Version 2.3.66 of the Travel Demand Model
 - Analysis of TPB Planning Area (not Modelled Area)
 - 2014 Vehicle Registration Data (VIN)
 - HOV Policy Assumption
- EPA’s MOVES2014a Mobile Emissions Model



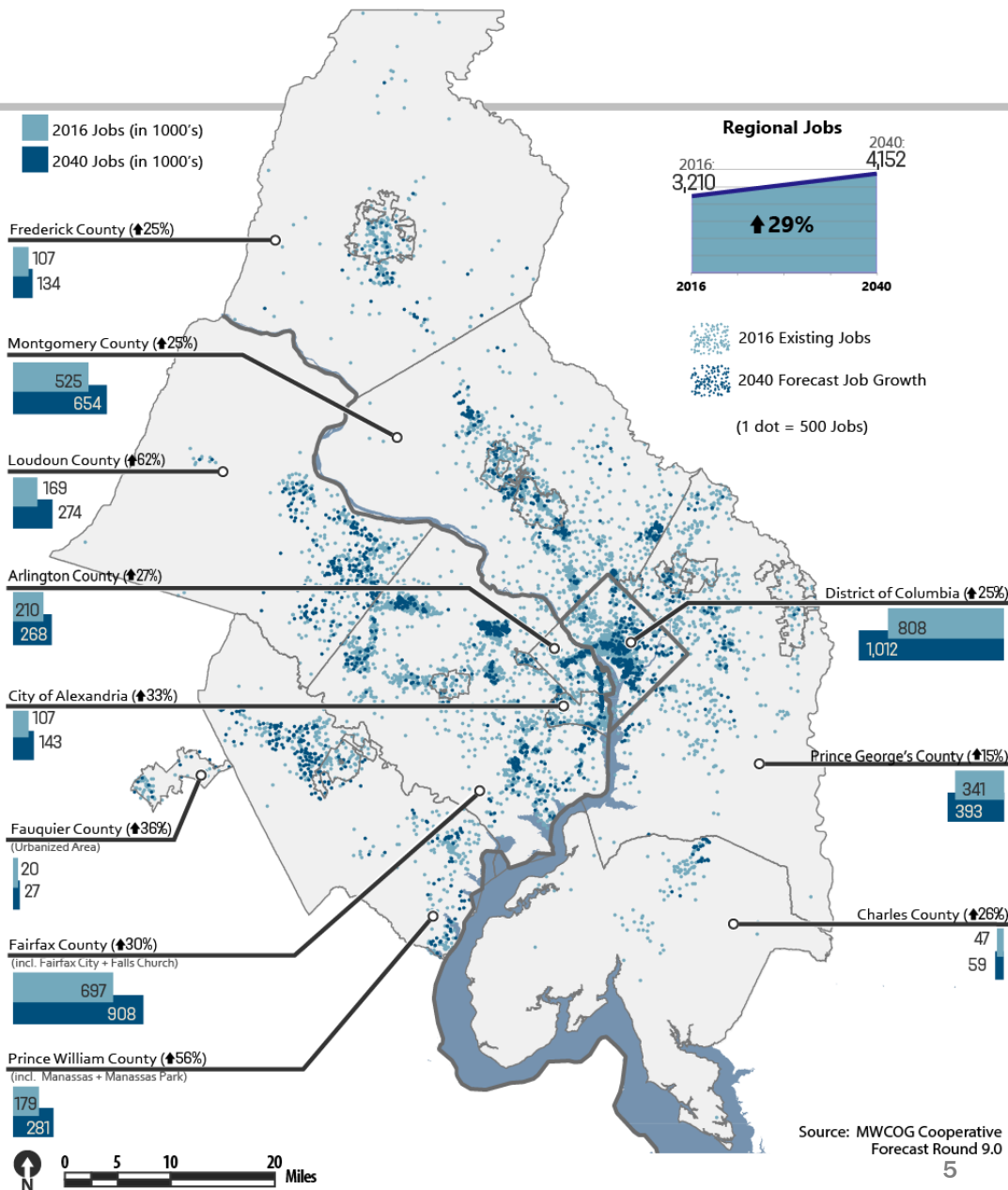
Population Growth

- By 2040, the region is expected to grow by 23% to over 6.7 million people, an increase of 1.2 million people.
- The region's outer suburban jurisdictions are expected to see the highest rates of growth, while the inner suburban jurisdictions and regional core will continue to be home to the most population.
- The majority of new residents are expected to live in denser population centers throughout the region.



Job Growth

- By 2040, the regional jobs are expected to grow by 29% to over 4.1 million jobs. This is an increase of 940,000 new jobs.
- The fastest rates of job growth are expected in the outer jurisdictions of Virginia, while the inner suburban jurisdictions and regional core will continue to be home to the greater number of jobs.
- More new jobs will locate on the western side of the region, and the majority of all new jobs are expected to be in denser population centers throughout the region.



How does the CLRP advance the TPB's Regional Transportation Priorities Plan (RTPP)?



RTPP - Purpose



The Regional Transportation Priorities Plan aims to identify strategies with the greatest potential to respond to our most significant transportation challenges.



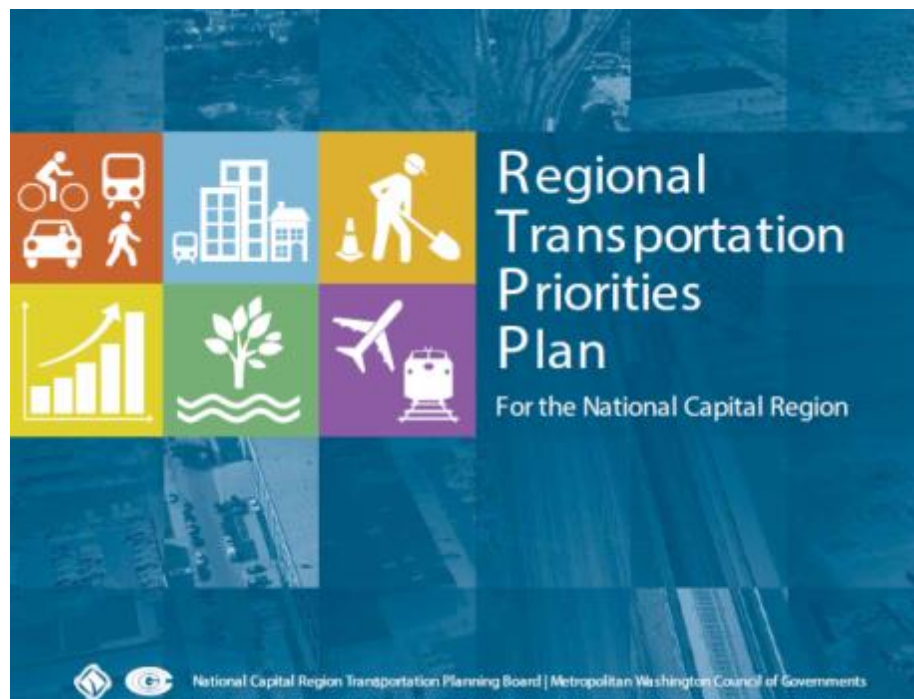
RTPP Process

Background
Inputs
Analysis
Findings



The CLRP addresses key strategies from the RTPP

- Maintenance
- Transit Improvements
- Targeted Congestion Relief
- Activity Centers

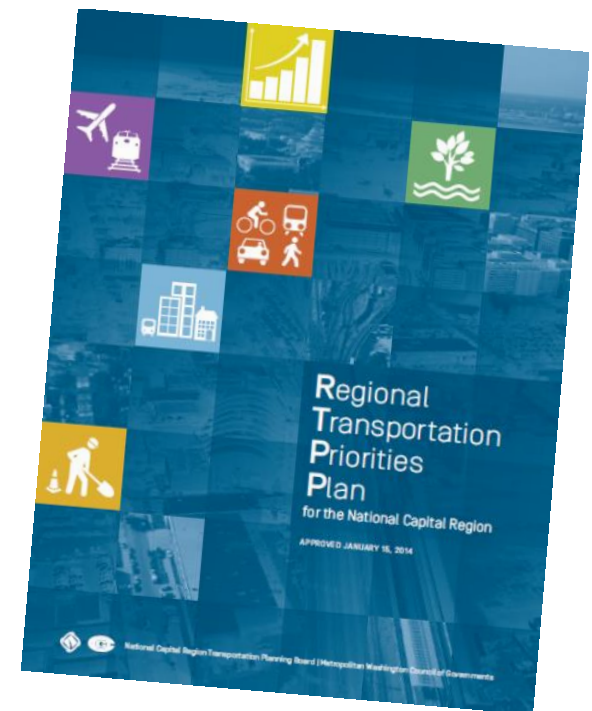


RTPP: Maintenance

The Regional Transportation Priorities Plan identified maintenance as the region's top transportation priority.

Relevant RTPP Strategies:

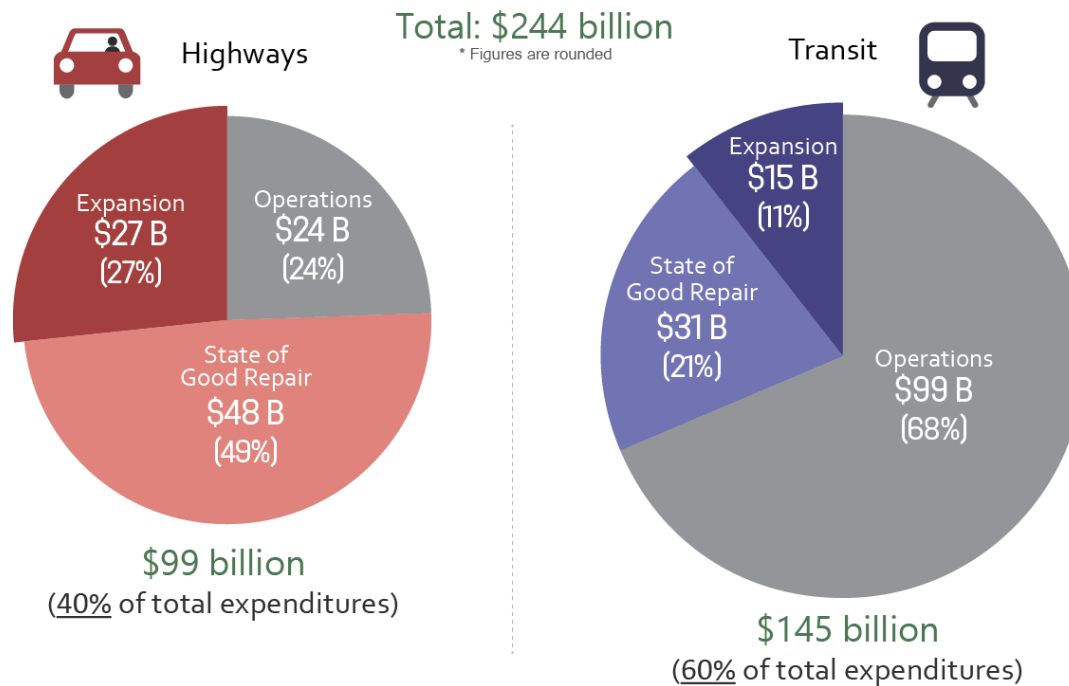
- *Ensure maintenance of the transit system*
- *Ensure maintenance of roads and bridges*



CLRP Commitment to Maintenance

- The 2014 CLRP financial plan included a full funding commitment for operations and state of good repair for transit and roads

CLRP Expenditures (2015-2040)

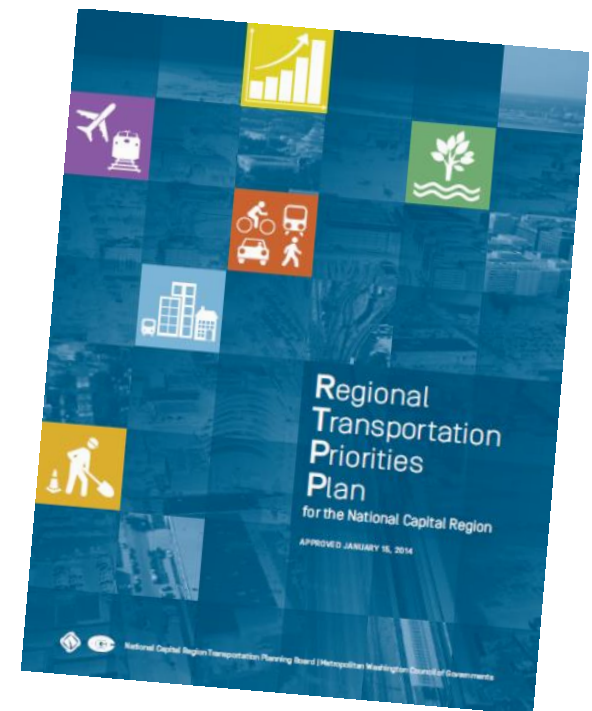


RTPP: Transit Improvements

The Regional Transportation Priorities Plan included several strategies for expanding the region's transit system in a cost-effective manner.

Relevant RTPP Strategies:

- *Provide additional capacity on the existing transit system*
- *Implement bus rapid transit (BRT) and other cost-effective transit alternatives*
- *Apply priority bus treatments*



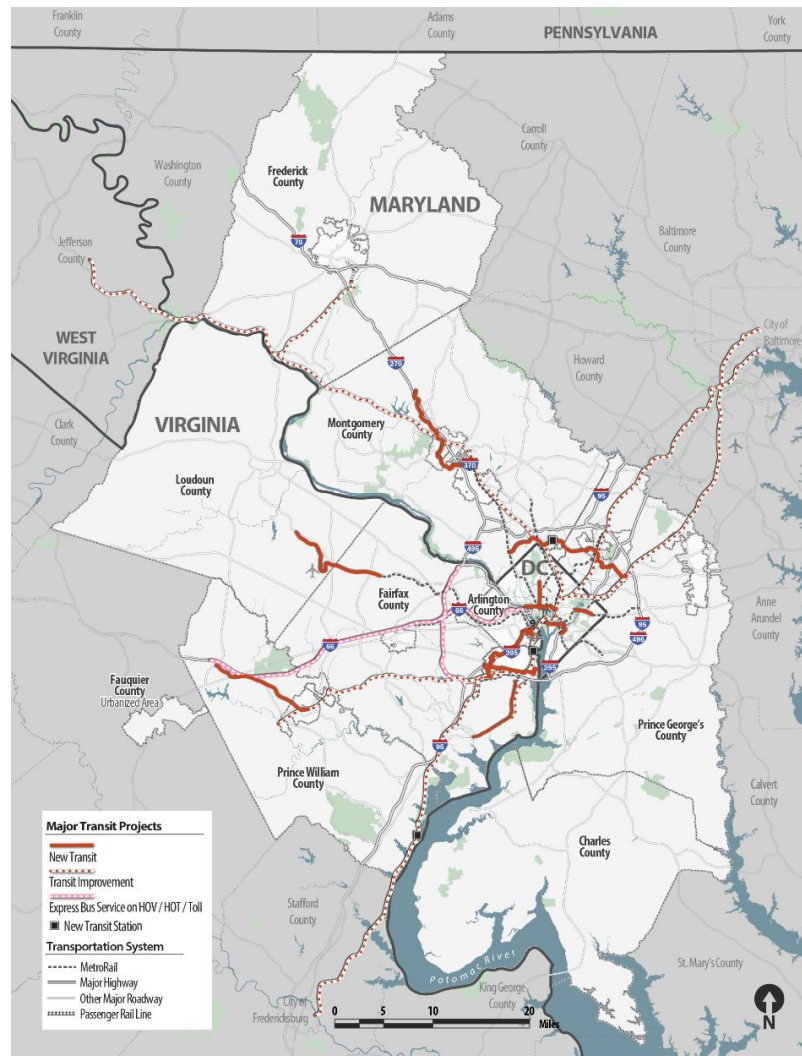
Capacity on the existing transit system

- The CLRP does include funding to expand existing capacity on MARC and VRE.
- The CLRP does not include full funding for Metro 2025 projects, including all 8-car trains during rush hour and core station improvements.



Additional high capacity transit

System	Existing	CLRP
Metro Rail	119 mi	+12 mi
Light Rail/ Streetcars	2 mi	+28 mi
BRT	4 mi	+25 mi
Commuter Rail	167 mi	+11 mi
TOTAL	292 mi	+76 mi



Transit: Some highlighted examples

Metrorail Expansion

- Silver Line Phase II

Light Rail

- Purple Line

Bus Rapid Transit

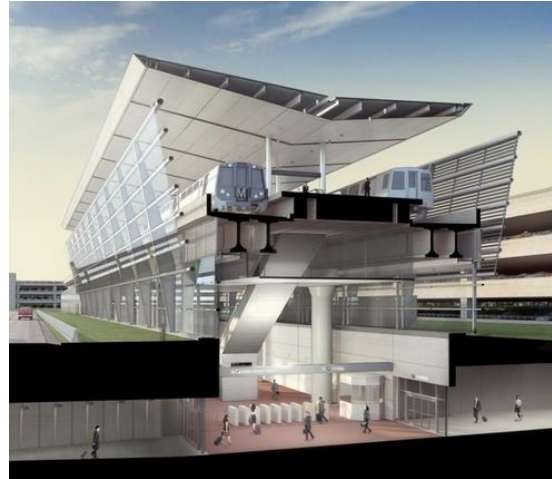
- Corridor Cities Transitway
- Route 1 BRT

Streetcars

- DC Streetcar to Georgetown

Commuter Rail

- VRE to Gainesville/
Haymarket



BeyondDC.com



Mario Roberto Duran Ortiz CC

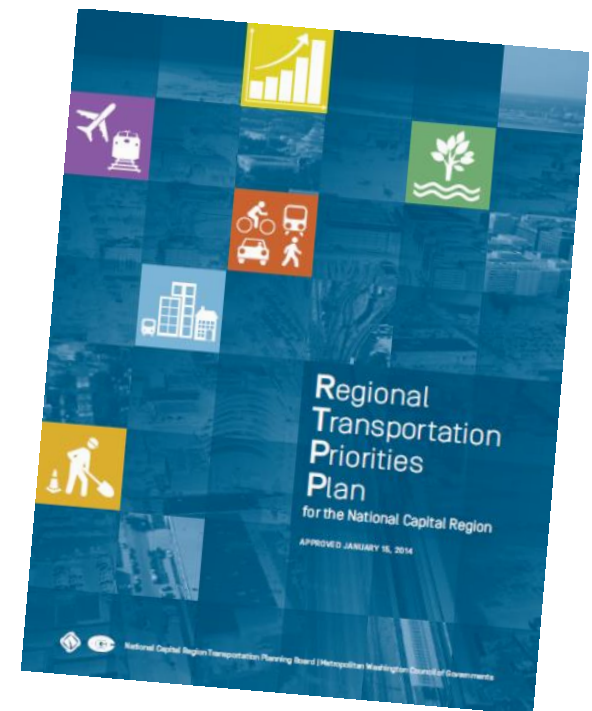


RTPP: Targeted Congestion Relief

The Regional Transportation Priorities Plan called for targeted roadway improvements, including express toll lanes, to provide congestion relief for drivers.

Relevant RTPP Strategies:

- *Alleviate roadway bottlenecks*
- *Build/implement express toll lanes*

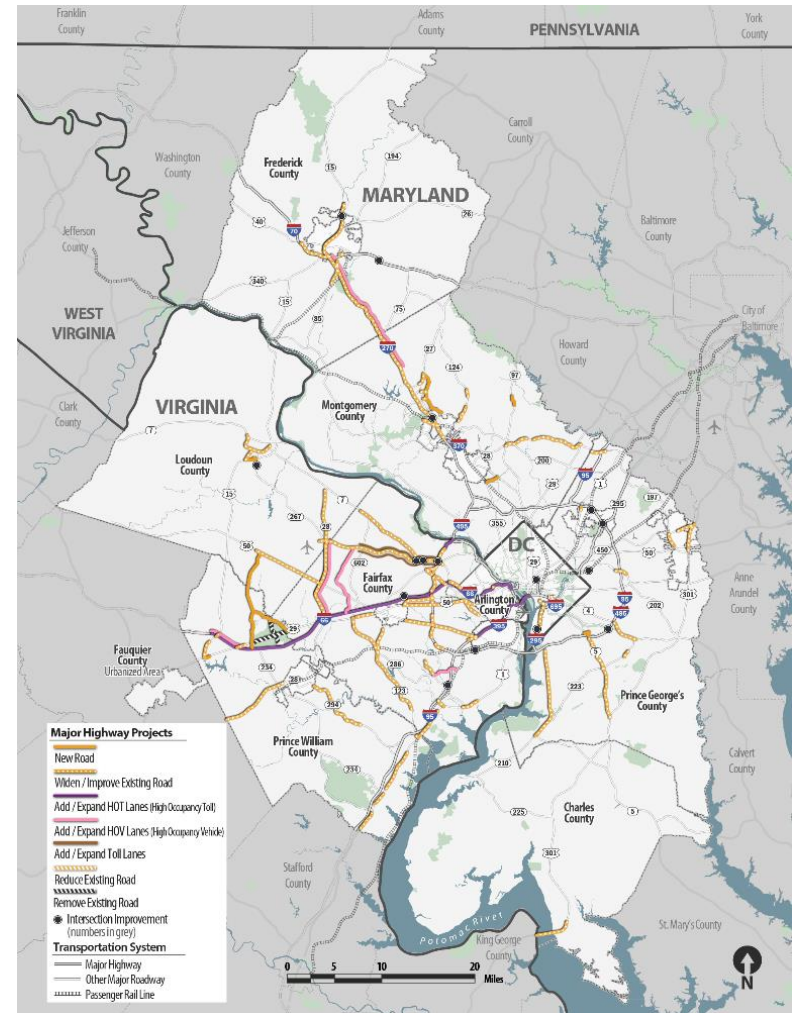


Congestion Relief – Roadway Projects

System	Existing (lane miles)	CLRP (additional lane miles)
Freeways / Expressways	3,572 mi	+467 mi
Arterials	13,362mi	+715 mi
TOTAL	16,934 mi	+1,182 mi

System	Existing (lane miles)	CLRP (additional lane miles)
Tolled Lane Miles	394 mi	+213 mi

18% of new lane miles would be tolled under the CLRP in 2040



Road projects: Some highlighted examples

New Road Capacity

- South Capital Bridge Reconstruction
- I-270/US-15 Corridor HOV
- I-66 Express Lanes – Inside and Outside the Beltway
- I-395 Express Lanes – Inside the Beltway
- Fairfax County Parkway HOV



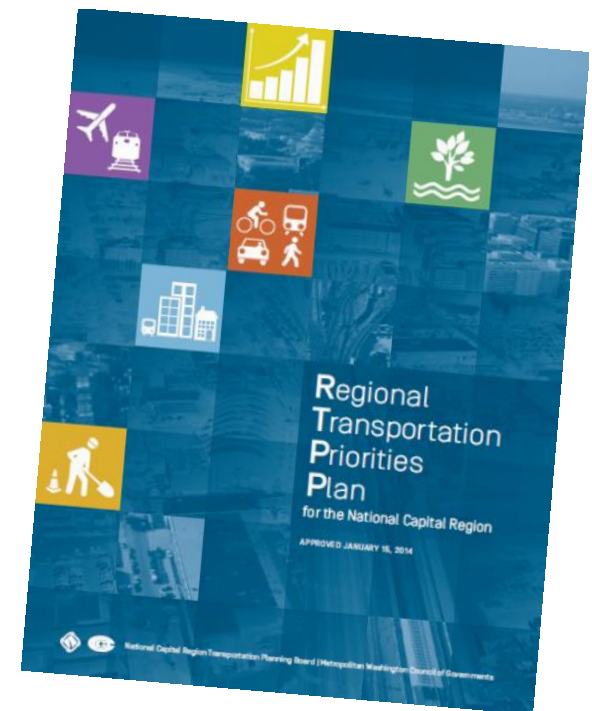
Jumpy, Wikimedia Commons



RTPP: Activity Centers

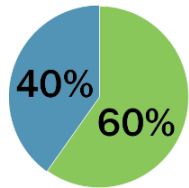
The Regional Transportation Priorities Plan focused attention on:

- Concentrated growth in Activity Centers
- Enhanced circulation within Activity Centers
- Improved multi-modal connections between Activity Centers



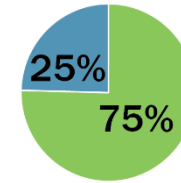
Most population and job growth in Activity Centers

Population
1,240,000 New People

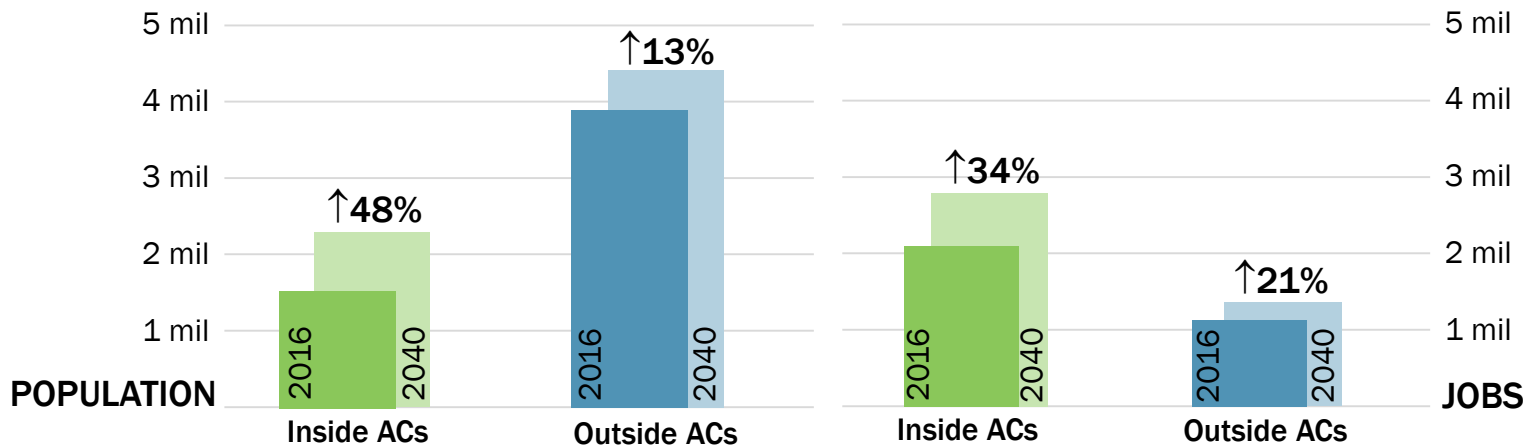


■ Outside of ACs
■ Inside of ACs

Jobs
940,000 New Jobs



*Population and job estimates come from the COG Round 9.0 Cooperative Forecast



- The majority of new jobs and population are forecast to be in Regional Activity Centers.
- The population is forecast to increase at a faster rate inside Activity Centers (48%) compared to the overall rate of growth (23%) over the next 25 years.



Analysis

Transit Accessibility and Connectivity

People's Travel Mode Choice
Regionally
Sub-regionally

Roadway Congestion

Access to Jobs

Motor Vehicle Emissions

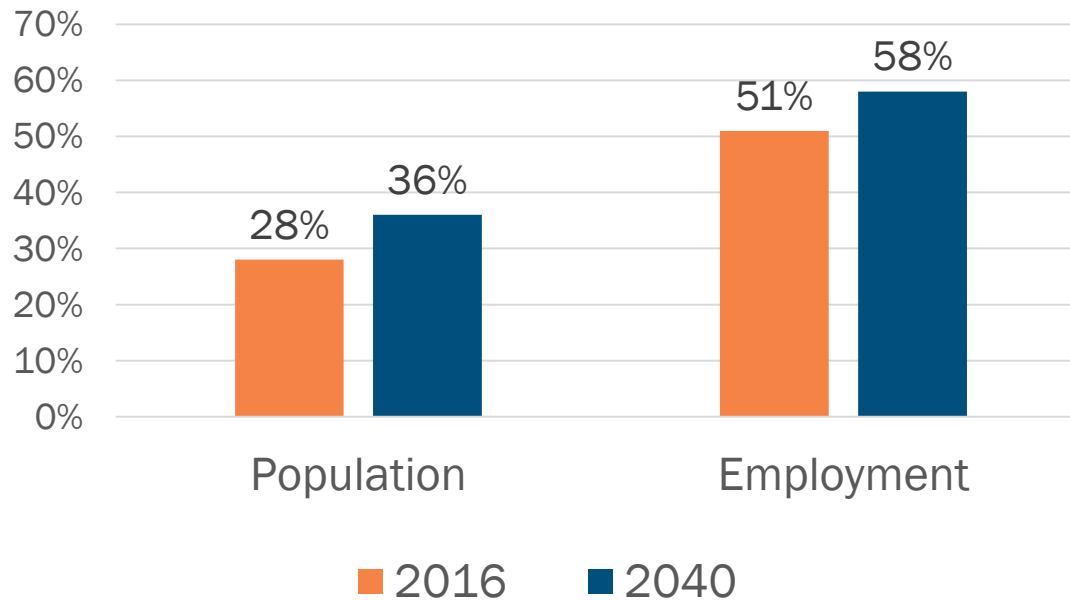


How will transit accessibility and connectivity change?



More jobs and households close to high-capacity transit

Percentage of Populations and Jobs in Proximity to High-Capacity Transit



- “Proximity” defined as within one mile of rail or within a ½ mile of BRT
- “High-capacity transit” defined to include Metrorail, commuter rail, streetcar, light rail or bus rapid transit.



More Activity Centers connected to high-capacity transit

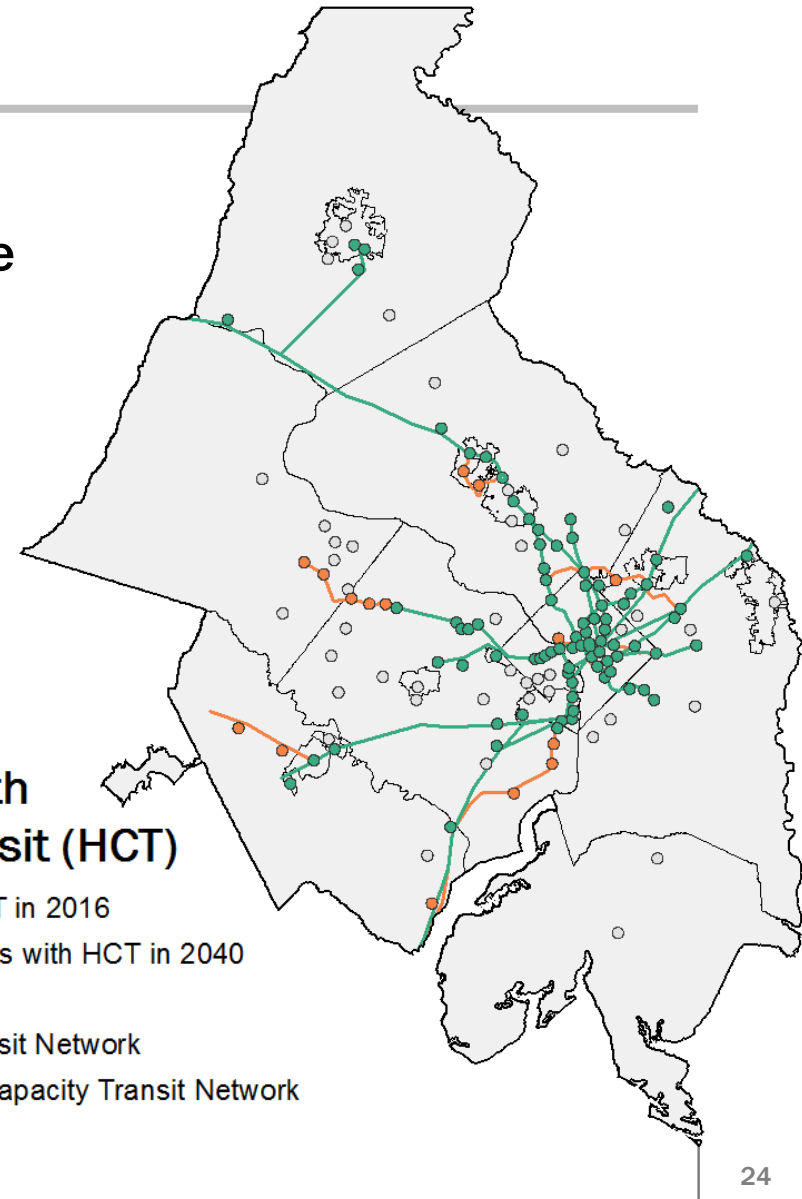
In 2040, 15 new Activity Centers will be connected to high-capacity transit

2016: 82 Activity Centers (59%)

2040: 97 Activity Centers (69%)

Activity Centers with High Capacity Transit (HCT)

- Activity Centers with HCT in 2016
- Additional Activity Centers with HCT in 2040
- All Other Activity Centers
- 2016 High Capacity Transit Network
- 2040 Additions to High Capacity Transit Network

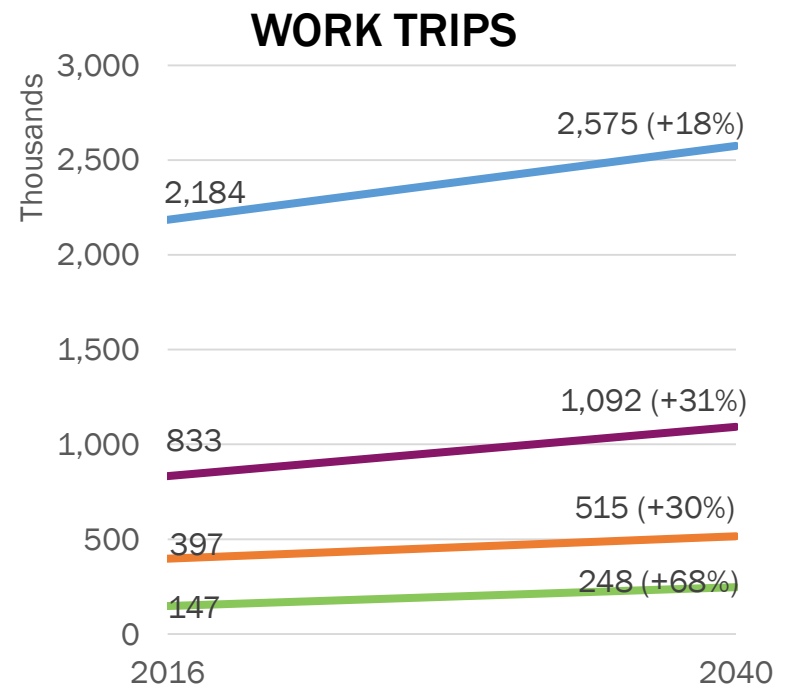
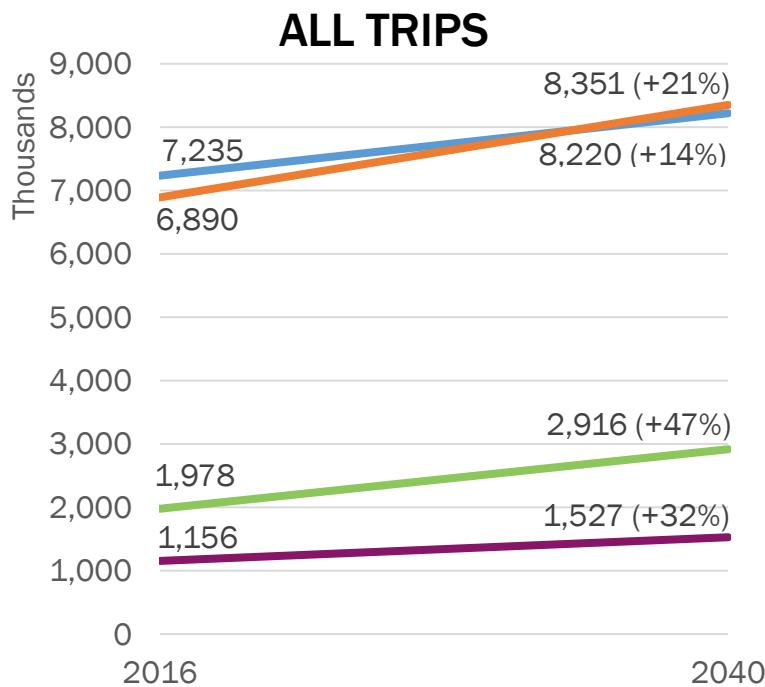


How will people's travel choices change?



Growth in other modes will outpace single-driver trips

Growth in carpooling, transit, walking, and bicycling is expected to out pace growth in single occupancy driver trips, for all trips and work trips alike.



■ SOV Person Trips ■ HOV Person Trips ■ Transit Person Trips ■ Walk & Bicycle Person Trips



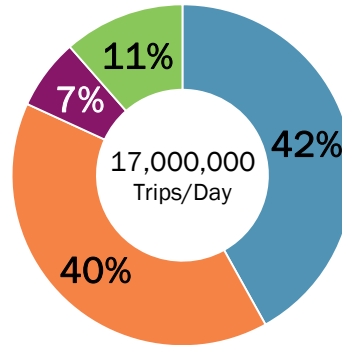
Driving will continue to be the dominant mode

- For all trips, the share of single driver trips is expected to decline while walking and bicycling trips increase.
- For work trips, the share of single driver trips is expected to decline and the share of carpooling, transit, walking, and bicycling trips will increase.

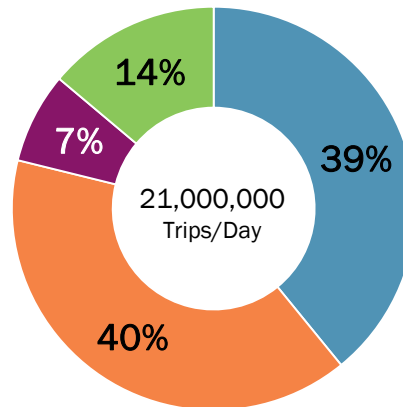
In 2016 and 2040 work trips account for 21% of all trips taken. Work trips take up a larger share of total vehicle miles traveled: 40% in 2016 and 41% in 2040.

(Note: For the purposes of these calculations VMT is for residents of TPB Planning Area only).

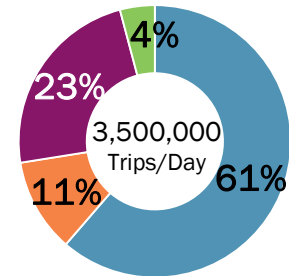
**ALL TRIPS
2016**



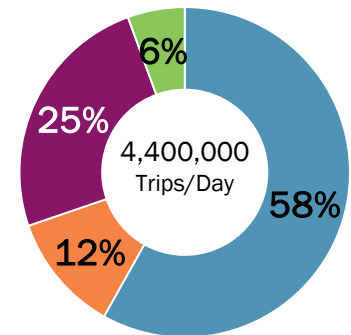
2040



**WORK TRIPS
2016**



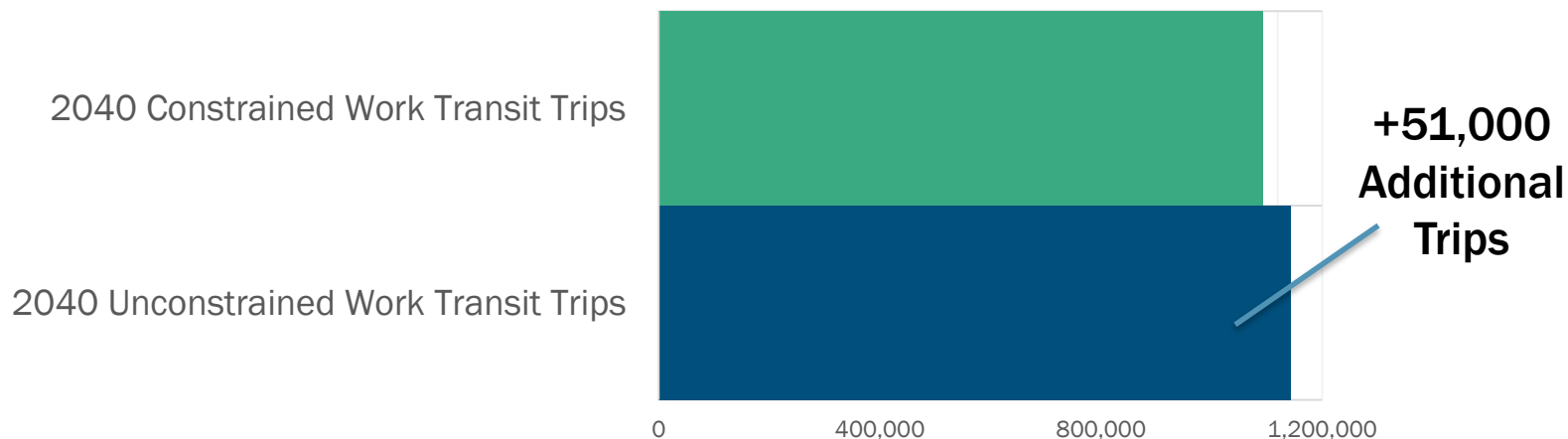
2040



■ SOV Person Trips
 ■ HOV Person Trips
 ■ Transit Person Trips
 ■ Walk & Bicycle Person Trips



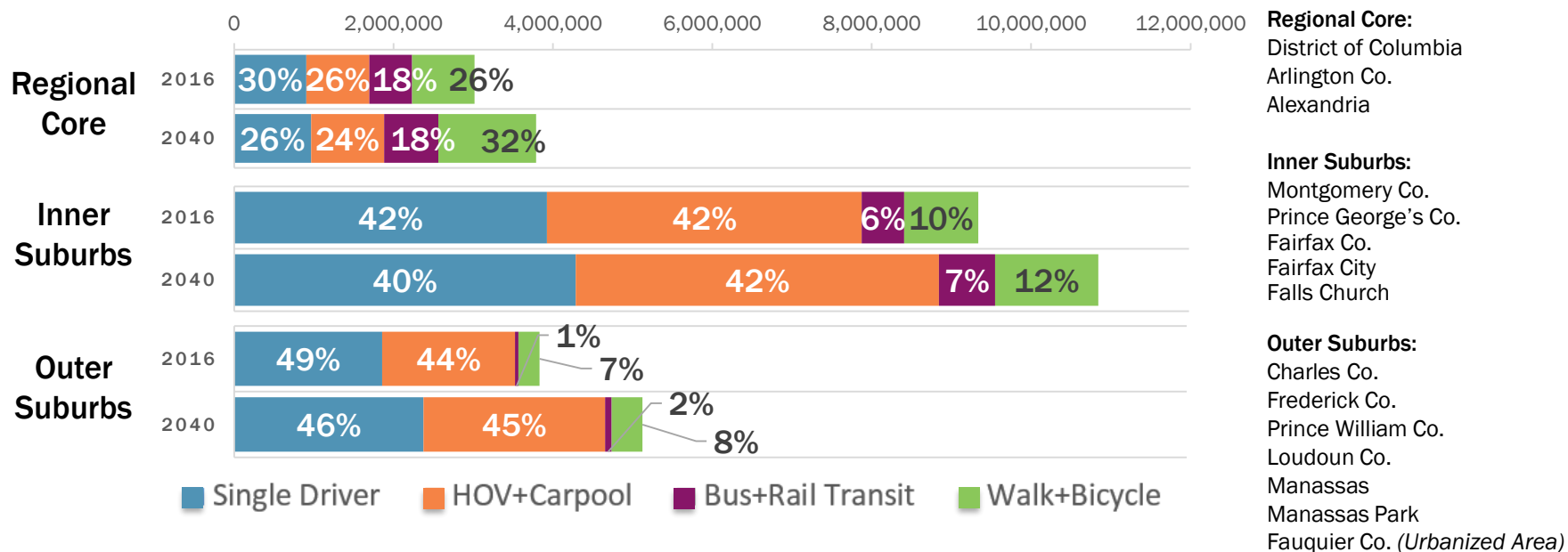
Mode Choice: Metrorail Constraint



- In the travel demand model used to analyze future trends under the 2016 CLRP, Metrorail work trips through the core of the region were capped to 2020 levels.
- If the Metrorail constraint is removed, 51,000 of the automobile work trips could be taken on transit, which would increase transit mode share by 1.2% in 2040.



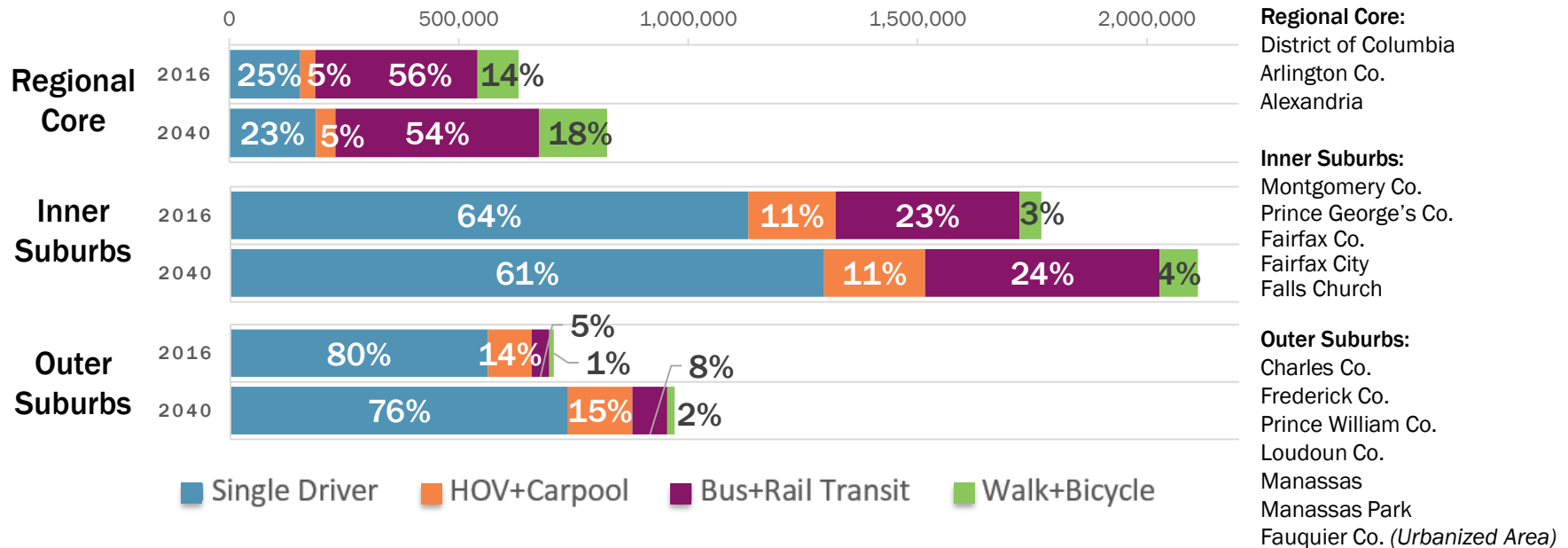
All Trips: Geographic Differences



- The majority of all trips in the region will continue to be generated in the region's populous Inner Suburbs.
- Throughout all areas of the region, the share of single occupancy vehicle commute trips is expected to decline and the share of walking and bicycling trips is expected to increase.
- While the percentage of daily transit trips is forecast to double by 2040, this mode will still account for the smallest number of trips in the outer suburbs.

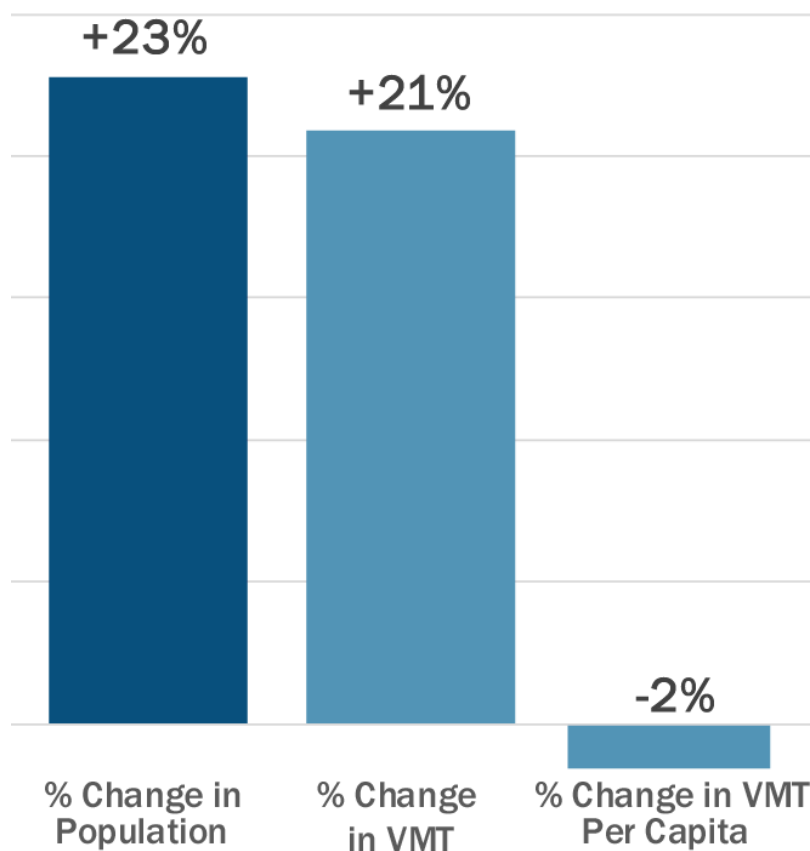


Work Trips: Geographic Differences



- Throughout all areas of the region, the share of single occupancy vehicle commute trips is expected to decline between now and 2040.
- For commuters living in the Regional Core, walking and biking are forecast to become more popular.
- The greatest number of trips will continue to be made by those living in the region's populous Inner Suburbs.
- In the Outer Suburbs, carpool and transit trips will increase due to the presence of new facilities and services.

Average driving per person decreases



Travel Demand: Vehicle Miles Travelled (2016-2040)

- The total amount of driving in the region, measured in vehicle-miles travel (VMT), is expected to grow over the next 24 years, but at a slightly lower rate than population. This means that the average amount of driving per person will be less in 2040 than it is today.
- Though the drop in VMT per capita is slight, it is noteworthy because it signals the reversal of a decades-long trend of ever-increasing per-capita driving in this region.

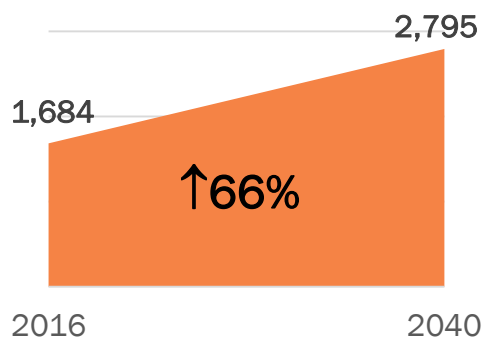
How will roadway congestion change?



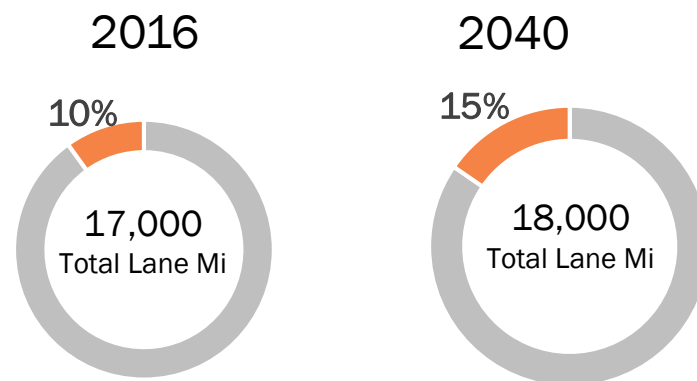
System-wide congestion increases

More lane miles will be congested in 2040 during the AM peak compared to today, and the share of congested lane miles will also increase.

Congested Lane Miles in the Region (AM Peak)



Share of Lane Miles Congested (AM Peak)



* Lane mile measure includes all facilities except local roads.

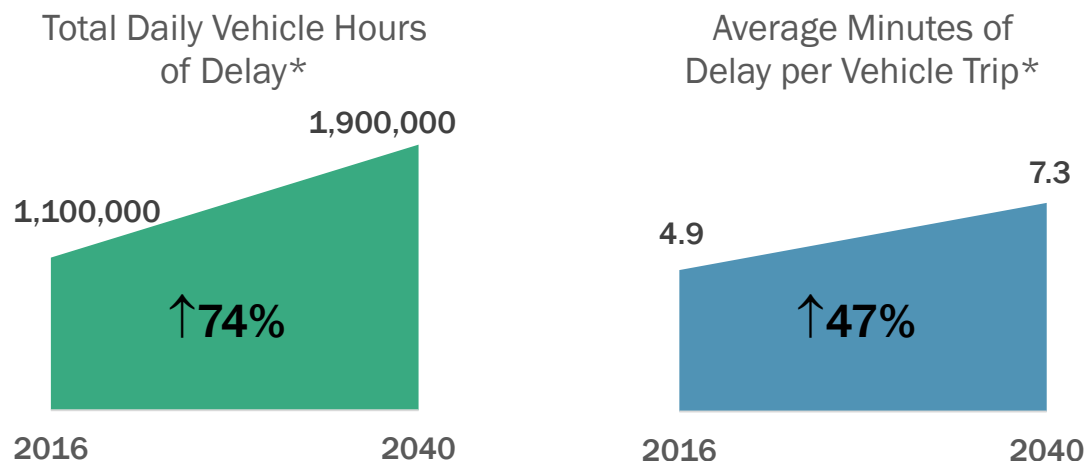
* Roads are congested if Volume/Capacity > 1.00

- The number and share of lane-miles that are congested during peak periods is expected to increase substantially between now and 2040.
- Congested lanes will continue to make up a small, but growing, portion of the region's roadways.



Time wasted in traffic also increases

Total daily vehicle hours of delay (VHD) will grow, and more trips will experience higher delays.



* All delay statistics are based on modeled, not observed data.

- The total vehicle hours of delay will grow significantly by 74%.
- More people will experience a higher delay in 2040 compared to today, as the average delay per trip increases from 4.9 to 7.3 minutes. This is an increase of 47%, which reflects the increased congestion and increased number of overall trips.

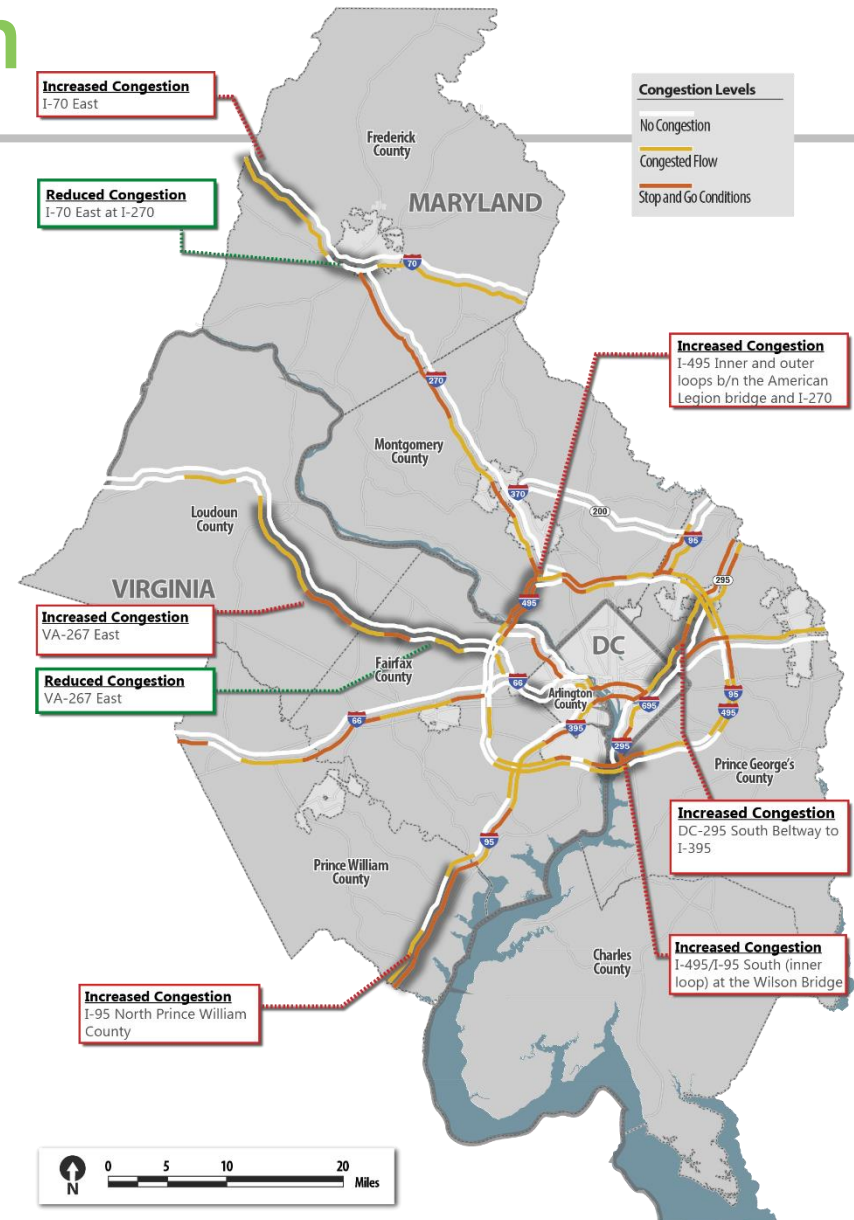


Roadway Congestion

2040 Major Highway Congestion (AM Peak)

Though congestion on many segments of the region's major highway system is expected to get worse over this period of time, some segments of highway will see slight relief in congestion thanks to capacity expansions or changes in travel behavior. Major highways seeing improvements in congestion include portions of I-66 East, I-70 East, and VA-267 East.

Analysis of non-HOT facilities only.



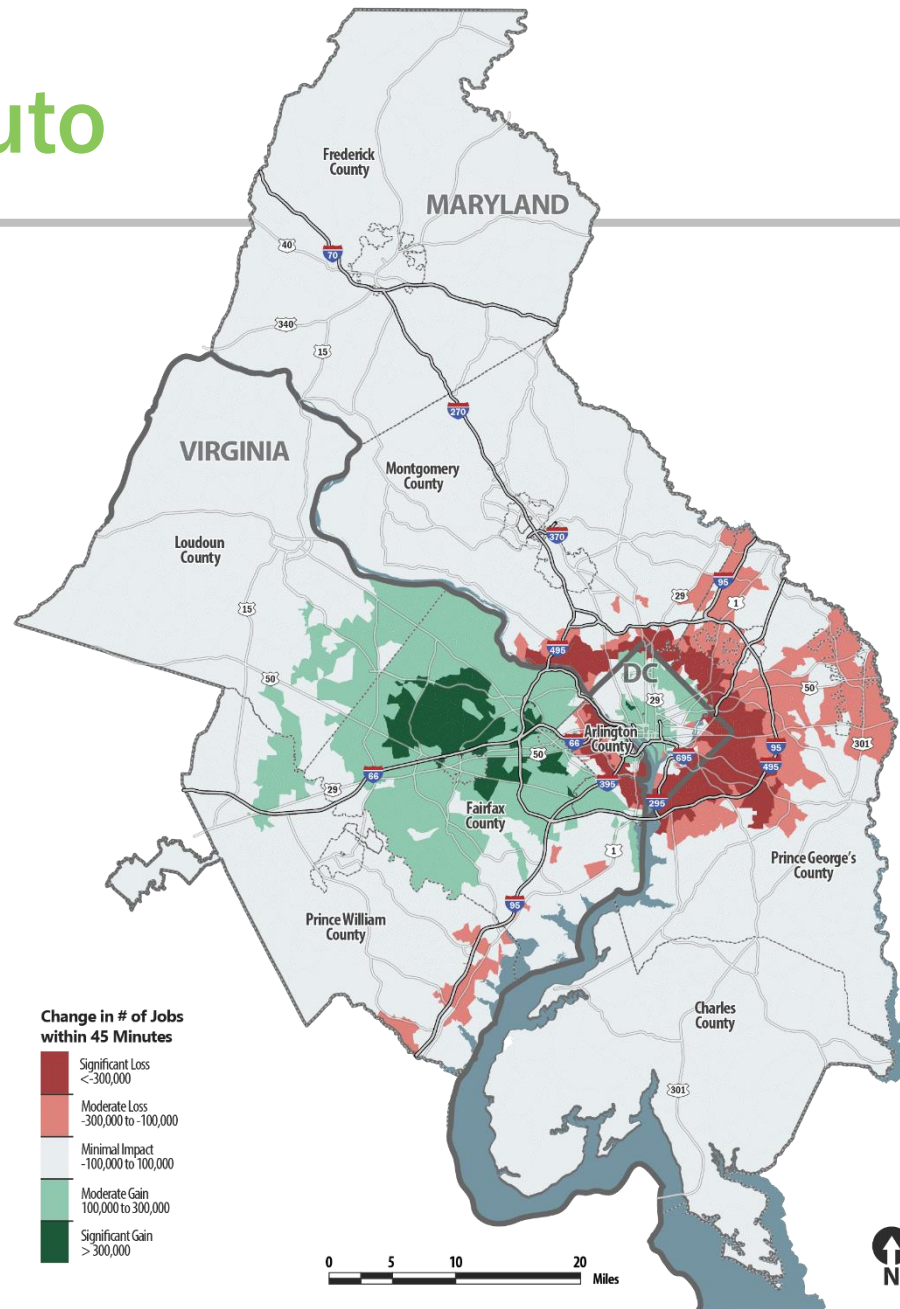
How will access to jobs change?



Access to Jobs by Auto

Change in Access to Jobs by Automobile (2016-2040)

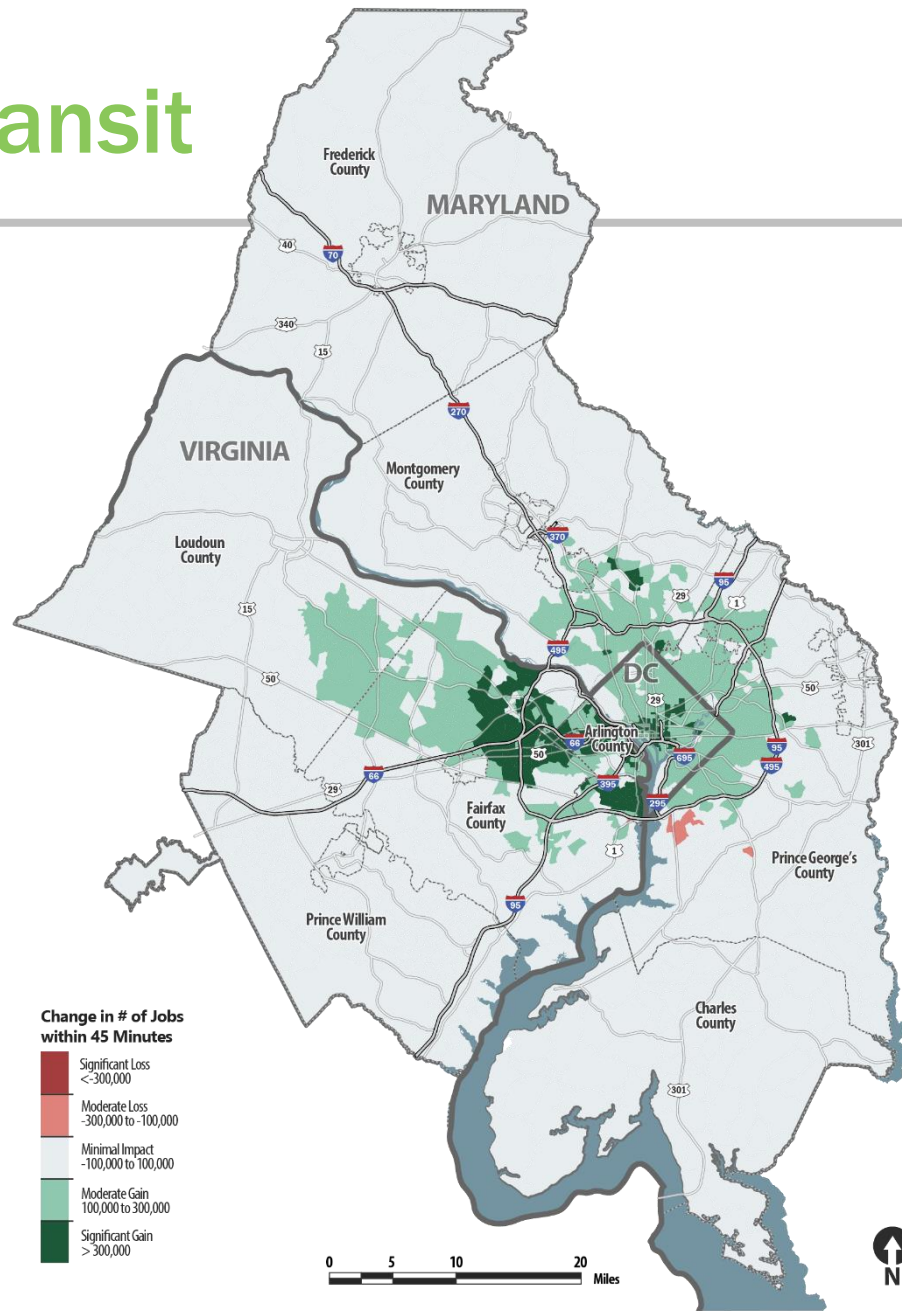
- Many areas, mainly on the eastern side of the region and the inner suburbs, will see declines in accessibility within a 45 minute commute.
- These declines are the result of two important factors:
 1. Anticipated increases in roadway congestion, which make it more difficult to reach other parts of the region by car within 45 minutes.
 2. More of the new jobs anticipated between now and 2040 are forecast to be located on the western side of the region, more than 45 minutes from those living on the eastern side.



Access to Jobs by Transit

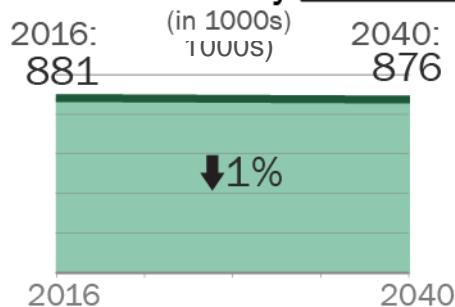
Change in Access to Jobs by Transit (2016-2040)

- Most places with access to transit, will experience increases in the number of jobs that are accessible within a 45 minute commute.
- However, in 2040 transit will still not be a viable commute options for many people in the region due to lack of access to transit facilities and potentially long travel times.

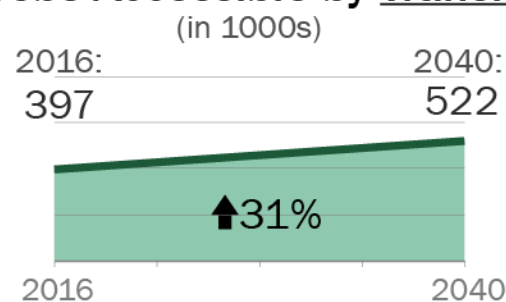


Access to Jobs: Transit access increases; Auto access slightly decreases

**Average number of
Jobs Accessible by Automobile**



**Average number of
Jobs Accessible by Transit**



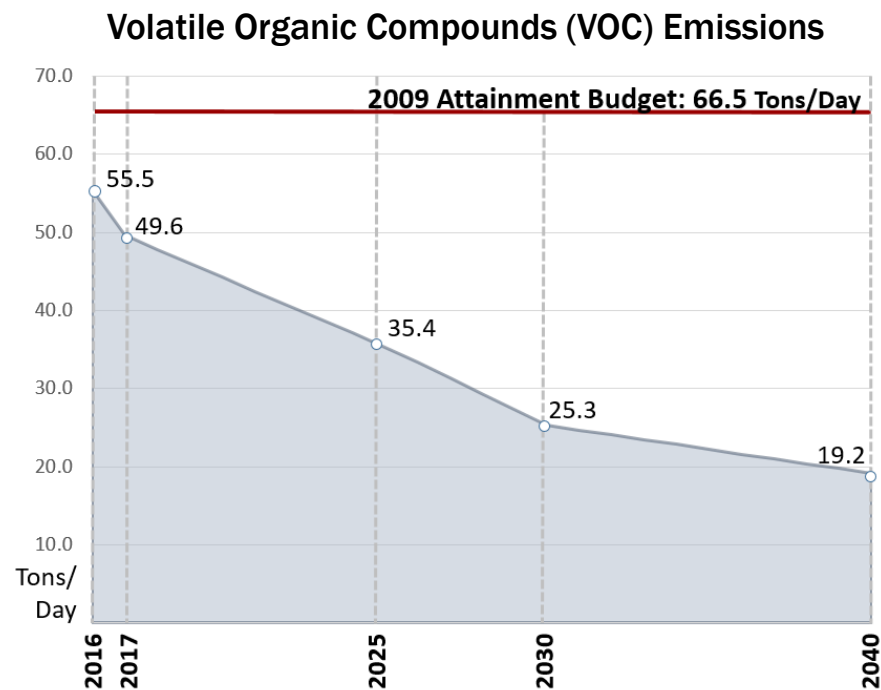
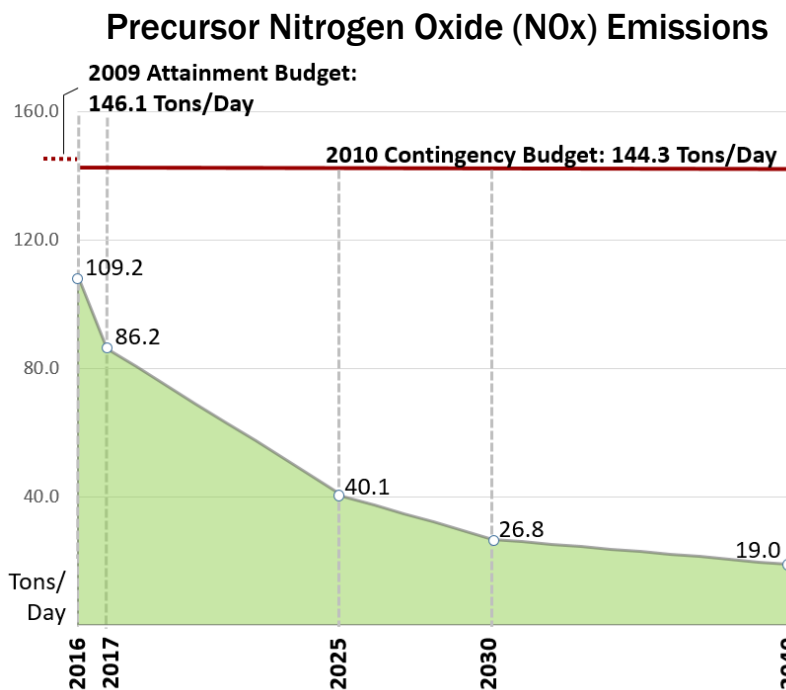
- The average number of jobs accessible by auto will decrease.
- The average number of jobs accessible by transit will increase by 31 percent.
- The total number of jobs that are accessible by transit, however, will remain less than those accessible by automobile, because transit will continue to not reach all parts of the region.



How will the CLRP affect emissions?



Mobile Source Emissions



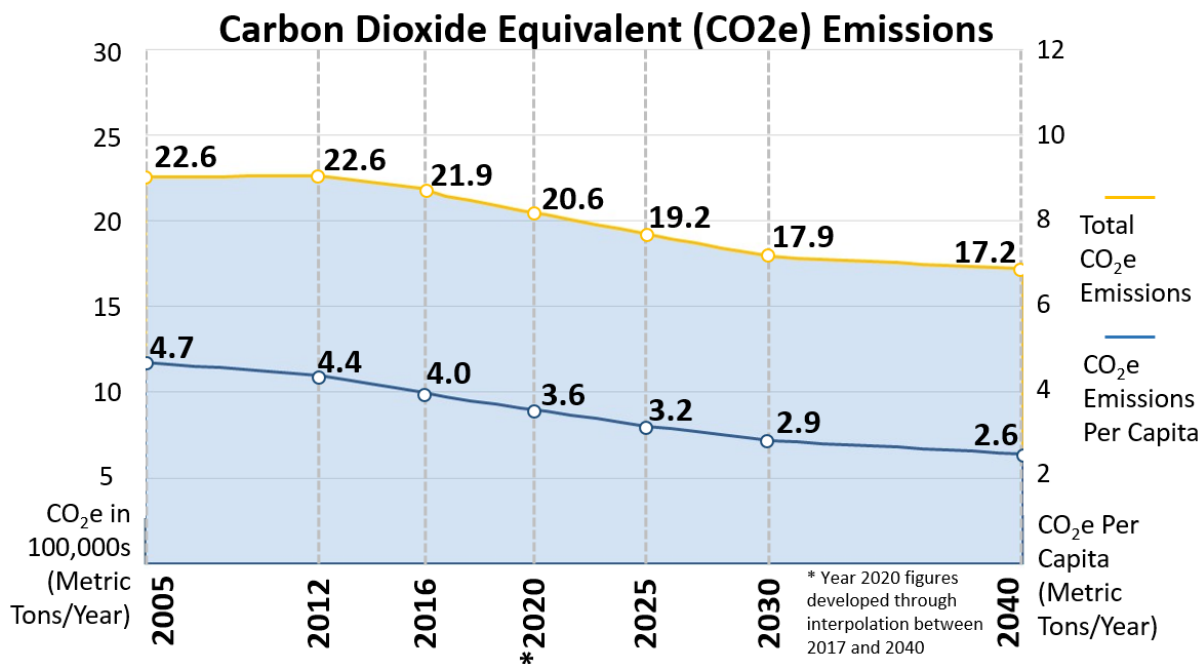
Emissions of all criteria pollutants are expected to drop steadily between now and 2040.

- Emissions reductions are expected due to tougher federal fuel and vehicle efficiency standards.
- Changes in development patterns, investments in transit and other travel options, and improved operational efficiency of area roadways will also contribute to reductions in vehicle related emissions.



Mobile Source Greenhouse Gas Emissions

Total and per capita CO₂e emissions are forecast to drop 24% and 45%, respectively, by 2040



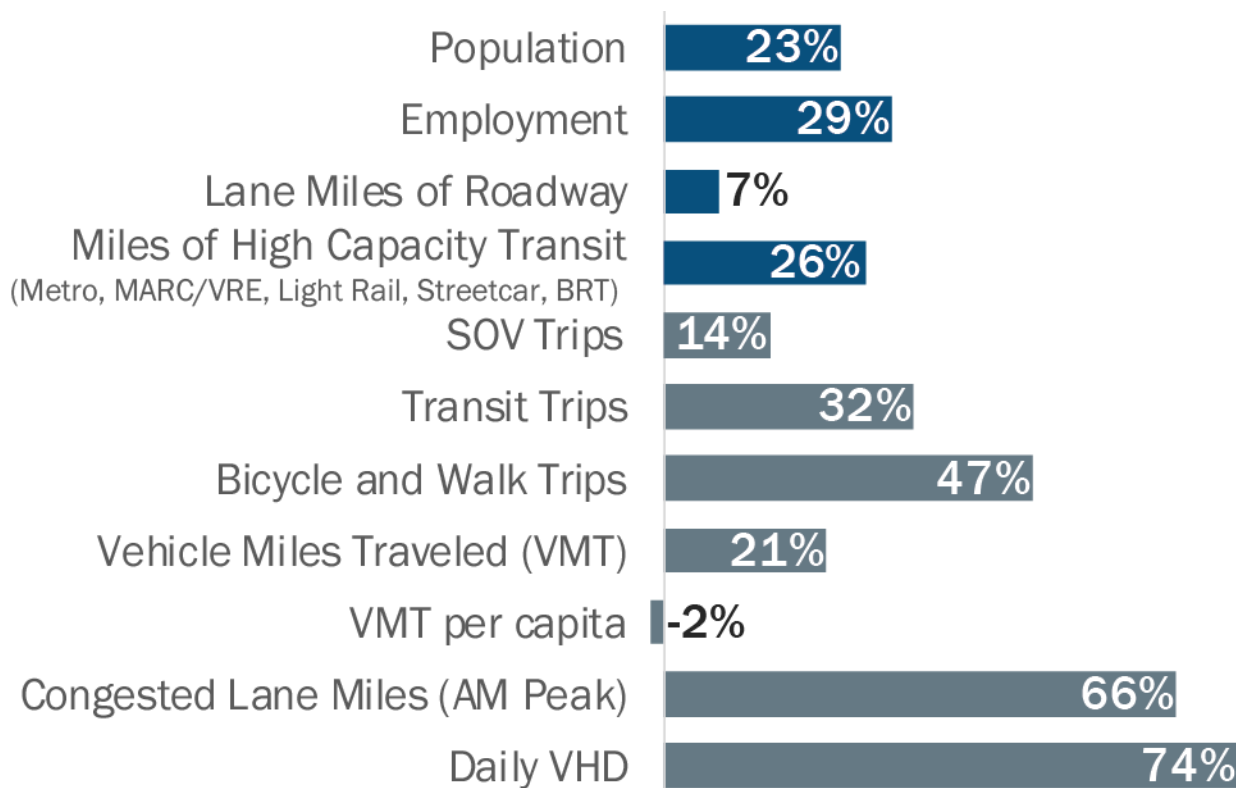
- A significant amount of the greenhouse gas reductions are due to new tougher federal fuel efficiency standards. In addition changes in development patterns and investments in transit and other travel options will contribute to reductions.
- Currently no federal standards exist for greenhouse gas emissions. These emissions are not a required part of the transportation Air Quality Conformity Analysis.



Findings



2016 Performance Analysis Summary



- There will be 23% more residents and 29% more jobs in 2040. To accommodate growth, 7% more lane miles of roadway and 18% more transit rail miles are planned.
- Total trips is expected to increase by 22%, while transit, walk, and bike trips are expected to increase at a faster rate than single driver trips.
- The overall amount of driving (VMT) is expected to grow by 21%. This is slightly less than forecast population growth, which means that VMT per capita is expected to drop by 2%.
- The increase in demand on the roadways is forecast to outpace the increase in supply, leading to a significant increase in congestion.



Findings: Impacts of the CLRP

Looking at relevant RTPP strategies:

Maintenance

- The region anticipates full funding to be available for maintenance

Transit Improvements

- Transit will be more widely available
 - 26% increase in new miles of high-capacity transit
- Transit will be much more extensively used
 - Transit ridership will increase by 32%
- Job accessibility by transit will increase
 - Region-wide, the average number of jobs accessible by transit will increase 31%
- The mode share for single driver trips will be reduced
 - SOV mode share (all trips) will decrease from 42% to 39%
- Additional capacity on the existing system:
 - Funded for commuter rail, but not for Metro 2025 projects



Findings: Impacts of the CLRP (continued)

Looking at relevant RTPP strategies:

Targeted Congestion Relief

- Congestion and delay will increase
 - Congested lane miles increase 66%
 - Vehicle hours of delay will increase 74%
- Toll lanes will provide alternatives to congested roads
 - Toll roads will increase by 213 miles (18% of all new lane miles will be tolled)

Activity Centers

- Most new growth will be in Activity Centers
 - 3 out of 4 new jobs will be in Activity Centers
- Most Activity Centers will have multimodal connections
 - 69% of Activity Centers will be connected by high-capacity transit



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National Capital Region
Transportation Planning Board

ITEM 10 – Information
October 19, 2016

Briefing on Federal Planning Regulations –
Transit Asset Management

Staff

Recommendation: Receive briefing

Issues: None

Background: The board will be briefed on recent activities in the federal performance-based planning and programming (PBPP) rulemaking and the requirements set forth in the new Statewide and Metropolitan Planning Rule, focusing on the new rule for transit asset management.



MEMORANDUM

TO: Transportation Planning Board
FROM: Eric Randall, TPB Transportation Engineer
SUBJECT: Update on Federal Planning Regulations
DATE: October 13, 2016

This memorandum provides an update for the board on recent activities in the federal performance-based planning and programming (PBPP) rulemaking and the requirements set forth in the new Statewide and Metropolitan Planning Rule, focusing on the new rule for transit asset management.

TRANSIT ASSET MANAGEMENT RULE

As part of the federal PBPP rulemaking, the final Transit Asset Management rule was published in the Federal Register on July 26, 2016, and became effective October 1, 2016.¹ Transit asset management (TAM) is “a strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively through the life cycle of such assets.”

Under the final TAM rule, transit providers must collect and report data for four performance measures, covering equipment, rolling stock, infrastructure, and facility condition. For these measures, transit providers will have to annually set targets for the upcoming fiscal year, develop a four-year TAM plan for managing capital assets, and use a decision support tool and analytical process to develop a prioritized list of investments.

The final TAM rule applies to all recipients and subrecipients of Federal transit funds (e.g., Section 53XX funds) that own, operate, or manage capital assets used in the provision of public transportation and would require accounting for all assets used in the provision of public transportation service, regardless of funding source, and whether used by the recipient or subrecipient directly, or leased by a third party. It appears that this requirement applies to every county and city in the region that operates public transportation with the exception of Loudoun County and the City of Fairfax.

Upcoming TAM requirements include:

- Transit providers must establish performance targets for FY 2018 by January 1, 2017.
- TPB shall adopt transit asset targets for the metropolitan region within 180 days (i.e., by June 30, 2017).
- Transit providers must develop four-year TAM Plans by October 2018.

The TPB Technical Committee and TPB Regional Public Transportation Subcommittee have discussed this rulemaking, and TPB staff will be following up with a formal request for coordination on meeting the requirements with all transit providers.

¹ <https://www.gpo.gov/fdsys/pkg/FR-2016-07-26/pdf/2016-16883.pdf>

PERFORMANCE-BASED PLANNING AND PROGRAMMING (PBPP) ACTIVITIES

TPB staff is continuing collaboration with DDOT, MDOT, and VDOT, as well as with WMATA and other providers of public transportation, for each PBPP performance area: Highway Safety, Highway and Bridge Condition, System Performance (Congestion, Freight, and CMAQ), Transit Safety and Transit Asset Management.

The federal agencies are expected to publish the final rule for Transit Agency Safety in October/November and the final rule for Highway and Bridge Condition in November/December.

In the next few months, TPB staff will officially be contacting the DOTs and the providers of public transportation to begin development of formal agreements on appropriate responsibilities for the PBPP data collection and target-setting process, as required under the new Statewide and Metropolitan Planning Rule.

UPDATE ON FEDERAL PLANNING REGULATIONS

Transit Asset Management Rule

Eric Randall, TPB Transportation Engineer

Transportation Planning Board
October 19, 2016

Agenda Item 10



Federal Planning Regulations

- Transit Asset Management (TAM) Final Rule
 - PBPP and TAM Timeline
 - Applicability to Regional Providers
 - TAM – What is it?
 - TAM Performance Measures
 - Coordination with MPO Planning
 - Implementing TAM Rule - Next Steps



PBPP and TAM Timeline

- Statewide and Metropolitan Planning final rule published May 27, 2016
 - Framework for performance-based planning and programming (PBPP) process and statewide and MPO planning.
- The Transit Asset Management final rule was published in the Federal Register on July 26, 2016 and became effective October 1, 2016.
- Transit Providers must establish performance targets for FY 2018 by January 1, 2017, approved by Accountable Executive.
- MPO (i.e., TPB) adopts transit asset targets for the metropolitan region within 180 days (i.e., by June 30, 2017).
- Transit Providers must establish four-year TAM Plans by October 2018.



Applicability to Regional Providers

- Applies to all recipients and subrecipients of federal transit funds that own, operate, or manage capital assets used in the provision of public transportation.
 - Accounts for assets regardless of funding source, and whether used by the recipient or subrecipient or leased by a third party.
 - Two tiers of provider: Tier I if more than 100 vehicles in revenue service or operates rail; Tier II if 100 or fewer vehicles.

Tier I

1. WMATA: Metrorail, Metrobus, MetroAccess
2. DDOT: Streetcar, Circulator
3. Fairfax Connector
4. Montgomery County Ride On
5. PRTC OmniRide, OmniLink
6. Virginia Railway Express

Tier II

1. Arlington ART
2. MWCOG (taxi co's, Fairfax County Neighb. & Comm. Svcs.)
3. NVTC (Alexandria DASH)
4. MTA (Charles VanGo, Frederick TransIT, Prince George's TheBus)
5. Virginia DRPT (Virginia Regional Transit)



Transit Asset Management – What is it?

What is TAM? “A strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively through the life cycle of such assets.”

1. Performance – Transit providers to collect and report data on four performance measures: equipment, rolling stock, infrastructure, and facilities.
2. Targets – Annually, transit providers to set targets for the four performance measures for the upcoming fiscal year.
3. TAM Plan – Four-year plan for managing capital assets, updated every four years.
4. Investment prioritization – Use of decision-support or analytical process and tools to develop a prioritized list of transit investments.



Transit Asset Performance Measures (Final)

	Performance Measure	Assets
Rolling stock (Age)	Percentage of revenue vehicles within a particular asset class that have met or exceeded useful life benchmark (ULB).	40 foot bus, 60 foot bus, vans, automobiles, locomotives, rail vehicles
Equipment - (non-revenue) service vehicles (Age)	Percentage of vehicles that have met or exceeded their (ULB).	Cranes, prime movers, vehicle lifts, tow trucks
Infrastructure-rail fixed-guideway track, signals, and systems (Condition)	The percentage of track segments, signal, and systems with performance restrictions.	Signal or relay house, interlockings, catenary, mechanical, electrical and IT systems
Stations/ Facilities (Condition)	The percentage of facilities, within an asset class, rated below 3 on the TERM scale.	Stations, depots, administration, parking garages, terminals



Coordination of Transit Asset Management with Metropolitan Planning

- MPOs shall establish performance targets for transit asset management in coordination with transit providers, within 180 days of a transit provider setting targets.
- The Transportation Improvement Program (TIP) and the metropolitan transportation plan (i.e., TPB's CLRP) must consider programming of projects and how they affect performance (beginning May 2018).
 - Describe progress toward achieving targets in each update.
- MPO and the transit providers must jointly agree upon and document in writing the coordinated processes for collecting data and selecting and setting targets.



Implementing TAM Rule - Next Steps

- Letters to transit providers asking for formal coordination on submission of TAM data to TPB and the TPB's establishment of TAM targets.
 - No prescribed way for MPOs to set targets; looking for further guidance from the Federal Transit Administration (FTA).
- Development of formal documentation on coordinated TAM process.
 - Planning rule requires this for all performance based planning and programming (PBPP) areas.
- TPB to set transit asset targets for the metropolitan area in the May 2017 timeframe.



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