

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

**RESOLUTION TO UPDATE THE 2014 AMENDED PROCEDURES FOR PROCESSING
REVISIONS TO THE LONG-RANGE TRANSPORTATION PLAN AND THE TRANSPORTATION
IMPROVEMENT PROGRAM TO INCORPORATE THE 2019 PROCEDURES
OF THE VIRGINIA DEPARTMENT OF TRANSPORTATION**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing American's Surface Transportation Act (FAST Act) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the Federal Planning Regulations implementing the FAST Act require that TPB procedures for an administrative modification or an amendment to the Long-Range Transportation Plan and the Transportation Improvement Program (TIP) between scheduled periodic updates be documented and be consistent with the District Department of Transportation (DDOT), Maryland Department of Transportation (MDOT) and Virginia Department of Transportation (VDOT) procedures; and

WHEREAS, on January 16, 2008, the TPB approved its procedures for an administrative modification or an amendment to the Long-Range Transportation Plan and TIP that were developed in consultation with staff at DDOT, MDOT and VDOT and were consistent with their procedures; and

WHEREAS, on December 5, 2014, the TPB Steering Committee approved a resolution to update the procedures for processing revisions to the Long-Range Transportation Plan and the TIP to incorporate the 2014 procedures of MDOT; and

WHEREAS, in July 2019, VDOT published an agreement with the Federal Highway Administration (FHWA) Virginia Division and the Federal Transit Administration (FTA) Region III that revised the funding amount criteria and other aspects of a project for what qualifies as an administrative modification in the TIP and the Statewide Transportation Improvement Program (STIP); and

WHEREAS, the revised VDOT qualifications for an administrative modification are specified on page 6 of the enclosed agreement entitled Commonwealth of Virginia Statewide Improvement Program (STIP) Procedures; and

WHEREAS, the 2014 Updated TPB Procedures for Revisions to the Long-Range Transportation Plan and the TIP need to be updated to incorporate the July 2019 VDOT project information that qualifies as an administrative modification in the STIP and TIP;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board approves the enclosed 2019 Procedures for Revisions to the Long-Range Transportation Plan and the TIP which incorporate the VDOT July 2019 revisions regarding administrative modifications.

PROCEDURES FOR REVISIONS TO THE LONG-RANGE TRANSPORTATION PLAN AND THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR THE NATIONAL CAPITAL REGION

UPDATED SEPTEMBER 2019

Introduction

On January 16, 2008, the TPB adopted procedures for processing revisions to its **CLRP Long-Range Transportation Plan** and TIP. A revision is a change to the **CLRP Long-Range Transportation Plan** or TIP that occurs between scheduled periodic updates. A minor revision is an administrative modification and a major revision is an amendment. These procedures are in accordance with the US DOT planning regulations at 23 CFR 450. These procedures were amended by the TPB Steering Committee on December 5, 2014.

According to 23 CFR 450.326: TIP Revisions and Relationship to the STIP, the regional TIP projects must be included without change in a federally approved state transportation improvement program (STIP) in order for them to receive federal funding. In this region, the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) each provide the project descriptions and funding information for the development of the regional TIP and **CLRP Long-Range Transportation Plan**. Each DOT has adopted procedures for revising its STIP. When it becomes necessary for a DOT to revise the project information in the TIP, its procedures must be consistent with the TPB procedures for revising its regional TIP.

The TPB procedures are based upon the procedures adopted by DDOT, MDOT and VDOT. The procedures define what an administrative modification is and what an amendment is.

Definitions

Administrative Modifications are minor changes to a project included in the **CLRP Long-Range Transportation Plan**, TIP or STIP that do the following:

1. Revise a project description without changing the project scope or conflicting with the environmental document;
2. Change the source of funds;
3. Change a project lead agency;
4. Splits or combines individually listed projects; as long as cost, schedule, and scope remain unchanged;
5. Changes required information for grouped project (lump sum) listings; or,
6. Adds or deletes projects from grouped project (lump sum) listings as long as the funding amounts stay within the guidelines in number two above.
7. Revise the funding amount listed for a project's phases subject to the applicable definition of the funding limitations adopted by DDOT, MDOT, and VDOT for their respective STIPs.

- a. For projects to be included in the DDOT STIP, the additional funding is limited to 20 percent of the project cost.
- b. For projects to be included in the MDOT STIP, changes to the funding amount is limited based upon a sliding scale that varies by the total cost of the project as follows:
 - If the total project cost is less than \$3 million, an Administrative Modification shall be used for an increase or decrease in cost of up to 50% of the total project cost or \$1 million, whichever is less.
 - If the total project cost is greater than \$3 million but less than \$10 million, an Administrative Modification shall be used for an increase or decrease in cost up to 30% of the total project cost.
 - If the total project cost is greater than \$10 million, an Administrative Modification shall be used for an increase or decrease of cost up to 20% of the total project cost.
- c. For projects to be included in the VDOT STIP, the additional funding is limited based upon a sliding scale that varies by the funding **source and** amount listed for the project as follows:

See the funding qualifications and other criteria specified on page 6 of the attached agreement entitled: Commonwealth of Virginia Statewide Transportation Improvement Program (STIP) Procedures, which was effective in July 2019.

 - ~~For a project cost of up to \$2 million, the additional funding is limited to 100 percent of the cost.~~
 - ~~For project costs between \$2 million and \$10 million, the additional funding is limited to 50 percent of the cost.~~
 - ~~For project costs between \$10 million and \$20 million, the additional funding is limited to 25 percent of the cost.~~
 - ~~For project costs between \$20 million and \$ 35 million, the additional funding is limited to 15 percent of the cost.~~
 - ~~For project costs more than \$35 million, the additional funding is limited to 10 percent and cannot exceed \$10 million.~~

An Administrative Modification can be processed in accordance with these procedures provided that:

- It does not affect the air quality conformity determination;
- It does not impact financial constraint; and
- It does not require public review and comment.

Amendments are major changes to a project included in the **CLRP Long-Range Transportation Plan**, TIP or STIP that are not Administrative Modifications.

Procedures

When it becomes necessary for a DOT to revise the information for a project in the **CLRP Long-Range Transportation Plan** or TIP, the agency will review the type of changes to the project and apply the above definitions to determine if it can be processed by the TPB as an administrative modification or an amendment. The DOT will then submit the project changes to the TPB and request that it take the appropriate action to approve either a project administrative modification or a project amendment.

Administrative Modifications

The TPB has delegated approval of ~~CLRP~~ **Long-Range Transportation Plan** and TIP project administrative modifications to the Director, Department of Transportation Planning of the Metropolitan Washington Council of Governments. Requests for ~~CLRP~~ **Long-Range Transportation Plan** and TIP project administrative modifications will be submitted to the Director or his or designee. The requests will be reviewed and those meeting the definition of administrative modification will be approved and forwarded to the requesting implementing agency. All TPB approved requests for ~~CLRP~~ **Long-Range Transportation Plan** and TIP project administrative modifications will be posted on the TPB web site. Once approved by the appropriate state DOT, the administrative modification will be incorporated into the STIP and no federal action will be required.

Amendments

Requests for ~~CLRP~~ **Long-Range Transportation Plan** and TIP project amendments will be submitted to the Chairman of the TPB. The requests will be reviewed by TPB staff and those meeting the definition of an amendment will be presented to the TPB Steering Committee. The Steering Committee will consider and be asked to approve project amendments that are non-regionally significant. Under the TPB Bylaws, 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 will consider and place all other project amendments on the TPB agenda for consideration and approval after meeting the applicable US DOT planning regulations for ~~CLRP~~ **Long-Range Transportation Plan** and TIP amendments.

All TPB approved requests for CLRP and TIP project amendments will be forwarded to the requesting DOT, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and posted on the TPB web site. Once the TPB amendment is approved by the requesting DOT, the DOT will forward the amendment to FHWA and FTA for federal approval. After approval by FHWA and FTA, the amendment will be incorporated into the DOT’s STIP. The FHWA and FTA approval will be addressed to the DOT with copies to the TPB.

Dispute Resolution

If a question arises on the interpretation of the definition of an amendment, the TPB, the requesting DOT, FHWA and FTA (the parties) will consult with each other to resolve the question. If after consultation, the parties disagree on the definition of what constitutes an amendment, the final decision will rest with the FTA for transit projects and FHWA for highway projects.

Commonwealth of Virginia Statewide Transportation Improvement Program (STIP) Procedures

**Developed and agreed to by:
Virginia Department of Transportation
Virginia Department of Rail and Public Transportation
Federal Highway Administration Virginia Division
Federal Transit Administration Region III**

July 2019

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Introduction/Background

Virginia's Statewide Transportation Improvement Program (STIP) is a federally required four-year transportation improvement program that identifies those capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the State that will utilize Federal funding. The STIP must also contain all regionally significant projects requiring an action by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA) whether or not the projects are to be funded with Federal funding. The statewide prioritized list of projects, which includes the Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transportation (DRPT) projects separately organized, is developed by the Commonwealth, in conjunction with the designated Metropolitan Planning Organizations (MPO), where applicable. The STIP must be consistent with the long-range statewide transportation plan, metropolitan long range transportation plans, and the Transportation Improvement Programs (TIPs). Each MPO TIP must be included without change in the STIP, directly or by reference. The incorporation, without change, of the TIPs into the STIP demonstrates the Governor of Virginia's approval of the TIPs.

This STIP Procedures document demonstrates agreement between the Federal and State agencies involved in development and management of the STIP and highlights processes and procedures established to streamline and effectively manage Virginia's STIP.

This STIP Procedures document does not relieve the State from the responsibility to involve affected MPOs in the STIP update and modification processes where required. It is recognized that MPOs may use update and modification processes for their TIPs that differ from the processes outlined below.

Development and Approval of the STIP and STIP Amendments

Development and approval of the Virginia STIP will be in accordance with [23 USC 134](#), [23 USC 135](#), [49 USC 5303](#), [49 USC 5304](#), [23 CFR 450](#), and [49 CFR 613](#). Federal regulations require a full update of the STIP at least every four years. A draft STIP will be posted to the VDOT website for a minimum of 30 days to allow time for interested parties to comment. The full STIP update requires joint FHWA and FTA approval. FTA approves STIP amendments initiated by DRPT for the transit portion of the STIP; FHWA approves STIP amendments initiated by VDOT for the highway portion of the STIP. Projects jointly administered by FHWA and FTA require STIP amendment approval from both FHWA and FTA.

Included Projects

In accordance with [23 CFR 450.218\(k\)](#), prior to inclusion of a project in the STIP, the project must be consistent with the approved fiscally constrained long range transportation plans.

In metropolitan planning areas (MPAs), the State develops the STIP in cooperation with the MPO(s) designated for the metropolitan planning area. The MPO and the State select projects and the TIP is approved by the MPO. The MPO TIPs are then included into the STIP without change. The incorporation without change, of the TIPs into the STIP, represents the Governor of Virginia's approval of the TIPs. The State then submits the STIP to FHWA/FTA for approval.

In each nonmetropolitan area in the State, the State develops the STIP in cooperation with the affected nonmetropolitan local officials using established consultation processes.

The first year of the STIP is viewed as the “agreed to” list of projects selected for implementation based on the obligation limitation. Projects in the subsequent three years may be advanced via an administrative modification as described below.

Project Information

In accordance with [CFR 450.218\(i\)](#), for each project or project phase (e.g., study, preliminary engineering, right-of-way, design, or construction) the STIP must include the following:

- Sufficient descriptive material (i.e., scope, termini, and length) to identify the project or phase. This includes a unique project identification number that cannot be changed or reused (i.e., UPC number for VDOT projects; STIP ID number for DRPT projects).
- Estimated total project cost or a project cost range, which may extend beyond the four years of the STIP.
- The amount of Federal funds proposed to be obligated during each program year and sources of non-Federal funds.
- Identification of the agency or agencies responsible for carrying out the project or phase.

Financial Constraint

Per [CFR 450.218\(o\)](#), the STIP shall include a project, or an identified phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project. Financial constraint of the STIP shall be demonstrated and maintained by year and shall include sufficient financial information to demonstrate which projects are to be implemented using current and/or reasonably available revenues, while federally supported facilities are adequately operated and maintained. The STIP may include a financial plan that demonstrates how the approved STIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the STIP, and recommends any additional financing strategies for needed projects and programs. In cases where FHWA and FTA find a STIP to be fiscally constrained, and a revenue source is subsequently removed or substantially reduced (i.e., by legislative or administrative actions), FHWA and FTA will not withdraw the original determination of fiscal constraint. However, in such cases, FHWA and FTA will not act on an updated or amended STIP that does not reflect the changed revenue situation.

Grouped Projects

The grouping of projects allows flexibility and reduces paperwork for programming minor projects. Projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area using the applicable classifications under [23 CFR 771.117\(c\) and \(d\)](#) and/or [40 CFR part 93](#). In nonattainment and maintenance areas, project classifications must be consistent with the “exempt project” classifications contained in the EPA's transportation conformity regulations ([40 CFR part 93, subpart A](#)). Additionally,

projects proposed for funding under [23 USC Chapter 2](#) that are not regionally significant may be grouped.

By agreement, public transportation projects and studies receiving FTA grant assistance will not be grouped in the STIP. In addition, a public transportation project not grouped by an MPO in its TIP will not be grouped in the STIP.

Project groupings, as illustrated in the STIP document, will include:

- Total obligation of funds by fund type, per group, per year; and
- Total estimated cost of the group.

VDOT will track projects added to each project grouping and make that information available to FHWA using OutsideVDOT or other method jointly agreed to by VDOT and FHWA.

A listing of project groupings that may be used in the STIP will be documented in an addendum to this STIP Procedures document and will identify the definition of each project grouping. Project groupings can be established, modified, or deleted by agreement between the relevant State and Federal agencies as noted in STIP Procedures Modifications.

Public Involvement

The Commonwealth Transportation Board (CTB) allocates public funds to projects through the State's [Six-Year Improvement Program \(SYIP\)](#). Public involvement/comment takes place at the annual Fall and Spring transportation meetings, when the CTB adds a project to the SYIP or when funding is changed/allocated to a project in the SYIP. The SYIP forms the basis for the STIP. The STIP is referenced in advertisements for the Fall and Spring meetings and a hard copy of the STIP is made available.

Each MPO has adopted its own public involvement procedures for various planning activities, consistent with Federal and State regulations. The State has adopted a process for those projects outside of metropolitan planning areas. The appropriate procedures for the project's geographic area are used when an activity triggers public involvement, such as the inclusion of a new individual project into the STIP.

A full STIP update includes a minimum 30-day review period where the draft STIP is posted to VDOT's website.

Information on the State's various public participation methods is included in the [Public Participation in Virginia's Transportation Planning and Programming Process](#) document.

STIP Modification Process

A STIP modification is a change that is made between full updates of the STIP. There are three types of STIP modifications: (1) amendments, (2) administrative modifications, and (3) technical corrections. This agreement establishes a process to modify the Virginia STIP and govern the processing of STIP

amendments, administrative modifications, and technical corrections. The STIP may be amended at any time under procedures agreed to by the Federal and State agencies consistent with Federal regulations.

Amendments

An amendment involves a major change to a project in the STIP, including:

- Addition or deletion of a project or project phase
- Major change in project or project phase initiation date
- Major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes or changing the number of stations in the case of fixed guideway transit projects)
- Any change that requires an air quality conformity determination
- Major change in project cost as shown in the threshold tables below

An amendment requires Federal approval before project authorization or other Federal action. Amendment documentation shall demonstrate impact on financial constraint of the STIP in the amendment request. An amendment consisting of a new individual project for inclusion into the STIP by the State is subject to fiscal constraint and public involvement. In non-attainment or maintenance areas, any amendment for a non-exempt project requires a conformity determination.

Transit-FTA Project/Phase Cost Increase Thresholds for Amendments

Approved STIP Total Estimated Project Cost	Estimate Increase Requiring Amendment
Up to \$2,000,000	>100%
>\$2,000,000 to \$10,000,000	>50%
>\$10,000,000	>25%

Highway-FHWA Project/Phase Cost Increase Thresholds for Amendments

Approved STIP Total Estimated Project Cost	Estimate Increase Requiring Amendment
Up to \$2,000,000	>100%
>\$2,000,000 to \$10,000,000	>50%
>\$10,000,000 to \$20,000,000	>25%
>\$20,000,000 to \$35,000,000	>15%
>\$35,000,000	>10%

Administrative Modifications

An administrative modification involves a minor change to the STIP, including

- Minor changes in design concept or project scope
- Minor changes in project or phase costs that are less than the limits established in the threshold tables included in the Amendments section above
- Minor changes to project or project phase initiation dates
- Advancement of a project or phase from year two, three, or four of the STIP
- Minor changes to funding sources of previously included projects, including a change in the source of funds (e.g., change from non-Federal to Federal, change in type of Federal funds, or change in type of non-Federal funds)
- Splitting or combining individually listed projects – as long as overall cost, schedule, and scope remain unchanged
- Change in project or phase name (i.e. from study to preliminary design)
- Change in the project lead agency

An administrative modification does not require public review and comment, re-demonstration of fiscal constraint, or an updated air quality conformity determination. Administrative modifications may be made by the State, without Federal approval. The State shall provide documentation of administrative modifications to the appropriate Federal agency. If the State is uncertain whether a proposed change qualifies as an administrative modification, the appropriate Federal agency should be consulted prior to taking the action.

By practice, VDOT re-demonstrates fiscal constraint when notifying FHWA of administrative modifications.

Technical Corrections

Technical corrections are minor changes that do not require Federal approval. These corrections include typographical, grammatical or syntactical errors that address, for example, an error in spelling, grammar, deletion of a redundant word or formatting that was inadvertently published. It does not include changes to funding amounts. Such changes are handled on a case-by-case basis through agreement between the State and Federal agencies and coordinated with the MPOs as necessary.

Implementation

The procedures established in this document will be effective upon execution of the document by the final signatory. This STIP Procedures document does not impact project phases authorized based on previous approved STIP documents.

STIP Procedures Modifications

It may be necessary to amend this STIP Procedures document at any time should essential modifications become apparent to any party. The Parties agree that this STIP Procedures document will be reviewed at least every five years, and revised as necessary to reflect changes in Federal and State laws, regulations, and requirements.

Any changes to this STIP Procedures document involving only project groupings, such as establishing, modifying, or deleting a project grouping, may be processed as a STIP Procedures Addendum - Project Groupings revision by agreement between the State and relevant Federal agencies. Such changes do not require a formal update and signature by the below signatories on the STIP Procedures document.

Dispute Resolution

If a question arises on the interpretation of any requirement or procedure within this STIP Procedures document, VDOT, DRPT, FHWA, and FTA will consult each other collectively to resolve the question. If after consultation the parties disagree, the final decision rests with the FTA for transit projects and with FHWA for highway projects unless the current FHWA/VDOT Stewardship and Oversight Agreement dictate otherwise.

SIGNATORY:

VIRGINIA DEPARTMENT OF TRANSPORTATION

By: Wendy E. Thomas
Wendy E. Thomas
Federal Programs Management Division Director

Date: 7/15/19

SIGNATORY:

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

By: Marie K. Berry
Marie K. Berry
Financial Programming Manager

Date: July 1, 2019

SIGNATORY:

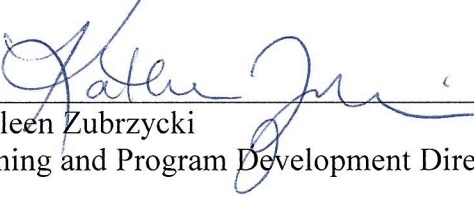
Federal Highway Administration Virginia Division

By: John Simkins
John Simkins
Planning and Environment Team Leader

Date: 7/3/19

SIGNATORY:

Federal Transit Administration Region 3

By: 
Kathleen Zubrzycki
Planning and Program Development Director

Date: 7-11-19

Projects qualifying to be grouped based on the description included in the Grouped Projects section of the Commonwealth of Virginia STIP Procedures document may be grouped into the categories listed in the tables below. Grouping is to be based on project scope/type of work.

Changes to the STIP project groupings such as establishing, modifying, or deleting a grouping, may be processed as a revision to this addendum by agreement between the State and relevant Federal agencies. Such changes do not require a formal update and signature by the signatories on the Commonwealth of Virginia STIP Procedures document.

STIP Construction Groupings	
Grouping Name/Project Work Types	Grouping Work Type Description
Transportation Alternatives/Byway/Other Non-Traditional Transportation Projects (CN)	Projects with scopes of work eligible for funding under the former Transportation Enhancement and Transportation Alternatives Programs, and the Transportation Alternatives (TA) Set-Aside of the Surface Transportation Block Grant Program, regardless of funding source. Examples include: construction of interpretive pull-offs and overlooks; rehabilitation/restoration/reconstruction of historic buildings; tourist and welcome centers; transportation museums; pedestrian/bicycle facilities; parking facilities; wildflower plantings.
Rail (CN)	Projects for rail/highway grade crossing improvements, regardless of funding source. Examples include: improvements to warning devices, crossing surfaces, and construction of grade separation to replace existing at-grade railroad crossings at the same location.
Safety/ITS/Operational Improvements (CN)	Safety improvement projects such as: those qualifying for HES/HSIP funding, shoulder improvements, increasing sight distance, traffic control devices, guardrails, median barriers, pavement resurfacing/rehabilitation, pavement markings, fencing, lighting improvements, intersection channelization/signalization/reconfiguration projects, traffic calming projects,

	improvements to crossovers or clear zones, addition/extension of turn lanes, extension of acceleration/deceleration lanes, drainage improvements, etc. Grouping would also include reconstruction or minor widening on or adjacent to same alignment (no increase in capacity), improvements to and modernization of rest areas, toll facilities, and weigh stations; ITS activities; or traffic operations improvement projects.
Bridge Rehabilitation/ Replacement/Reconstruction (CN)	Bridge construction projects such as: bridge or drainage structure rehabilitation, reconstruction or replacement when said work is on or adjacent to the same alignment.
Federal Lands Highway (CN)	Projects funded and/or administered by the FHWA Eastern Federal Lands Highway Division.
Recreational Trails (CN)	Projects funded and advanced as part of the recreational trails program through the Department of Conservation and Recreation.

STIP Maintenance Groupings	
Preventive Maintenance and System Preservation (MN)	<p>Projects with the following examples of eligible work: area wide programs for cleaning drainage facilities, corrosion protection activities, highway sign face cleaning, and retrofitting of dowel bars.</p> <p>Pavement preservation projects that are of a preventative nature. Pavement preservation activities that extend pavement life between 2 and 10 years and typically involve the surface layer of the pavement structure. Also includes pavement resurfacing, restoration, and rehabilitation (3R) activities that are limited to the bound layers of the pavement and typically extend</p>

	<p>pavement life between 12 and 20 years.</p> <p>Examples of eligible pavement preservation activities are included in the March 2015 Federal-Aid Maintenance Agreement between VDOT and FHWA (PM/3R Agreement).</p>
Preventive Maintenance for Bridges (MN)	<p>Projects including the eligible bridge activities outlined in the March 2015 PM/3R Agreement (i.e. seal/replace/reconstruction of joints, deck overlays, painting, cathodic protection, retrofit of fracture critical members and fatigue prone details, and some concrete repairs). Also included are bridge safety inspections.</p>
Traffic and Safety Operations (MN)	<p>Projects which include signs, traffic signals, pavement markings and markers, guardrail, replacement/preventive maintenance of roadway lighting, maintenance/replacement/upgrade of traffic calming devices, etc.</p>

STIP Transit Groupings	
Transit System Preservation	<p>Operating assistance to transit agencies and the purchase of office, shop, and operating equipment for existing facilities. Includes preventative maintenance and non-fixed route ADA paratransit service.</p>
Transit Rail ROW Improvements	<p>Construction or renovation of power, signal, and communications systems, the rehabilitation of track structures, track, and trackbed in existing rights-of-way, and railroad/highway crossing projects.</p>
Transit Vehicles	<p>Purchase/lease of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet; rehabilitation of transit vehicles; and the purchase of</p>

	support vehicles. Also includes the purchase of operating equipment for vehicles (e.g. radios, fareboxes, lifts, etc.).
Transit Amenities	Construction of small passenger shelters and information kiosks; plantings, landscaping, fencing, lighting improvements, sign removal, etc.
Transit Ridesharing	Continuation of ride-sharing and van-pooling promotion activities at current levels.
Transit Access	Bicycle and pedestrian facilities.
Transit Engineering	Engineering to assess social, economic, and environmental effects of proposed action or alternatives to that action.