



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** January 14, 2016

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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:** January 14, 2016

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At its meeting on January 8, the TPB Steering Committee took the following actions:

- Approval of SR11-2016: 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 I-95/I-495 Suitland Road Bridges Replacement and the MD 180 Urban Reconstruction projects, as requested by the Maryland Department of Transportation (MDOT) State Highway Administration (page 5)
- Approval of SR12-2016: 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 Large and Small Urban Systems Capital, and Ridesharing programs, as requested by MDOT/Maryland Transit Administration (page 13)
- Approval of SR13-2016: Resolution on an amendment to the FY 2015-2020 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement to update project and funding information for FY 2016 in order to match the District's updated Obligation Plan, as requested by the District Department of Transportation (DDOT) (page 23)
- Approval OF SR14-2016: Resolution on an amendment to the FY 2015-2020 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement to to include funding for the I-395 Express Lanes Study, as requested by the Virginia Department of Transportation (VDOT) (page 61)
- Approval of a transmission letter to MWAQC regarding the update of Motor Vehicle Emissions Budgets (MVEBs) for the PM2.5 Maintenance Plan. This letter, as approved by the Steering Committee, will be discussed under Item 11 of the TPB's agenda of January 20, 2016. (page 65)

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.”



**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 I-95/I-495 SUITLAND ROAD BRIDGES REPLACEMENT  
AND THE MD 180 URBAN RECONSTRUCTION PROJECTS, AS REQUESTED BY  
THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

**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 Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) 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 December 21, 2015, MDOT has requested that the FY 2015-2020 TIP be amended to add \$15.6 million in state funding and to change the source of \$12 million in funding from National Highway Performance Program (NHPP) to state for the I-95/I-495 Suitland Road Bridges Replacement project; and to add \$18.1 million in state funding to the MD 180 Urban Reconstruction project, as described in the attached materials; and

**WHEREAS**, these projects are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations "40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule," issued in the May 6, 2005, *Federal Register*;

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2015-2020 TIP to add \$15.6 million in state funding and to change the source of \$12 million in funding from NHPP to state for the I-95/I-495 Suitland Road Bridges Replacement project; and to add \$18.1 million in state funding to the MD 180 Urban Reconstruction project, as described in the attached materials.

**Adopted by the Transportation Planning Board Steering Committee at its regular meeting on January 8, 2016.**





**Maryland Department of Transportation**  
The Secretary's Office

**Larry Hogan**  
Governor

**Boyd K. Rutherford**  
Lt. Governor

**Pete K. Rahn**  
Secretary

December 21, 2015

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

Dear Chairman Mendelson:

The Maryland Department of Transportation (MDOT) requests two amendments to the State Highway Administration (SHA) portion of the FY 2015-2020 Transportation Improvement Program (TIP) as described below and in the attached memo. The additional funds for this project are available due to an increase in federal aid obligational authority. This action does not impact air quality conformity.

TIP ID#	Project	Phase	Amount of New Funding	Comment
6437	I-95/I-495 Suitland Rd. Bridges Replacement	CO	\$15,600,000	Add funding for Construction.
6489	MD 180 Urban Reconstruction	PE CO	\$5,000,000 \$13,100,000	Add funding for Construction and Preliminary Engineering.

MDOT requests that this amendment be approved by the Transportation Planning Board (TPB) Steering Committee at its January 8, 2016 meeting.

The revised funding status will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The cost does not affect the portion of the federal funding which was programmed for transit, or any allocations of state aid in lieu of federal aid to local jurisdictions.

We appreciate your cooperation in this matter. If you have any questions or comments, please do not hesitate to contact Ms. Kari Snyder, at 410-865-1305, toll-free at 888-713-1414 or via email at [ksnyder3@mdot.state.md.us](mailto:ksnyder3@mdot.state.md.us). Of course, please feel free to contact me directly.

Sincerely,

Lyn Erickson, Manager  
Office of Planning and Capital Programming

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

The Honorable Phil Mendelson  
Page Two

**Attachment**

cc: Mr. Eric Beckett, Division Chief, Regional and Intermodal Planning  
Division, SHA  
Ms. Heather Murphy, Director, 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



Larry Hogan, Governor  
Boyd K. Rutherford, Lt. Governor



Pete K. Rahn, Secretary  
Gregory C. Johnson, P.E., Administrator

**MEMORANDUM**

**TO:** Ms. Heather Murphy  
Director  
Office of Planning and Capital Programming

**ATTN:** Ms. Lyn Erickson  
Ms. Kari Snyder

**FROM:** Eric Beckett, Chief *E. Beckett*  
Regional and Intermodal Planning Division

**SUBJECT:** Request to Amend the Fiscal Years 2015-2020 National Capital Region  
Transportation Improvement Program (TIP)

**PREPARED BY:** David Rodgers  
Regional Planner  
410-545-5670

**DATE:** December 18, 2015

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The State Highway Administration (SHA) hereby requests amendment of the FY 2015-2020 National Capital Region Transportation Improvement Program (TIP). SHA is amending to add additional funding and modifying the funding source for one existing project and programming additional funding for one new project in the National Capital Region, as summarized below and detailed in the attached TIP report. This amendment reflects:

- 1) The addition of \$15.6 million in funding for construction for the bridge replacement project at I-95/I-495 at Suitland Road (TIP# 6437) and the change in the funding source for an existing \$12 million in construction funding from NHPP to State.
- 2) The addition of \$18.1 million in funding for preliminary engineering and construction for a new project, MD 180 (Jefferson Pike) Urban Reconstruction, from north of I-70 to Structure #10140 over I-70 (TIP# 6489).

The additional funds are available due to an increase in federal-aid obligational authority. The proposed action will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The amended funding does not affect the portion of federal funding programmed for transit or allocations of state aid to local jurisdictions in lieu of federal aid.

My telephone number/toll-free number is 410-545-5675 or 1-888-204-4828  
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

TIP	Project	Phase	New Funding	Comments
6437	I-95/I-495 at Suitland Road Bridge Replacement	CO	\$15,600,000	Add \$15.6 in State funds for construction phase (\$3.6 million for FY 16, \$3 million for FY 17, \$3 million for FY 18, \$3 million for FY 19, and \$3 million for FY 20). Change the fund source of \$12 million of existing construction funds from NHPP to State (\$4.6 million for FY 16, \$4.6 million for FY 17, and \$2.8 million for FY18).
6489	MD 180 Urban Reconstruction	PE CO	\$5,000,000 \$13,100,000	Add \$5 million in State funds for preliminary engineering (\$0.3 million for FY 16, \$1.7 million for FY 17, \$2.6 million FY 18, and \$0.4 million for FY 19), and \$13.1 million in State funds for construction (\$3.4 million for FY 19 and \$9.7 million for FY 20). Note: Balance to complete (beyond TIP years): \$12.9 million.

After your review, please forward this request to the National Capital Region Transportation Planning Board. Upon approval of this requested TIP amendment, please amend the FY 2014-2019 Statewide TIP using the funding information provided in the attachment. If you have any questions, please contact Mr. David Rodgers, SHA Regional Planner, at 410-545-5670 or via email at [drodgers1@sha.state.md.us](mailto:drodgers1@sha.state.md.us).

**Attachment**

cc: Ms. Samantha Biddle, Regional Planner, SHA  
Ms. Meredith Hill, Assistant Regional Planner, SHA  
Mr. David Rodgers, Regional Planner, SHA  
Mr. Brian Young, District Engineer, SHA

**SUBURBAN MARYLAND  
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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**MDOT/State Highway Administration**

**Secondary**

**MD 180/MD 351 Corridor**

TIP ID: <b>6489</b>	Agency ID:	Title: <b>MD 180, Jefferson Pike - Urban Reconstruction</b>	Complete: <b>2019</b>	Total Cost: <b>\$31,000</b>					
Facility: MD 180 Jefferson Pike		State	0/100/0	280 a	1,700 a	2,600 a	420 a	9,671 c	18,127
From: N. of I-70							3,456 c		
To: Structure No. 10140									
<b>Total Funds:</b>									<b>18,127</b>

Description: Urban reconstruction for MD 180, Jefferson Pike from 600 feet north of I-70 to Structure No. 10140

**Amendment: Additional Funding for Preliminary Engineering and Construction** **Approved on: 1/8/2016**  
 Add \$5 million in State funds for preliminary engineering (\$0.3 million for FY 16, \$1.7 million for FY 17, \$2.6 million FY 18, and \$0.4 million for FY 19) and \$13.1 million in State funds for construction (\$3.4 million for FY 19 and \$9.7 million for FY 20). Note: Balance to complete (beyond TIP years): \$12.9 million.

**Other**

**System Preservation Projects**

TIP ID: <b>6437</b>	Agency ID: <b>PG6981</b>	Title: <b>I-95/I-495 Suitland Road Bridges Replacement</b>	Complete: <b>2018</b>	Total Cost: <b>\$33,870</b>					
Facility: I 95 /I 495 at Suitland Road		NHPP	100/0/0	570 a	921 a	1,694 a			2,615
From:		State	0/100/0	1,543 a	231 a	424 a	8,720 c	6,560 c	3,000 c
To:						9,320 c			
<b>Total Funds:</b>									<b>33,870</b>

Description: Replacement of I-95/I-495 Suitland Road Bridges 1616205 and 1616206. The existing bridges are structurally deficient and functionally obsolete.

**Amendment: Additional Design and Construction Funding** **Approved on: 4/3/2015**  
 Adding design funding to reflect new regionally significant system preservation project including \$921,000 (NHPP) and \$231,000 (State) to FY 2015 and \$1.1 million (NHPP) and \$280,000 (State) to FY 2016. Adding construction funding to reflect new regionally significant system preservation project including \$4.6 million (NHPP) and \$1.1 million (State) to FY 2016 and \$4.6 million (NHPP) and \$1.1 million (State) to FY 2017.

**Amendment: Additional Funding for Preliminary Engineering and Construction** **Approved on: 9/4/2015**  
 Add an additional \$0.7 million in funds for the preliminary engineering phase (\$0.6 million in NHPP funds for FY16 and \$0.1 million in State funds for FY16) and \$3.5 million in funds for the construction phase (\$2.8 million in NHPP funds for FY18 and \$0.7 million in State funds for FY18).

**Amendment: Additional Funding for Construction and Change in Construction Fund Souce** **Approved on: 1/8/2016**  
 Add \$15.6 in State funds for construction phase (\$3.6 million for FY 16, \$3 million for FY 17, \$3 million for FY 18, \$3 million for FY 19, and \$3 million for FY 20). Change the fund source of \$12 million of existing construction funds from NHPP to State (\$4.6 million for FY 16, \$4.6 million for FY 17, and \$2.8 million for FY18).



**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 LARGE AND SMALL URBAN SYSTEMS CAPITAL,  
AND RIDESHARING PROGRAMS, AS REQUESTED BY  
THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

**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 Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) 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 December 29, 2015, MDOT has requested that the FY 2015-2020 TIP be amended to add \$5 million in Urbanized Area Formula Program (Section 5307) funding to FY 2016 for the Large Urban Systems – Capital program, \$3.3 million in Section 5307 funding to FY 2016 to the Small Urban Systems – Capital program, and \$875,000 in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding to FY 2016 to the Ridesharing program, as described in the attached materials; and

**WHEREAS**, these projects are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations “40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule,” issued in the May 6, 2005, *Federal Register*;

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2015-2020 TIP to add \$5 million in Section 5307 funding to FY 2016 for the Large Urban Systems – Capital program, \$3.3 million in Section 5307 funding to FY 2016 to the Small Urban Systems – Capital program, and \$875,000 in CMAQ funding to FY 2016 to the Ridesharing program, as described in the attached materials.

**Adopted by the Transportation Planning Board Steering Committee at its regular meeting on January 8, 2016.**





**Maryland Department of Transportation**  
The Secretary's Office

**Larry Hogan**  
Governor

**Boyd K. Rutherford**  
Lt. Governor

**Pete K. Rahn**  
Secretary

December 29, 2015

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

Dear Chairman Lovain:

The Maryland Department of Transportation (MDOT) requests the following amendments to the Maryland Transit Administration (MTA) portion of the FY 2015-2020 Transportation Improvement Program (TIP) as described below and in the attached memo. This action will update the TIP to reflect FY 2016 capital awards to three transit projects. This action does not impact air quality conformity.

TIP ID#	Project	FY 2016 Obligation Amounts
3012	Small Urban Systems - Capital	\$3.3 million
2713	Large Urban Systems - Capital	\$5 million
3760	Ridesharing	\$875,000

MDOT requests that this amendment be approved by the Transportation Planning Board (TPB) Steering Committee at its January 8, 2016 meeting.

We appreciate your cooperation in this matter. If you have any questions or comments, please do not hesitate to contact Ms. Kari Snyder, at 410-865-1305, toll-free at 888-713-1414 or via email at [ksnyder3@mdot.state.md.us](mailto:ksnyder3@mdot.state.md.us). Of course, please feel free to contact me directly.

Sincerely,

Lyn Erickson, Manager  
Office of Planning and Capital Programming

Attachment

- cc: Ms. Heather Murphy, Director, Office of Planning and Capital Programming, MDOT  
Mr. Kevin Quinn, Director, Office of Planning and Capital Programming, MTA  
Ms. Kari Snyder, Regional Planner, Office of Planning and Capital Programming, MDOT

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



**MARYLAND TRANSIT ADMINISTRATION**

**MARYLAND DEPARTMENT OF TRANSPORTATION**

Larry Hogan, Governor • Boyd K. Rutherford, Lt. Governor  
Pete K. Rahn, Secretary • Paul Comfort, Administrator

**MEMORANDUM**

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

**ATTN:** Ms. Lyn Erickson, Manager  
MDOT Office of Planning and Capital Programming

**FROM:** Mr. Kevin Quinn, Director *nk*  
MTA Office of Planning and Capital Programming

**DATE:** December 09, 2015

**SUBJECT:** Amendments/Administrative Modifications to the Washington FY 2015-2020 TIP to reflect FY 2016 Capital Awards for Three Projects

The Maryland Transit Administration (MTA) is requesting Amendments/Administrative Modifications to the Washington Region FY 2015-2020 Transportation Improvement Program (TIP) to reflect FY 2016 capital awards to three projects; Small Urban Systems-Capital, Large Urban Systems-Capital, and Ridesharing.

**Administrative Modifications**

- **TIP ID 3012, Small Urban Systems–Capital:** The MTA is adding \$3.3 million in federal funds to FY 2016 in Section 5307 and removing funds from Section 5339 as there were no awards to that Section in FY 2016.

**Amendments**

- **TIP ID 2713, Large Urban System–Capital:** The MTA is decreasing the amount of FY 2016 in Section 5307 in the amount of \$5 million to reflect the awarded FY 2016 capital funds.
- **TIP ID 3760, Ridesharing:** The MTA is adding \$875,000 in CMAQ funds to reflect the FY 2016 capital awards.



Ms. Heather Murphy  
Page Two

After your review, please process the requested Amendments/Administrative Modifications with the Washington MPO Transportation Planning Board for inclusion in the FY 2015-2020 TIP. If you have any questions, please do not hesitate to contact Ms. Terri Lippa, MTA Office of Planning and Capital Programming at 410-767-3759 or via email at [Tlippa@mta.maryland.gov](mailto:Tlippa@mta.maryland.gov).

**SUBURBAN MARYLAND  
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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**MDOT/Maryland Transit Administration**

**Transit**

**Large Urban Systems- Capital**

TIP ID: 2713	Agency ID: 0892/0893	Title: <b>Large Urban Systems- Capital</b>					Complete:	Total Cost:
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Facility:	Sect. 5307	80/20/0	7,500 e	2,500 e	2,500 e	2,500 e			15,000
From:									
To:	<b>Total Funds: 15,000</b>								

Description: Capital assistance for large urban transit service in Prince George's and Montgomery Counties.

**Amendment: Large Urban Systems - Capital** **Approved on: 1/8/2016**  
Add FY 16 awarded capital funding to the TIP, Section 5307

**Ridesharing**

TIP ID: 3760	Agency ID:	Title: <b>Ridesharing - Statewide Program</b>					Complete:	Total Cost:
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Facility:	CMAQ	100/0/0	495 e	495 e	875 e	875 e	875 e		3,120
From:									
To:	<b>Total Funds: 3,120</b>								

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 and Montgomery Counties.

**Amendment: Ridesharing** **Approved on: 1/8/2016**  
Add FY 16 CMAQ, Capital funds to the Ridesharing project.

**Small Urban Systems - Capital**

TIP ID: 3012	Agency ID: Part of 0217	Title: <b>Small Urban Systems - Capital</b>					Complete:	Total Cost:
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Facility:	Sect. 5307	80/10/10	1,049 e	2,107 e	3,288 e	3,288 e	3,288 e		11,971
From:									
To:	Sect. 5339	80/10/10	1,800 e		1,800 e	1,800 e			5,400
								<b>Total Funds: 17,371</b>	

Description: Provision of vehicles, equipment and other projects in support of public transportation in Charles and Frederick Counties. Federal assistance from 49 U.S.C. Section 5307. Project selection based on applications from local providers.

**Modification: Small Urban Systems - Capital** **Approved on: 1/8/2016**  
Add FY 16 Capital Funds to the Small Urban Systems Capital in Section 5307

**TIP ADMINISTRATIVE MODIFICATION**  
**Small Urban Systems - Capital**  
**TIP ID# 3012**

**BEFORE**

<b>Funding Category</b>	<b>Previous</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>FY 2018</b>	<b>Total</b>
Section 5307	\$ -	\$ 2,107	\$ 2,107	\$ 2,107	\$ 2,107	\$ 8,428
Section 5339	\$ -	\$ 1,800	\$ 1,800	\$ 1,800	\$ 1,800	\$ 7,200
						<b>\$ 15,628</b>

**ADJUSTMENT**

<b>Funding Category</b>	<b>Previous</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>FY 2018</b>	<b>Total</b>
Section 5307	\$ -	\$ -	\$ 1,181	\$ 1,181	\$ 1,181	\$ 3,543
Section 5339	\$ -	\$ -	\$ (1,800)	\$ -	\$ -	\$ (1,800)
						<b>\$ 1,743</b>

**AFTER**

<b>Funding Category</b>	<b>Previous</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>FY 2018</b>	<b>Total</b>
Section 5307	\$ -	\$ 2,107	\$ 3,288	\$ 3,288	\$ 3,288	\$ 11,971
Section 5339	\$ -	\$ 1,800	\$ -	\$ 1,800	\$ 1,800	\$ 5,400
						<b>\$ 17,371</b>

# TIP AMENDMENT

## Large Urban Systems - Capital

TIP ID# 2713

### BEFORE

<u>Funding Category</u>	<u>Previous</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2018</u>	<u>Total</u>
Section 5307	\$ -	\$ 7,500	\$ 7,500	\$ 7,500	\$ 7,500	\$ 30,000
Matching Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
						<b>\$ 30,000</b>

### ADJUSTMENT

<u>Funding Category</u>	<u>Previous</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2018</u>	<u>Total</u>
Section 5307	\$ -	\$ -	\$ (5,000)	\$ (5,000)	\$ (5,000)	\$ (15,000)
Matching Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
						<b>\$ (15,000)</b>

### AFTER

<u>Funding Category</u>	<u>Previous</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2018</u>	<u>Total</u>
Section 5307	\$ -	\$ 7,500	\$ 2,500	\$ 2,500	\$ 2,500	\$ 15,000
Matching Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
						<b>\$ 15,000</b>

# TIP AMENDMENT

Ridseharing

TIP ID# 3760

## BEFORE

<u>Funding Category</u>	<u>Previous</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2018</u>	<u>Total</u>
CMAQ	\$ 495	\$ 495	\$ 495	\$ 495	\$ 495	\$ 2,475
Matching Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
						<b>\$ 2,475</b>

## ADJUSTMENT

<u>Funding Category</u>	<u>Previous</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2018</u>	<u>Total</u>
CMAQ	\$ -	\$ -	\$ 380	\$ 380	\$ 380	\$ 1,140
Matching Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
						<b>\$ 1,140</b>

## AFTER

<u>Funding Category</u>	<u>Previous</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2018</u>	<u>Total</u>
CMAQ	\$ 495	\$ 495	\$ 875	\$ 875	\$ 875	\$ 3,615
Matching Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
						<b>\$ 3,615</b>



**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 UPDATE PROJECT AND FUNDING INFORMATION FOR FY 2016 IN ORDER TO  
MATCH THE DISTRICT'S UPDATED OBLIGATION PLAN, 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 Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) 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 January 7, 2016, DDOT has requested that the FY 2015-2020 TIP be amended to update project descriptions and FY 2016 funding information for 50 projects in the District's portion of the TIP to reflect the District's Obligation Plan, as described in the attached materials; and

**WHEREAS**, these projects are included in the Air Quality Conformity Analysis of the 2015 CLRP Amendment and the FY 2015-2020 TIP, or are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations "40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule," issued in the May 6, 2005, *Federal Register*;

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2015-2020 TIP to update project descriptions and FY 2016 funding information for 50 projects in the District's portion of the TIP to reflect the District's Obligation Plan, as described in the attached materials.

**Adopted by the Transportation Planning Board Steering Committee at its regular meeting on January 8, 2016.**





# Government of the District of Columbia

## Department of Transportation



### **d.** Policy, Planning and Sustainability Administration

January 7, 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 include the District's updated Obligation Plan.

The Obligation Plan is a seven-year plan for obligating (initiating) projects. DDOT updates its Obligation Plan annually. The proposed amendment will update the District's element of the FY 2015-2020 TIP with project information and additional funding for FY 2016 as reflected in DDOT's most recently approved Obligation Plan.

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](mailto:mark.rawlings@dc.gov). Of course, feel free to contact me directly.

Sincerely,

Samuel Zimbabwe  
Associate Director, Policy, Planning, and Sustainability Administration (PPSA)



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

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

**11th Street Bridges and Interchange Reconstruction**

TIP ID: 3193	Agency ID: CD056A	Title: 11th Street Bridges SE, Replace and Reconfigure							Total Cost:	\$37,500
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Facility: 11th Street Bridge and Interchan	NHPP	80/20/0	22,500 c	7,000 c					7,000
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From:

To:

**Total Funds: 7,000**

Description: To replace existing structure with new structures and provide direct access from I-295 to Downtown DC (via I-395).

TIP ID: 5554	Agency ID: HTF02A	Title: Garvee Bond Debt Service							Total Cost:	\$82,390
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Facility:	NHPP	80/20/0	11,763 c	11,768 c	11,770 c	11,774 c	11,772 c	11,771 c	11,771 c	70,626
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From:

To:

**Total Funds: 70,626**

Description: This project consist of rehabilitation of existing deck, steel beams.

**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							Total Cost:	\$39,250
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Facility: I-395 HOV	NHPP	80/20/0	750 a					38,500 c	38,500
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From: Over Potomac River

To: Over Potomac River

**Total Funds: 38,500**

Description: Repair extensive pier cracking, superstructure and substructure rehabilitation.

**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 Rock Creek							Total Cost:	\$6,000
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Facility: I-66 Ramp to Whitehurst Freeway over Pot	NHPP	80/20/0					1,000 a	5,000 c	6,000
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From: I-66 Ramp

To: Whitehurst Freeway over Potomac Pkwy an

**Total Funds: 6,000**

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).

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
<b>Return to L'Enfant</b>										
TIP ID: 5718 Agency ID:		Title: Return to L'Enfant						Total Cost:		\$27,000
Facility: I Center Leg Freeway	PRIV	0/0/0	12,000 a	50,000 c	50,000 c				100,000	
From: Massachusetts Avenue, NW			100,000 c							
To: E St., NW (Between 2nd & 3rd)										
									<b>Total Funds: 100,000</b>	

Description: This project is intended to accommodate planned growth with maintaining the functionality of the local and regional transportation system, enhance vehicular, pedestrian, and bicycle connection around and across the freeway. Support the full development potential and re-establish the L'Enfant Plan street grid. In addition to an EA, the project will require an Interstate Modification Report (IMR). The implementation of this project will be privately funded.

- a. Transfer excess right of way to a developer (Mass Ave, E Street, 2nd Street, and 3rd Street; exclusive of F Street and G Street).
- b. Eliminate the SB entrance ramp from 3rd Street to I-395 and exit ramp to 3rd Street to I-39. SB access will be maintained via entrance ramp and portal located on Massachusetts Avenue.
- c. Re-align NB 2nd Street ramp.
- d. Re-establish F Street and G Street between 2nd Street and 3rd Street.

<b>Primary</b>										
<b>Anacostia Waterfront Initiative</b>										
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	1,000 a	1,000 a	5,750 c				7,750	
From:										
To:										
									<b>Total Funds: 7,750</b>	

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: 5723 Agency ID: AW027A		Title: St. Elizabeths Campuses Access Improvements						Total Cost:		\$108,980
Facility:	GSA Earmark	80/20/0	6,420 a	2,440 a	31,420 c	24,800 c			108,980	
From:				43,900 c						
To:										
									<b>Total Funds: 108,980</b>	

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)

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
TIP ID: 5802 Agency ID: CD044A Title: Program Manager AWI			Total Cost:						<b>\$52,500</b>	

Facility: Citywide  
From: NHPP Fed/St/Loc: 80/20/0 Previous Funding: 7,500 a FY 2015: 7,500 a FY 2016: 6,000 a FY 2017: 7,000 a FY 2018: 6,500 a FY 2019: 6,000 a FY 2020: 5,500 a Source Total: 38,500

To: **Total Funds: 38,500**

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: 3290 Agency ID: SR049A Title: Reconstruction of Kenilworth Avenue, NE			Total Cost:						<b>\$13,050</b>	
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Facility: Kenilworth Ave, NE  
From: East Capitol St Ramp NHPP Fed/St/Loc: 80/20/0 Previous Funding: 13,050 c FY 2015: 13,050 c Source Total: 13,050

To: Rail Over Pass north of Benning Rd NHS Fed/St/Loc: 80/20/0 Previous Funding: 750 a FY 2015: 750 a Source Total: 13,050

**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.

**South Capitol Street**

TIP ID: 6038 Agency ID: Title: Garvee Debt Service			Total Cost:							
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Facility: NHPP Fed/St/Loc: 80/20/0 Previous Funding: 12,320 c FY 2015: 12,320 c FY 2016: 18,030 c FY 2017: 18,030 c FY 2018: 18,030 c FY 2019: 18,030 c FY 2020: 18,030 c Source Total: 66,410

To: **Total Funds: 66,410**

Description: DDOT will use future FHWA annual allocations to pay service on the bonds.

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

	Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
<b>TIP ID: 3423 Agency ID: AW011, AW024 Title: South Capitol Street Corridor</b>										<b>Total Cost: \$554,172</b>
Facility:	DEMO	80/20/0	36,018 c	43,350 c	24,550 c					67,900
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			53,620 c	34,420 c	4,294 c	24,303 c		116,637
<b>Total Funds: 460,787</b>										

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.

**Secondary**

**Columbia Road NW, Reconstruction 16th to 18th Streets and Resurface 18th Street to Conn Ave**

<b>TIP ID: 6189 Agency ID: MRR24A Title: Columbia Road, NW, Reconstruction 16th to 18th Streets and Resurface 18th Street to C</b>										<b>Total Cost: \$1,000</b>
Facility: Columbia Road, NW	STP	80/20/0						1,000 a		1,000
From: 16th Street, NW										
To: Connecticut Ave, NW										
<b>Total Funds: 1,000</b>										

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.

**Florida Avenue Transportation Study**

<b>TIP ID: 6195 Agency ID: ZU033A Title: Florida Avenue Transportation Study</b>										<b>Total Cost: \$12,000</b>
Facility: Florida Avenue, NE	STP	80/20/0		1,000 a		1,000 a				2,000
From: 1St Street, NE										
To: H Street, NE										
<b>Total Funds: 2,000</b>										

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.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
<b>Maryland Avenue Pedestrian Safety Project</b>										
TIP ID: 6014 Agency ID: SR088A		Title: Maryland Avenue NE Road Diet					Total Cost:		<b>\$3,600</b>	
Facility: Maryland Ave. NE	STP	80/20/0	300 a	2,000 a	3,300 c				5,600	
From: 2nd Street NE									<b>Total Funds:</b>	<b>5,600</b>
To: 15th Street NE										
Description: To improve pedestrian safety on Maryland Avenue from 2nd Street to 15th Street NE.										

<b>Mid City East</b>										
TIP ID: 6184 Agency ID: OSS14A		Title: Mid City East					Total Cost:		<b>\$3,000</b>	
Facility: Eckington, Bloomingdale, LeDroit, Hannover	STP	80/20/0	500 d	2,500 c					3,000	
From: Eckington									<b>Total Funds:</b>	<b>3,000</b>
To: Shaw										
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.										

<b>Neighborhood Roadside Improvements</b>										
TIP ID: 5295 Agency ID: SR071A, SR07		Title: Capitol Hill Transportation Study Infrastructure Improvements					Total Cost:		<b>\$8,000</b>	
Facility: 17th Street Corridor	STP	80/20/0	5,850 c	8,000 c					8,000	
From:									<b>Total Funds:</b>	<b>8,000</b>
To:										
Description: The project includes the design and/or construction of infrastructure improvements recommended in the Capitol Hill Transportation Study. The improvements aim to enhance pedestrian and vehicle safety, traffic calming, neighborhood circulation and access at select intersections and streets throughout Capitol Hill. □  Review of Capitol Hill Study recommendation to address today's safety and transportation issues along this corridor. □ A. Capitol Hill Infrastructure Improvements, 17th St										

<b>Reconstruction of 18th Street, NW from Virginia Ave to Connecticut Ave/M Street</b>										
TIP ID: 6412 Agency ID:		Title: Reconstruction of 18th Street, NW from Virginia Ave to Connecticut Ave/M Street					Total Cost:		<b>\$1,000</b>	
Facility: 18th Street NW	STP	80/20/0	1,000 a						1,000	
From: Virginia Ave NW									<b>Total Funds:</b>	<b>1,000</b>
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.										

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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**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 From I Street t						Total Cost:	\$1,000
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Facility: 21st Street NW	STP	80/20/0	1,000 a					1,000	
From: Constitution Ave NW / I Street NW								<b>Total Funds:</b>	<b>1,000</b>
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

**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 15th Street						Total Cost:	\$1,000
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Facility: Columbia Rd NW	STP	80/20/0	1,000 d					1,000	
From: Michigan Ave NW/ Park Place NW								<b>Total Funds:</b>	<b>1,000</b>
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

**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						Total Cost:	\$1,000
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Facility: Harvard Street NW	STP	80/20/0	1,000 a					1,000	
From: 16th Street, NW								<b>Total Funds:</b>	<b>1,000</b>
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.

**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 NW						Total Cost:	\$6,500
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Facility: Kenyon Street NW	STP	80/20/0	1,000 a		5,500 c			6,500	
From: Park Place NW								<b>Total Funds:</b>	<b>6,500</b>
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

**Reconstruction of Ward II**

TIP ID: 6493	Agency ID:	Title: Reconstruction of Ward II						Total Cost:	\$10,000
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Facility: 21st Street NW, Florida Ave NW, and Mass	STP	80/20/0	1,000 a					9,000 c	10,000
From:								<b>Total Funds:</b>	<b>10,000</b>
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.



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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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**Rehabilitation of Eastern Avenue NE from New Hampshire Ave, NE to Whitter Street NW**

TIP ID: 6419	Agency ID:	Title: Rehabilitation of Eastern Avenue NE from New Hampshire Ave, NE to Whitter Street NW	Total Cost:						\$4,323
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Facility: Eastern Avenue NE	STP	80/20/0	500	a						500
From: New Hampshire Ave NE										
To: Whitter Street NW										
<b>Total Funds:</b>									<b>500</b>	

Description: Rehabilitate of Reconstruct Asphalt Overlay on concrete pavement, replace deteriorated catch basins, manholes, curb and ramps

**Safety Improvements of 22nd and I NW**

TIP ID: 6492	Agency ID:	Title: Safety Improvements of 22nd and I NW	Total Cost:						\$400
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Facility: Pennsylvania Ave, NW	HSIP	80/20/0	50	a	350	c				400
From: 22nd Street NW										
To: I Street NW										
<b>Total Funds:</b>									<b>400</b>	

Description: Safety improvements of 22nd and I Street, NW. Improve curb and gutter, sidewalk, streetlights, mtraffic signals, upgrade ADA rampsdrainage catch basins, a LIDs.

**Southeast Boulevard/Barney Circle Environmental Assessment**

TIP ID: 6499	Agency ID:	Title: Southeast Boulevard/Barney Circle Environmental Assessment	Total Cost:						\$2,000
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Facility: Southeast Boulevard	STP	80/20/0	2,000	a						2,000
From: Barney Circle										
To: 11th St SE										
<b>Total Funds:</b>									<b>2,000</b>	

Description: Perform an Environmental Assessment to study converting the Southeast Boulevard from its existing condition to an at-grade multi-modal urban boulevard.

**Bike/Ped**

**Capital Cresent Trail Resurfacing**

TIP ID: 6192	Agency ID: PM0D6A	Title: Capital Cresent Trail Resurfacing	Total Cost:						\$700,000
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Facility: Capital Cresent Trail	NRT	80/20/0	700	c	800	c				800
From: Georgetown										
To: MD Border										
<b>Total Funds:</b>									<b>800</b>	

Description: This project will provide a comprehensive inventory of all traffic control and parking signs on District streets and an integrated information maintenance system for tracking, public information, and sign life cycle maintenance. Additionally, evaluate and recommend signs for compliance with state and federal standards, remove and/or replace deficient signs, and establish annual sign maintenance and inspection program.



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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
<b>District-wide Bicycle and Pedestrian Management Program</b>									
TIP ID: 3232 Agency ID: CM064A, ZUT0 Title: Bicycle and Pedestrian Management Program									Total Cost:
Facility: Citywide	CMAQ	80/20/0	2,935 c	250 a	165 c	1,165 c	605 c	165 c	2,680
From:				165 c					
To:									
									<b>Total Funds: 2,680</b>


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)

<b>East Capitol Street Pedestrian Safety Project</b>									
TIP ID: 6315 Agency ID: SR086A Title: East Capitol Street Corridor Mobility & Safety Plan									Total Cost: \$3,800
Facility: Street	STP	80/20/0		400 a	600 a			3,300 c	4,300
From:									
To:									
									<b>Total Funds: 4,300</b>

Description: Design and Construct pedestrian safety and traffic operations improvements

<b>Lincoln Connector Trail</b>									
TIP ID: 6498 Agency ID: Title: Lincoln Center Trail									Total Cost: \$200
Facility: Lincoln Center Trail	TAP	83/17/0		200 a					200
From: Bladensburg Rd SE on west									
To: Via Lincoln to New York Ave									
									<b>Total Funds: 200</b>

Description: Need a feasibility study to locate preferred routing, likely permits required and indicate if any right of way is required. The study would also discuss the need for an environmental assessment if NPS property is impacted. 

<b>Metropolitan Branch Trail</b>									
TIP ID: 3228 Agency ID: AF073A, ZU02 Title: Metropolitan Branch Trail									Total Cost: \$7,432
Facility: Union Station District Line	CMAQ	80/20/0	400 a		4,400 c	3,300 c			7,700
From:									
To:	DEMO	80/20/0	732 a	500 a	400 a	300 a			2,400
				1,200 c					
									<b>Total Funds: 10,100</b>

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

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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**National Recreational Trails**

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	300 a	1,800
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From:									<b>Total Funds:</b>	<b>1,800</b>
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To:

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: 6243	Agency ID: ZU009A	Title: Suitland Parkway Trail Rehabilitation							Total Cost:	\$3,600
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Facility: paved multi-use trail	NRT	80/20/0	300 a	100 a	200 a				300
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From:									<b>Total Funds:</b>	<b>300</b>
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To:

Description: Rehabilitate the Suitland Parkway Trail

TIP ID: 6230	Agency ID: ZU010A	Title: New York Avenue Trail							Total Cost:	\$3,600
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Facility: Paved trail/sidewalk	CMAQ	80/20/0	400 a	300 a	3,300 c				3,600
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From:									<b>Total Funds:</b>	<b>3,600</b>
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To:

Description: Design and build a new trail along New York Avenue NE.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
<b>Oxon Run Trail Restoration</b>										
TIP ID: 2780 Agency ID: AF089A		Title: Oxon Run Trail Restoration						Total Cost:		\$12,500
Facility:	NRT	80/20/0	488 a	150 a					150	
From:										
To:	STP	80/20/0		9,650 c					9,650	
<b>Total Funds:</b>									<b>9,800</b>	

Description: The purpose of this project is to improve access within Oxon Run Park and the non-motorized network connections to surrounding destinations by rehabilitation the existing trails, as well as extending the trail network. The park is a central open space area within Southeast D.C. with miles of disconnected existing trails in degraded condition. The trail will be an important non-motorized Study Area. Alabama Ave, Southern Ave, 4th St, 1st St, South Capitol St, Mississippi Ave, Stanton Rd, Overlook Ave, Martin Luther King Jr Ave, Branch Ave, 6th St, Good Hope Rd, Atlantic St, Wheeler Rd, Naylor Rd, 23rd St, 2nd St, Morris Rd, Howard Rd, Malcolm X Ave, 25th St, Shepherd Pky, W St, Pennsylvania Ave, Blue Plains Dr, 27th St, 38th St, Chesapeake St, Galve ston St, V St, 13th St, Naylor Rd, Southern Ave, 295, 95, 210, 414, 5, Oxon Run Trail, Proposed South Capitol St Trail, Other Existing Trails, Other Proposed Trails, Metro 0 0.5 1 2 ,Park Area Miles, Maryland Blue Plains, Water Treatment Facility, NAVY Annex, Bolling Air Force Base, Oxon Run Park, Oxon Run Trail Context Map, District of Columbia Bald Eagle Recreation Center, St. Elizabeths Campus, Eastover Plaza, Town of Forest Heights MD, DC Village, Congress Heights, Oxon Cove Park, Suitland Parkway, Bell Acres Park(MNCPPC), Audrey Ln, Southern Ave ,To Points North In Maryland, To Points South In Maryland, The ARC ,South Capitol St, To Points North in Washington, Naylor Road, National Harbor, Bellvue Neighborhood, Anacostia, National Airport, City of Alexandria, Figure 1: Oxon Run trail context map 5 transportation route providing direct access from Southeast D.C. neighborhoods near the Southern Avenue metro station to the Bald Eagle Recreational Center in the Bellevue neighborhood, and Oxon Cove Park/Oxon Hill Farm, which connects to National Harbor in Maryland. The trail network will eventually connect to the D.C. Village development area, S. Capitol Street, neighborhoods adjacent to the Anacostia River, and downtown Washington D.C.

<b>Rock Creek Park Trail</b>										
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	3,000 c		5,050 c			8,050	
From:	Piney Branch Pkwy									
To:	16th Street	DEMO	80/20/0	500 a						
<b>Total Funds:</b>									<b>8,050</b>	

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.

<b>Safe Routes to School</b>										
TIP ID: 2888 Agency ID: CM086A		Title: Safe Routes to School						Total Cost:		\$10,406
Facility:	Safe Routes to School	SRTS	100/0/0	4,651 c	1,151 c	1,151 c	1,151 c	1,151 c	1,151 c	6,906
From:										
To:										
<b>Total Funds:</b>									<b>6,906</b>	

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 \$1,000)


Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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**Shepards Branch Trail Feasibility Study**

TIP ID: 6500	Agency ID:	Title: Shepards Branch Trail Feasibility Study	Total Cost:						\$100
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Facility: Anacostia Metro Station	TAP	83/17/0		100 a					100
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From: Northward along CSXT RR ROW									
To: North eend of CSXT RR ROW									
<b>Total Funds:</b>									<b>100</b>

Description: Feasibility study for proposed Shepherds Branch Trail to determine alignmentm probability of needing and Environmental Assessment (ES), likely permits needed, and potential construction costs for a tail on the soon to be acquired CSXT RR ROW. 

**South Capitol Street Trail**

TIP ID: 6114	Agency ID: ZUT10C	Title: South Capitol Street Trail	Total Cost:						
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Facility:	CMAQ	80/20/0	700 a		1,000 a		9,700 c		10,700
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From:									
To:									
<b>Total Funds:</b>									<b>10,700</b>

Description: Design and construct a paved bicycle and pedestrian trail along South Capitol Street based on the 2010 concept plan.

**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	Total Cost:						\$8,000
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Facility: Anacostia Freeway Bridges at Nicholson	NHPP	80/20/0	1,000 a		9,500 c				9,500
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From:									
To:									
<b>Total Funds:</b>									<b>9,500</b>

Description: Rehabilitation of subject bridges to eliminate all deficiencies and to make the facility safe for the traveling public. Two bridges are structually deficient and must be rehabilitated under the requirements of MAP21.

**H Street Bridge over Amtrak**

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
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From: North Capitol Street									
To: 3rd Street NE	State	100/0/0		20,000 a					20,000

<b>Total Funds:</b>									<b>42,750</b>
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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 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
<b>Long Bridge Study</b>										
TIP ID: 5711 Agency ID: MRR08A		Title: Long Bridge Study						Total Cost: \$588,000		
Facility: Long Bridge	ARRA	100/0/0	1,700 d							
From: Virginia Interface	ARRA/TIGER	100/0/0		5,000 a	5,000 a				10,000	
To: 12th Street, SW	PRIV	0/0/0	5,100 d							
<b>Total Funds:</b>									<b>10,000</b>	

Description: The Long Bridge is a two-track railroad bridge owned and maintained by CSX. The project is to look at the bridge's structural, capacity, and operational needs for to accommodate freight, passenger, and multi-modal connectivity.

<b>Monroe Street, NE Bridge over CSX &amp; WMATA</b>										
TIP ID: 6197 Agency ID: MRR26A		Title: Monroe Street, NE Bridge over CSX & WMATA						Total Cost: \$22,400		
Facility: Monroe Street Bridge	NHPP	80/20/0	1,700 a		20,700 c				20,700	
From:										
To:									<b>Total Funds: 20,700</b>	

Description: Existing Monroe Street Bridge over Metro tracks is in poor condition. This project is for the Bridge replacement.

<b>Rehabilitation of 14th Street, SW Bridge over Streetcar Terminal</b>										
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		500 a		5,500 c			6,000	
From:										
To:									<b>Total Funds: 6,000</b>	

Description: Rehabilitation of the concrete substructures and superstructure and other related miscellaneous repairs.

<b>Rehabilitation of 16th St Bridge over Piney Branch Rd, NW (Bridge No. 0022)</b>										
TIP ID: 6418 Agency ID:		Title: Rehabilitation of 16th St Bridge over Piney Branch Rd. NW (Bridge No. 0022)						Total Cost: \$10,000		
Facility: 16th St Bridge NW over Piney Branch Rd. N	NHPP	80/20/0		1,000 a					1,000	
From:										
To:									<b>Total Funds: 1,000</b>	

Description: Rehabilitation of 16th Street Bridge over Piney Branch Parkway, NW, Bridge No. 0022, to include deck repair, utility replacement to preserve the integrity and extend the life of the masonry and reinforced concrete arch superstructure. Completion of the interior safety walkways, and railings

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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**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 (Bridge No. 1304)	Total Cost:						\$7,000
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Facility: K Street Bridge over Whitehurst Freeway Ra	NHPP	80/20/0			1,000 a		6,000 c		7,000
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From:									<b>Total Funds:</b>	<b>7,000</b>
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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).

**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 (over Winkle Do	Total Cost:						\$19,100
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Facility: Southern Avenue	STP	80/20/0	1,100 a	1,100 a		15,100 c			16,200
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From: South Capitol Street									<b>Total Funds:</b>	<b>16,200</b>
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To: 23rd Street  
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.

**Enhancement**

**Transportation Alternatives Program**

TIP ID: 3210	Agency ID: AF049A	Title: Transportation Alternatives Program	Total Cost:						\$8,050
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Facility: Citywide	STP	80/20/0	2,300 a						
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From:	TAP	80/20/0		1,150 a	1,150 a	1,150 a	1,150 a	1,150 a	1,150 a	6,900
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To:									<b>Total Funds:</b>	<b>6,900</b>
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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.

**ITS**

**Construction of DDOT 511 System**

TIP ID: 6504	Agency ID:	Title: Construction of DDOT 511 System	Total Cost:						\$500
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Facility: Citywide	STP	80/20/0		500 a					500
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From:									<b>Total Funds:</b>	<b>500</b>
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To:  
Description: Design and build DDOT 511 system to distribute traffic information and incident data to the public.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
<b>Traffic Operations Improvements Citywide</b>									
TIP ID: 3216 Agency ID: OSS07A, CI060 Title: Traffic Operations Improvements Citywide									Total Cost:
Facility:	DEMO	80/20/0	96 a						
From:	NHPP	80/20/0	428 c	437 c	437 c	477 c	477 c	477 c	2,782
To:	NHS	80/20/0	310 a						
	STP	80/20/0	2,700 a	1,000 a	2,500 a	1,000 a	1,000 a	1,000 a	59,600
			17,365 c	7,700 c	8,600 c	7,900 c	8,000 c	8,000 c	
			1,500 e	650 e	1,200 e	600 e	550 e	500 e	400 e
<b>Total Funds:</b>									<b>62,382</b>

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: 6283 Agency ID: PM0A4A Title: Managed Lanes									Total Cost: \$21,309
Facility:	Rochambeau Bridge, I-395, SW/SE Freewa	NHPP	80/20/0	5,000 a	380 a	4,070 a	5,309 a		9,759
From:									
To:									
<b>Total Funds:</b>									<b>9,759</b>

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.

<b>Traffic Signal LED Replacement</b>									
TIP ID: 6420 Agency ID: Title: Thomas Circle Tunnel Lights Conversion to LED Lights									Total Cost:
Facility:	Thomas Circle Tunnel	STP	80/20/0	200 a	1,300 c				1,500
From:									
To:									
<b>Total Funds:</b>									<b>1,500</b>

Description: The objective of this project is to upgrade the existing condition of the tunnel lights and controller under the Thomas Circle Tunnel. The project includes replacing the existing lights with new LED lights, installing the new conduit system, and cables. This will be the first tunnel LED lighting conversion project.



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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	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	540 c	540 c	3,240
From: STP	80/20/0	600 c	540 c	540 c	540 c	540 c	540 c	540 c	3,240
To:									
<b>Total Funds:</b>									<b>6,480</b>

Description: Replace traffic and pedestrian signal LED modules at all signalized intersections on the surface transportation systems.

<b>Other</b>									
<b>Arboretum Bridge and Trail</b>									
TIP ID: 6497 Agency ID: Title: Arboretum Bridge and Trail			Total Cost:						\$1,000
Facility: Arboretum Bridge and Trail east side of river	CMAQ	80/20/0		1,000 a					1,000
From:									
To:									
<b>Total Funds:</b>									<b>1,000</b>

Description: The trail environmental assessment has been completed and the bridge and trail is ready to move to the next phase for design and construction.

<b>Asset Condition Assessment</b>									
TIP ID: 5323 Agency ID: MNT06A, SR09 Title: Condition Assessment			Total Cost:						
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	1,000 a	650 a	4,950
<b>Total Funds:</b>									<b>4,950</b>

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

<b>Cleveland Park Study</b>									
TIP ID: 6193 Agency ID: PM0D7A Title: Cleveland Park Study			Total Cost:						
Facility: Connecticut Ave. NW	NHPP	80/20/0	526 a		2,415 c				2,941
From: Porter Street NW									
To: Macomb Street NW									
<b>Total Funds:</b>									<b>2,941</b>

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.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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**Metro Station Walkshed Connections Study**

TIP ID: 6494	Agency ID:	Title: Metro Station Walkshed Connections Study						Total Cost:	\$200
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Facility: Citywide	NHPP	80/20/0		200	a				200	
From:									<b>Total Funds:</b>	<b>200</b>
To:										

Description: In coordination with WMATA several key potential connections to increase Metro station walksheds were identified. Study and ultimate conceptual design plans will allow greater connectivity, added linkages, and safer pedestrian and bicycling routes to these stations. Public involvement to help focus plans will be included. Specifically, improvements will be targeted at the following stations: Southern, Naylor Road, Fort Totten, Minnesota Ave, Rhode Island Ave, Congress Heights, and Anacostia.

**Move DC Implementation**

TIP ID: 6185	Agency ID: ZU029A	Title: MoveDC Implementation						Total Cost:	\$1,500
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Facility: Citywide	STP	80/20/0	1,000	d	500	d			500	
From: Citywide									<b>Total Funds:</b>	<b>500</b>
To: Citywide										

Description: Advance studies on Tier 1 prioritized projects based on moveDC recommendations.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
<b>Planning and Management Systems</b>										
TIP ID: 3213 Agency ID: CAL16C, PM30 Title: Planning and Management Systems									Total Cost: \$49,377	
Facility: Citywide	CMAQ	80/20/0	595 a	185 a	144 a	149 a	153 a	198 a	157 a	986
From:	HSIP	80/20/0		359 a	370 a	381 a	392 a	404 a	416 a	2,322
To:	SHRP2	100/0/0		340 a						340
	SPR	80/20/0	5,800 a	6,800 a	6,800 a	6,500 a	7,000 a	6,500 a	7,000 a	40,600
	STP	80/20/0	3,653 a	3,205 a	2,980 a	3,080 a	2,280 a	2,380 a	2,130 a	16,055
	TID	100/0/0		4 a						4
									<b>Total Funds: 60,307</b>	

- 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

TIP ID: 5322 Agency ID: CM085A Title: Preventive Maintenance and Repair of Stormwater Pumping Stations									Total Cost: \$3,336	
Facility:	CMAQ	80/20/0		500 a	550 a	600 a	650 a	700 a	750 a	3,750
From:	State	0/100/0	303 a	266 a	1,000 a	1,000 a	1,000 a			3,266
To:										
									<b>Total Funds: 7,016</b>	

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.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
<b>TIP ID: 3355 Agency ID: PM086A Title: Professional Capacity-Building Strategy</b>									<b>Total Cost: \$7,000</b>
Facility: Citywide	STP	80/20/0	2,000 a	1,000 a	1,000 a	1,000 a	1,000 a	1,000 a	6,000
From:									
To:									<b>Total Funds: 6,000</b>
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.									

<b>Rehabilitation of Anacostia Freeway Bridges over South Capitol Street (Bridge No. 1016 &amp; 1017)</b>									
<b>TIP ID: 6097 Agency ID: MRR14A Title: Rehabilitation of Anacostia Freeway Bridges over South Capitol Street (Bridge No. 1016</b>									<b>Total Cost: \$21,000</b>
Facility: Anacostia Freeway over South Capitol Stree	NHPP	80/20/0	1,000 a				20,000 c		20,000
From:									
To:									<b>Total Funds: 20,000</b>
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.									

<b>Roadside Improvements Citywide</b>									
<b>TIP ID: 5792 Agency ID: ED0C2A Title: C Street NE Implementation</b>									<b>Total Cost:</b>
Facility: C Street/N. Carolina Avenue	STP	80/20/0		1,000 a			4,000 c		5,000
From: Oklahoma Avenue									
To: 14th Street NE									<b>Total Funds: 5,000</b>
Description: The C Street NE Traffic Calming project will slow traffic on the corridor by reducing at least one vehicular lane of traffic.									

<b>Neighborhood Streetscape Improvements</b>									
<b>TIP ID: 5308 Agency ID: SR070A, ED07 Title: Neighborhood Streetscape Improvements</b>									<b>Total Cost: \$22,253</b>
Facility:	NHPP	80/20/0		200 a	50 b				30,456
From:									
To:									
	NHS	80/20/0	50 b					6,000 c	
	STP	80/20/0	450 a	2,650 c					2,650
			1,280 c						
									<b>Total Funds: 33,106</b>

Description: Improve sidewalks, curbs, gutters, trees, streetlights, traffic signals and trash receptacles. Projects include:  
A. 14th Street Streetscape, Thomas Circle - Florida Ave  
B. U St. NW Florida Ave. to 14th St.  
C. Sheriff Road NE safety improvements from 43rd St. to 51st St.  
D. Missouri Avenue, Kansas Avenue, Kennedy Street Intersection Improvements

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

			Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
TIP ID: 5791 Agency ID: SR085A Title: 16th Street Corridor Study & Operations Plan												Total Cost:	\$3,000
Facility:	NHPP		80/20/0				2,000 a					2,000	
From:	STP		80/20/0		300 a								
To:					300 d								
											<b>Total Funds:</b>	<b>2,000</b>	

Description: This project will evaluate the operations on 16th Street and develop a plan that optimally balances how different modes utilize the corridor. The work will need to assess the feasibility of removing the reversible lane on 16th Street between Florida Avenue and Arkansas Avenue, NW. Alternatives may include a median similar to that north of Arkansas Avenue, and/or a dedicated bus/bicycle lane along the corridor. This project is a follow up to the recommendations made in the Mount Pleasant and Columbia Heights Transportation Studies as well as the WMATA proposal to run express bus in dedicated lanes on 16th Street. The study should also provide design and alternatives for eastbound and westbound turning movements from the median into the Columbia Heights or Mount Pleasant neighborhoods.

<b>Roadway Reconstruction Citywide</b>													
TIP ID: 2965 Agency ID: SR060A MRR1 Title: Roadway Reconstruction Citywide												Total Cost:	\$53,900
Facility:	CITYWIDE		HSIP		90/10/0		1,000 a					13,500	
From:							12,500 c						
To:	NHPP		80/20/0				500 a		6,000 c		6,550		
							50 b						
	STP		80/20/0		1,760 a		1,300 a		3,800 a		19,000 c		42,100
					8,000 c				18,000 c				
											<b>Total Funds:</b>	<b>62,150</b>	

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

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
<b>Safety Improvements</b>										
TIP ID: 3212 Agency ID: CB0, CIO		Title: Safety Improvements Citywide						Total Cost:		
Facility: Citywide	HSIP	90/10/0	3,254 a	1,060 a	1,060 a	3,000 a	3,000 a	3,000 a	20,010	
From:			1,563 c	565 c	3,065 c	565 c	565 c	565 c		
To:	SPR	80/20/0	220 a							
	STP	80/20/0	1,266 a	375 c	50 a	560 a	560 a	560 a	4,540	
			1,542 c		375 c	375 c	375 c	375 c		
<b>Total Funds:</b>									<b>24,550</b>	

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)

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	2,000 a			2,500 c	6,500 c	11,000	
From:										
To:										
<b>Total Funds:</b>									<b>11,000</b>	

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

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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**South Dakota Ave NE and New York Ave NE Interchange Improvement Study**

TIP ID: 6495	Agency ID:	Title: South Dakota Ave NE and New York Ave NE Interchange Improvement Study	Total Cost:						\$400
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Facility: South Dakota Ave. NE	CMAQ	80/20/0	400 a						400
From: New York Ave NE								<b>Total Funds: 400</b>	
To: 33rd PL NE									

Description: This study involves full exploration of the operations, safety, and efficiency of the existing interchange between South Dakota and New York Avenues. This will include consideration for improvement of the existing substandard intersection of V St. and the New York Ave. Off-ramp with South Dakota Ave and operations along South Dakota to 33rd PI NE. This location features excessive merging conflicts, and as a key location for area development has seen increased traffic. Recent development has been proposed at this corner, and additionally, future plans for the area call for a closer look at this location. The overall interchange will be examined in light of the recent development and further planned development. Interchange types, as well as the land usage will be considered. Full operational analysis will also be conducted. Additional consideration will be made for the interaction with the railroad ROW in light of potential future rail station planning and as well the nearby adjacent parkland. The proposed study will develop and evaluate alternatives to accommodate current and projected demands.

**Streetscape**

TIP ID: 2922	Agency ID: ED064A	Title: Great Streets - Minnesota Ave, NE	Total Cost:						\$15,000
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Facility: Minnesota Ave	STP	80/20/0	700 a	1,000 a	14,000 c		15,000	
From: A Street, NE								<b>Total Funds: 15,000</b>
To: Sheriff Road, NE								

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: 2743	Agency ID: ED0B1A	Title: Great Streets - Pennsylvania Ave, SE	Total Cost:						
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Facility: Pennsylvania Ave. SE	NHPP	80/20/0	4,000 a	2,000 a		2,000		
From: Sousa Bridge								<b>Total Funds: 2,000</b>
To: 27th St. SE (west of)								

Description: Conduct traffic assessments and provide public review and comment of proposed streetscape design elements. Conduct environmental assessments. Prepare concept designs, design plans and specifications; construct improvements to sidewalks, curbs, gutters, streets, and tree boxes; replace street trees; and install other streetscape elements. Construct facilities to improve reliability and safety of transit services, including transit lanes; provide bicycle lanes; and improve pedestrian circulation. Phase II will include work on Pennsylvania Ave. SE from the Sousa Bridge to west of 27th St. SE.

**Streetscape of Connecticut Ave. NW from Dupont Circle to California Street**

TIP ID: 6491	Agency ID:	Title: Streetscape of Connecticut Ave NW from Dupont Circle to California Street	Total Cost:						\$1,000
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Facility: Connecticut Ave NW	NHPP	80/20/0	1,000 a						1,000
From: Dupont Circle								<b>Total Funds: 1,000</b>	
To: California Street									

Description: Pavement reconstruction on Connecticut Ave NW from Dupont Circle to Florida Ave NW; Improve curb and gutter, sidewalk, streetlight, traffic signals, upgrade ADA ramps, drainage catch basins, add LID's, median planters and replace trees.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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**Traffic Congestion Mitigation**

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	1,200 a	2,000 a	1,000 a	1,000 a	1,000 a	1,000 a	7,200
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From:									<b>Total Funds:</b>	<b>7,200</b>
To:										

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.

**Traffic Signal Maintenance**

TIP ID: 6423	Agency ID:	Title: Security Audit for Traffic Signals and ITS Communication							Total Cost:	\$150
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Facility: Citywide	HSIP	90/10/0							150
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From:									<b>Total Funds:</b>	<b>150</b>
To:										

Description: The project aim to make an inventory of the currebt traffic and networking infrastructure in DDOT taking into account the proposed upgrades to the system. Additionally this project will measure the impact of remote attackers into the system and recommend security measures to mitigate risk. The project aims to develop required measures ti secure newly proposed fiber optic systems and develop SOP in case of threats.



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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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	500 c	1,000 c	1,000 c	5,000
From: Citywide	NHPP	80/20/0	1,164 c	2,349 c	3,390 c	2,420 c	2,450 c	2,480 c	15,599
To: Citywide	NHS	80/20/0	3,121 c						
	STP	80/20/0	3,950 a 13,619 c	1,250 a 6,150 c	1,950 a 9,750 c	1,250 a 5,650 c	1,750 a 5,650 c	1,750 a 5,150 c	47,200
<b>Total Funds:</b>									<b>67,799</b>

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

<b>Urban Forestry Program</b>									
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:	NHS	80/20/0	1,500 c						
To:	STP	80/20/0	4,200 c			2,088 c		2,088 c	4,176
<b>Total Funds:</b>									<b>7,200</b>

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 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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**TERMs**

**Transportation Emissions Reduction Measures**

TIP ID: 3219	Agency ID: ZU022A	Title: <b>Commuter Connections Program</b>	Total Cost:	<b>\$4,900</b>
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Facility:	CMAQ	80/20/0	1,400 a	700 a	700 a	700 a	700 a	700 a	700 a	4,200
From:										
To:	<b>Total Funds: 4,200</b>									

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.

**Maintenance**

**Bloomington/LeDroit Park Medium Term Flood Mitigation Project**

TIP ID: 6190	Agency ID: FLD01	Title: <b>Bloomington/LeDroit Park Medium Term Flood Mitigation Project</b>	Total Cost:	<b>\$10,000</b>
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Facility: Bloomington/LeDroit Park	State	0/100/0	500 a	500 a	500 a	500 a	500 a	500 a	8,000
From:									
To:									
									<b>Total Funds: 8,000</b>

Description: The exact street locations are not known at this time but the work is confined to the Bloomington and LeDroit Park communities, per the Mayor's Task force on Bloomington/LeDroit Flood Mitigation Report.

**Bridge Replacement/Rehabilitation Program**

TIP ID: 6427	Agency ID:	Title: <b>Kenilworth Terrace Bridge over Watts Branch</b>	Total Cost:	<b>\$3,125</b>
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Facility: Kenilworth Terrace Bridge over Watts Branch	STP	80/20/0							250 a	250
From:										
To:	<b>Total Funds: 250</b>									

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.

TIP ID: 6428	Agency ID:	Title: <b>Rehabilitation of Anacostia Avenue, NE Bridge over Anacostia River Outlet</b>	Total Cost:	<b>\$8,900</b>
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Facility: Anacostia Ave NE Bridge over Anacostia Ri	NHPP	80/20/0							700 a	700
From:										
To:	<b>Total Funds: 700</b>									

Description: The proposed project is in Ward 7. The existing bridge needs total rehabilitation to become efficient and structurally sound as part of the roadway network and enhancing traffic movement through the corridor. The rehabilitation include total replacement of the deck, the compression joint seals over both abutments and the pier.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
<b>TIP ID: 5298 Agency ID: AF067A Title: Emergency Transportation Project</b>									<b>Total Cost: \$175</b>

Facility: C ITYWIDE	STP	80/20/0	25 c	25 c	25 c	25 c	25 c	25 c	150
From:									
To:									<b>Total Funds: 150</b>

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.

<b>TIP ID: 5346 Agency ID: CD026 Title: Theodore Roosevelt Bridge Rehabilitation</b>									<b>Total Cost: \$28,500</b>
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Facility:	NHPP	80/20/0	1,464 a	1,500 a					1,500
From:			25 b						
To:									<b>Total Funds: 1,500</b>

Description: Work includes inspection, sampling and material testing; repairing bridge superstructure and substructure; cleaning and painting all steel members; retrofitting pin and hanger assembly; improving pedestrian and bicycle access; and repairing bridge drainage.

<b>TIP ID: 3202 Agency ID: CD032C, MNT0 Title: Bridge Design Consultant Services</b>									<b>Total Cost: \$4,075</b>
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Facility: CITYWIDE	NHPP	80/20/0	300 a	900 a	600 a	1,550 a	300 a	625 a	650 a	4,625
From:										
To:	STP	80/20/0	200 a	200 a	400 a	200 a	200 a			1,000
										<b>Total Funds: 5,625</b>

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.

<b>TIP ID: 5342 Agency ID: CD046A Title: Approach Bridges to 14th Street Bridge</b>									<b>Total Cost:</b>
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Facility: 14th Street Bridge northbound over the Poto	NHPP	80/20/0	750 a			23,500 c			23,500
From:									
To:									<b>Total Funds: 23,500</b>

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).

<b>TIP ID: 5432 Agency ID: CD049A Title: Pennsylvania Ave. NW Bridge over Rock Creek (Br. # 118)</b>									<b>Total Cost:</b>
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Facility: Pennsylvania Ave. NW over Rock Creek	BR	80/20/0	50 b						
From:									
To:	NHPP	80/20/0		6,000 c					6,000
									<b>Total Funds: 6,000</b>

Description: Rehabilitation of Bridge # 118, Pennsylvania Ave. NW over Rock Creek

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
<b>TIP ID: 5337 Agency ID: CD051A Title: Replacement of Pedestrian Bridges over Kenilworth Ave</b>			<b>Total Cost: \$16,500</b>						
Facility: Kenilworth	STP	80/20/0	1,000 a	1,000 a		9,000 c			12,500
From:			2,500 b						
To:									
<b>Total Funds: 12,500</b>									

Description: This project will fund the replacement of the deck, approach slabs, bearing joints; and repair the substructure and repaint steel.

<b>TIP ID: 5334 Agency ID: CD052A Title: Safety Improvements of Benning Road Bridges over Kenilworth Ave</b>			<b>Total Cost: \$23,000</b>						
Facility: Benning Road over Kenilworth	NHPP	80/20/0		4,621 a	20,000 c				24,621
From:									
To:									
<b>Total Funds: 24,621</b>									

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.

<b>TIP ID: 5316 Agency ID: CD062A Title: Impact Attenuators and Guiderails</b>			<b>Total Cost:</b>						
Facility: Citywide	HSIP	90/10/0	1,600 c	125 a	800 a	1,675 c	1,700 c	1,700 c	12,100
From:				2,750 c	3,350 c				
To:									
<b>Total Funds: 12,100</b>									

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.

<b>TIP ID: 3243 Agency ID: CD062A Title: Citywide Consultant Bridge Inspection</b>			<b>Total Cost: \$13,150</b>						
Facility:	NHPP	80/20/0	2,650 a	3,650 a	1,850 a	1,850 a	3,750 a		11,100
From:									
To:									
<b>Total Funds: 11,100</b>									

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.

<b>TIP ID: 3181 Agency ID: CD066A Title: Replacement of 31st Bridge, NW over C&amp;O Canal</b>			<b>Total Cost: \$6,200</b>						
Facility: 31st Street NW Bridge over C&O Canal	NHPP	80/20/0		6,200 c					6,200
From:									
To:									
<b>Total Funds: 6,200</b>									

Description: Removal and replacement of deteriorated deck, repair and painting of structural steel, and substructure repairs. Lighting, signing, drainage and safety features will be upgraded.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
<b>TIP ID: 5804 Agency ID: MRR04A Title: East Capitol St. Bridge over Anacostia River, Br. # 233</b>									<b>Total Cost: \$16,000</b>
Facility: Anacostia Freeway Bridge over Anacostia Ri	NHPP	80/20/0							16,000 a 16,000
From:									<b>Total Funds: 16,000</b>
To:									
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.									

<b>TIP ID: 5433 Agency ID: PM094A, CD05 Title: Bridge management Project/AASHTOWARE</b>									<b>Total Cost: \$2,125</b>
Facility: Citywide	NHPP	80/20/0	275 a	275 a	350 a	300 a	325 a	325 a	1,900
From: Citywide									
To:	STP	80/20/0	300 e	300 e	300 e	300 e	300 e	310 e	1,820
									<b>Total Funds: 3,720</b>

Description: This project provide funds to support the Bridge Management Program and to pay the annual Points license fee.

**Construction of Fiber Communication Network on Freeways**

<b>TIP ID: 6503 Agency ID: Title: Construction of Fiber Communication Network on Freeways</b>									<b>Total Cost: \$3,500</b>
Facility: Citywide	STP	80/20/0			3,500 c				3,500
From:									<b>Total Funds: 3,500</b>
To:									
Description: Perform feasibility study for upgrade of DDOT traffic signal system, conduct system design for implementation of advanced traffic controllers, Procure and install advanced traffic controllers and the associated devices; perform system integration.									

**Maintenance of Stormwater management / Best Management Ponds**

<b>TIP ID: 3242 Agency ID: CA303C, MNT0 Title: Citywide Culverts</b>									<b>Total Cost: \$3,215</b>
Facility: CITYWIDE	STP	80/20/0	250 a	250 a	300 a		350 a		2,950
From:									
To:			750 c	600 c	700 c		750 c		
									<b>Total Funds: 2,950</b>

Description: The purpose of this project is to replace/rehab existing culverts. On a bi-annual occurrence the culvert will be inspected. On an annual occurrence, culverts will be rehabilitated or replaced based on their condition.

**Reconstruction of Kennedy Street NW from 16th St NW to Georgia Ave NW**

<b>TIP ID: 6501 Agency ID: Title: Reconstruction of Kennedy Street NW from 16th St NW to Georgia Ave NW</b>									<b>Total Cost: \$800</b>
Facility: Kennedy St NW	STP	80/20/0			800 a				800
From: 16th St NW									<b>Total Funds: 800</b>
To: Georgia Ave									
Description:									

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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**Resurfacing Streets and Freeways Citywide**

TIP ID: 5339	Agency ID: SR037A	Title: FY2012 Pavement Restoration - NHPP Streets								Total Cost:	\$29,350
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Facility:	NHPP	80/20/0	6,000 c	6,000 c	6,000 c	150 a	5,200 c			23,350
From:						6,000 c				
To:										<b>Total Funds: 23,350</b>

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: 3215	Agency ID: SR092A	Title: Federal Aid Pavement Restoration								Total Cost:	\$65,100
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Facility: Citywide	STP	80/20/0	9,300 c	9,300 c	9,300 c	9,300 c	9,300 c	9,300 c	9,300 c	55,800
From:										
To:										<b>Total Funds: 55,800</b>

Description: Citywide pavement and resurfacing/restoration, upgrading of sidewalk, curb and gutter, and wheelchair ramps.

**Southwest Freeway Bridgeover South Capitol Street**

TIP ID: 6490	Agency ID:	Title: Southwest Freeway Bridge over South Capitol Street								Total Cost:	\$2,000
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Facility:	NHPP	80/20/0					2,000 a			2,000
From:										
To:										<b>Total Funds: 2,000</b>

Description: Bridge 1103 is part of Southwest Freeway over South Capitol Street and Bridge 1104 Ramp G, it is a prestressed concrete superstructure and substructure of the Southwest Freeway over South Capitol Street that is in poor condition based on latest inspection and requires extensive rehabilitation/replacement

**Streetlight Asset Mgmt & Streetlight Construction - Federal**

TIP ID: 5439	Agency ID: AD017A	Title: Citywide streetlight construction								Total Cost:	
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Facility: citywide	STP	80/20/0	450 a	250 a	250 a	100 a	100 a	100 a	100 a	7,430
From: citywide						1,415 c	1,515 c	900 c	900 c	900 c
To:										<b>Total Funds: 7,430</b>

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.

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

	Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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	3,384 c	3,384 c	20,304
From:										
To:	NHS	80/20/0	3,000 c							
	STP	80/20/0	964 c	5,383 c	5,383 c	5,383 c	5,383 c	5,383 c	5,383 c	32,298
<b>Total Funds:</b>										<b>52,602</b>

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

**Streetlight Asset Mgmt & Streetlight Construction - Local**

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	300 a	300 a	52,200
From:			43,989 c	8,400 c	8,400 c	8,400 c	8,400 c	8,400 c	8,400 c	
To:										
<b>Total Funds:</b>										<b>52,200</b>

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.

**Streetlight Upgrade**

TIP ID: 6421 Agency ID: Title: Streetlight Upgrade on Massachusetts Ave from 19th St SE to 6th St NE			Total Cost: \$2,900							
Facility: Massachusetts Ave	STP	80/20/0		2,900 c						2,900
From: 19th St SE										
To: 6th St NE										
<b>Total Funds:</b>										<b>2,900</b>

Description:

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
TIP ID: 6422 Agency ID:		Title: Mount Pleasant Street Lighting Upgrade						Total Cost:		\$2,000
Facility: Mount Pleasant Street NW	STP	80/20/0	300 a	1,700 c					2,000	
From:										
To:									<b>Total Funds: 2,000</b>	
Description: Lighting Upgrade with complete system including manhole, conduit LED lights and Historic Washington Globe Pole/Fixture										

**Systems Maintenance**

TIP ID: 2699 Agency ID: CD018A, CD01		Title: Asset Preservation of Tunnels in the District of Columbia						Total Cost:		\$41,275
Facility: Citywide Asset Management of Tunnel	NHPP	80/20/0	650 a	175 a	175 a	1,000 a	175 a	175 a	175 a	40,025
From:			600 c	600 c	7,750 c	7,600 c	7,600 c	14,600 c		
To:									<b>Total Funds: 40,025</b>	

Description: This initiative provides technical support 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: 2927 Agency ID: CD036A, CD04		Title: Citywide FA Preventive Maintenance						Total Cost:		\$44,100
Facility:	NHPP	80/20/0	9,600 c		4,800 c	4,800 c	10,720 c		5,360 c	25,680
From:										
To:	STP	80/20/0	2,400 c		1,200 c	1,200 c	2,680 c		1,340 c	6,420
<b>Total Funds: 32,100</b>										

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.

**Upgrade and Replacement of Overhead Freeway Signs**

TIP ID: 6505 Agency ID:		Title: Upgrade and Replacement of Overhead Freeway Signs						Total Cost:		\$4,700
Facility: Citywide	NHPP	80/20/0		4,700 a						4,700
From:										
To:										<b>Total Funds: 4,700</b>

Description: The project replaces either non-compliant (with the Manual on Uniform Traffic Control Devices), incorrect, or old overhead and other guidance signs along I-395 northbound and southbound generally between the 3rd Street tunnel and the Maine Avenue exits. There will be approximately 30 signs changed as a part of the project. The timeline for completion is the end of August, barring any situations where sign structures need to be replaced.



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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
<b>Transit</b>										
<b>5303/5304 FTA Program</b>										
TIP ID: 6102	Agency ID:	Title: 5303/5304 FTA Program							Total Cost:	\$2,874
Facility: Citywide	Sect. 5303	80/20/0	760 a	415 a	415 a	415 a	415 a	415 a	2,490	
From:										
To:	Sect. 5304	80/20/0	198 a	110 a	110 a	110 a	110 a	110 a	660	
<b>Total Funds:</b>									<b>3,150</b>	

Description: DDOT receives an annual FTA grant appropriation to support metropolitan planning activities (5303) and Statewide/DC based Planning Activities (5304).

<b>DC Circulator New Buses for Replacement and Expansion</b>										
TIP ID: 6105	Agency ID:	Title: DC Circulator New Buses for Replacement and Expansion							Total Cost:	\$8,925
Facility:	State	0/100/0	21,539 e	7,702 e	17,012 e	17,600 e		7,100 e	49,414	
From:										
To:										
<b>Total Funds:</b>									<b>49,414</b>	

Description: Additional Circulator buses must be purchased in order to expand service to additional routes.

<b>DC Circulator Expansion - Phase I</b>										
TIP ID: 6103	Agency ID:	Title: DC Circulator Expansion - Phase I							Total Cost:	\$3,750
Facility:	State	0/100/0	1,576 e		750 e	750 e	750 e	750 e	3,750	
From:										
To:										
<b>Total Funds:</b>									<b>3,750</b>	

Description: Implement the Phase I DC Circulator routes as identified in the DC Circulator 10-Year Transit Development Plan

<b>M Street SE/SW Premium Transit Environmental Work</b>										
TIP ID: 6112	Agency ID: Temp02	Title: M Street SE/SW Streetcar							Total Cost:	\$128,250
Facility:	State	0/100/0	2,500 a	6,100 a					6,100	
From:										
To:										
<b>Total Funds:</b>									<b>6,100</b>	

Description: This funding will implement the environmental study work for the M Street SE/SW corridor

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

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

TIP ID: 5754	Agency ID: CM080A	Title: Benning Road Extension							Total Cost:	\$82,750
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Facility: Streetcar Line	CMAQ	80/20/0	3,200 a							
From:										
To:	State	0/100/0	2,000 a	1,600 a	1,800 a	23,614 c	27,363 c	21,644 e	95,617	
							19,596 e			
<b>Total Funds:</b>									<b>95,617</b>	

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.

TIP ID: 5753	Agency ID: CM081A	Title: Anacostia Streetcar Extension							Total Cost:	\$82,852
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Facility: MLK Jr Ave SE	State	0/100/0	250 c	16,000 b					24,000
From: Howard Rd SE									
To: Good Hope Rd SE									
<b>Total Funds:</b>									<b>24,000</b>

Description: The Anacostia Streetcar Extension is .61 mile surface fixed guideway transit line that includes electrically powered streetcar vehicles operating along tracks located within the existing street and travel lanes. The NEPA study currently underway will address potential impacts of the project, as well as, preliminary engineering (conceptual 30%) for the line.

TIP ID: 5755	Agency ID: STC12A	Title: Union Station to Georgetown Premium Transit; K Street Transit							Total Cost:	\$76,290
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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	3,000 c	4,000 c	24,280 c	45,014 c	76,294
<b>Total Funds:</b>									<b>150,169</b>	

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: 6031	Agency ID: STC13A	Title: North-South Corridor Study							Total Cost:	\$110,250
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Facility: Streetcar Line	State	0/100/0	5,000 a	4,500 a					4,500
From:									
To:									
<b>Total Funds:</b>									<b>4,500</b>

Description: Study on a North to South 9 miles surface fixed guideway transit line.

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

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

**Diesel Idle Reduction Program**

TIP ID: 6424	Agency ID:	Title: Diesel Idle Reduction Program							Total Cost:	\$1,200
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Facility:	CMAQ	80/20/0		1,200 a					1,200
From:									
To:									<b>Total Funds: 1,200</b>

Description: The Diesel Idle Reduction Program identifies and implement projects that reduce Particulate Matter (PM) 2.5 emissions in the District of Columbia

**District Freight Plan**

TIP ID: 5922	Agency ID: AF081A	Title: District Freight Plan							Total Cost:	\$300
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Facility: Citywide	STP	80/20/0	450 a	150 a		150 a		150 a	450
From:									
To:									<b>Total Funds: 450</b>

Description: Development of a District freight plan to enhance the safety and efficiency of goods movement

**Off-Hours Freight Delivery Pilot Project**

TIP ID: 6408	Agency ID:	Title: Off-Hours Freight Delivery Pilot Project							Total Cost:	\$300
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Facility:	HRDP	50/50/0		80 a	80 a	140 a			300
From:									
To:									<b>Total Funds: 300</b>

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.

**Planning and Systems Enhancement for Weight Stations**

TIP ID: 2633	Agency ID: CI029A, CI053	Title: Size and Weight Enforcement Program							Total Cost:	\$11,280
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Facility: Citywide	STP	80/20/0	450 a	450 a	450 a	5,000 c	450 c	450 c	250 c	7,740
From:										
To:										
									<b>Total Funds: 7,740</b>	

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

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
<b>Virginia Avenue Tunnel Project</b>									
TIP ID: 5959 Agency ID: MRR16A		Title: Virginia Avenue Tunnel Project						Total Cost: \$201,300	
Facility: Virginia Ave. SE	PRIV	0/0/0	200,500 c	1,200 c	1,200 c	1,200 c	1,200 c		4,800
From:									<b>Total Funds: 4,800</b>
To:									
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.									

<b>Safety</b>									
<b>On-Call Subsurface Pavement Investigation, Engineering</b>									
TIP ID: 6502 Agency ID:		Title: On-Call Subsurface Pavement Investigation, Engineering						Total Cost: \$425	
Facility: Citywide	STP	80/20/0		425 a					425
From:									<b>Total Funds: 425</b>
To:									
Description: Subsurface Pavement Engineering to determine characteristics of roadway and to perform adequate analysis for pavement design, engineering and support for asset management program									

**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 I-395 EXPRESS LANES STUDY,  
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 Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) 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 January 7, 2016, VDOT has requested that the FY 2015-2020 TIP be amended to add \$5 million in advanced construction for the I-395 Northern Extension Express Lanes Study, as described in the attached materials; and

**WHEREAS**, this study exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations "40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule," issued in the May 6, 2005, *Federal Register*;

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2015-2020 TIP to add \$5 million in advanced construction for the I-395 Northern Extension Express Lanes Study, as described in the attached materials.

**Adopted by the Transportation Planning Board Steering Committee at its regular meeting on January 8, 2016.**





# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive  
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.  
COMMISSIONER

January 7, 2016

The Honorable Tim 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 I-395 Express Lanes Study

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 planning, environmental, and multimodal study for the I-395 Express Lanes Project (Northern High Occupancy Toll (HOT) Lanes) to extend the I-95 Express Lanes. The amendment is needed to reflect the latest planned funding obligations and cost estimates for this study.

VDOT is also preparing to submit the construction phase of the I-395 Express Lanes as a new Constrained Long Range Plan (CLRP) project later this month. The Express Lanes extension was in a previous CLRP and TIP as part of the I-95/395 HOV/HOT project, but was removed in 2011. The Commonwealth of Virginia recently announced plans to extend the 95 Express Lanes and improve transit service along the corridor and has started project planning and development using VDOT funds. The project will include the expansion and conversion of the two existing reversible HOV lanes on I-395 to three managed HOT 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 amendment adds approximately \$5 million in Federal AC funding to the TIP in FY 2016. VDOT staff has entered the proposed additional funding in the TPB's iTIP online database. While the proposed funds are new to the TIP, they are part of the total federal and state funding estimates included in VDOT's Financial Plan for the 2014 CLRP update. This amendment will not impact the regional air quality conformity analysis since all funds are being used for a study.

VDOT requests approval of this amendment by the Transportation Planning Board's Steering Committee at its meeting on January 8, 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,

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

cc: Ms. Renée Hamilton, VDOT-NoVA  
Ms. Maria Sinner, P.E., VDOT-NoVA  
Mr. Norman Whitaker, AICP, VDOT-NoVA

Ms. Amanda Baxter, VDOT-NoVA  
Ms. Susan Shaw, P.E., 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
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**Interstate**

**Interstate 395 - Study for Safety & Traffic on NB Lanes - PE Only**

TIP ID: <b>6506</b>	Agency ID: <b>T17231</b>	Title: <b>I-395 Northern Extension Express Lanes Study</b>	Project Cost: <b>\$5,000</b> Complete: <b>2016</b>
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Facility: I 395	AC	100/0/0	5,000 d	5,000
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From: Turkeycock Run Near Duke Street

To: Vicinity of Eads Street

**Total Funds: 5,000**

Description: Panning, environmental, and multimodal study for the I-395 Express Lanes Project (Northern High Occupancy Toll (HOT) Lanes) to extend the I-95 Express Lanes.

**Amendment: Add New Project**

**Approved on: 1/8/2016**

Add \$5,000,000 (AC-Other - PTF) FFY16 PE phase. Break-out project of UPC 102711 to accomplish NEPA. This UPC is only for the Northern Va. Portion of the project.





National Capital Region  
**Transportation Planning Board**

January 8, 2016

David Snyder  
Chair  
Metropolitan Washington Air Quality Committee  
777 North Capitol Street, NE, Suite 300  
Washington, DC 20002

Dear Chair Snyder:

I am writing to provide you with the updated inventory of the motor vehicle emissions estimates and the TPB's recommendations for revising the motor vehicle emissions budgets (MVEBs or mobile budgets) for PM2.5 Direct and PM2.5 precursor NOx in the region's PM2.5 Maintenance Plan. The TPB staff has developed these inventories working with MWAQC and state air agency staffs. The TPB understands that the MWAQC is assisting the state air agencies with a revision of the 2013 PM2.5 Maintenance Plan that was previously approved by the US EPA. These emissions inventories were developed at the request of MWAQC staff and are consistent with the TPB's approved FY 2016 Unified Planning Work Program. The attached memorandum, from TPB staff, provides the detailed inventories together with the inputs, assumptions, and methods used in developing the emissions inventories.

The TPB acknowledges that the current (2013) PM2.5 Maintenance Plan contains emissions budgets for PM2.5 Direct and PM2.5 precursor NOx that the TPB has been using for regional air quality conformity analysis since 2013. At the time of the development of the original (2013) PM2.5 Maintenance Plan, the Environmental and Transportation agencies of Maryland, Virginia, and the District of Columbia agreed to update the PM2.5 mobile budgets in 2015, and submit them as a revision to the 2013 PM2.5 Maintenance Plan (as included in Appendix D of the Maintenance Plan). TPB staff has developed the attached inventories in accordance with this agreement and is now providing them to MWAQC for use in the development of updated mobile budgets and revisions to the PM2.5 Maintenance Plan document. I understand that the MWAQC Technical Advisory Committee is currently developing the draft revised Plan document for MWAQC's approval in February 2016 for use in a public comment period and public hearing.

The TPB understands that the PM2.5 Maintenance Plan establishes mobile emissions budgets for the attainment year of 2007, interim year of 2017, and out year of 2025. Once mobile budgets are submitted and found adequate by EPA, the TPB is required to use them to demonstrate conformity of the region's Constrained Long Range Plan (CLRP) and Transportation Improvement Program (TIP). This means that in order for transit and highway improvements supported by the region to move forward, the TPB will be required to show that projected motor vehicle emissions for 2007 through 2016 are less than or equal to the 2007 mobile budgets; emissions for 2017 through 2024 are less than or equal to the 2017 mobile budgets; and emissions for 2025 through 2040 are less than or equal to the 2025 mobile budgets.

The development of the 2013 PM2.5 Maintenance Plan mobile budgets was a lengthy process, involving the formation of a Mobile Budget Task Force, which included representatives from state and local transportation and air agencies. In developing the future year inventories for the 2013 PM2.5 Maintenance Plan, the TPB noted that while motor vehicle emissions are projected to decline much faster from the 2007 levels than from other emission sources (non-road, point and area), there were significant uncertainties in these 2017 and 2025 projections due to potential changes in the technical inputs and the models used to calculate the emissions amounts. The technical inputs include the age and composition of the vehicle fleet, the travel demand model, and EPA's emissions estimation model.

In order to address technical uncertainties due to changes in these aspects of regional transportation plans, the TPB at that time recommended the incorporation of safety margins into the out-year mobile emissions budgets for 2017 and 2025. The use of safety margins is common practice for maintenance plans around the country, and is explicitly provided for in the US EPA Conformity Regulations.

The TPB recommended levels of safety margins were based in part on VIN data sensitivity tests run in 2012, which were designed to assess the potential impact of changes in the mix and age of the region's vehicle fleet. They were also based on TPB's previous experience with changes in EPA's mandated emissions estimating procedures, which had typically resulted in significantly higher estimates from the same set of local inputs. The sensitivity tests and recommended safety margin levels are documented in a June 1, 2012 letter from Ron Kirby, then director of COG's Transportation Planning Department, to the MWAQC chair. MWAQC and the state air agencies agreed with the TPB recommendation, and developed the 2013 Maintenance Plan with a 20 percent safety margin for both PM2.5 Direct and PM2.5 precursor NOx in 2017 and 2025.

Consistent with the 2013 Maintenance Plan, and as provided for in the US EPA Conformity Regulations, **the TPB recommends that the attached mobile emissions inventories be used to revise the 2013 PM2.5 Maintenance Plan, and further, that the motor vehicle emissions budgets for PM2.5 Direct and PM2.5 precursor NOx in 2017 and 2025 include the same 20 percent safety margin** to address inherent uncertainties attributable to changes to the technical inputs and travel/emissions modeling refinements over time. The significant declines projected in both PM2.5 Direct and PM2.5 precursor NOx from the mobile sector, together with other reductions over the 2007 through 2025 period of the maintenance plan, indicate that these safety margins can be included in the Plan while still ensuring the region's maintenance of the National Ambient Air Quality Standards (NAAQS) for PM2.5.

TPB staff would be pleased to provide any technical information or answer any questions that MWAQC members may have concerning these recommendations. The TPB is pleased that the region attained the 1997 NAAQS for PM2.5 in 2007, and has not only maintained this standard, but has further significantly reduced PM2.5 emissions from the mobile sector during this period, and is forecast to do so into the future.

Sincerely,

Timothy Lovain  
Chair  
Transportation Planning Board

Attachment:



## MEMORANDUM

**TO:** Files  
**FROM:** Ronald Milone, Jinchul Park, and Jane Posey, COG, DTP  
**SUBJECT:** Mobile On-Road Emission Inventories for the PM<sub>2.5</sub> Maintenance Plan Update  
**DATE:** December 30, 2015  
**CC:** Kanti Srikanth, Dusan Vuksan, Sunil Kumar, Steve Walz

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### Introduction

In 2005, the Metropolitan Washington, DC, (DC-MD-VA) region was designated by the EPA as nonattainment for the 1997 Fine Particles (PM<sub>2.5</sub>) National Ambient Air Quality Standard (NAAQS).<sup>1</sup> In 2009, the EPA announced that the monitors in the Washington region showed compliance with the 1997 PM<sub>2.5</sub> NAAQS.<sup>2</sup> In 2013, MWAQC approved a PM<sub>2.5</sub> Maintenance Plan<sup>3</sup> and the states requested that EPA redesignate the region as being in attainment. In 2014, EPA approved the Maintenance Plan.<sup>4</sup> The Plan included a provision (Appendix D) that committed the state air agencies to update the PM<sub>2.5</sub> Plan by revisiting the development of mobile on-road inventories and budgets. This memorandum documents DTP staff's recent efforts to update the PM<sub>2.5</sub> SIP inventory and includes: 1) a summary of the methods and assumptions used in developing updated inventories, 2) a comparison of original (2013) and updated (2015/16) emissions inventory results, and 3) a formulation of updated PM<sub>2.5</sub> budgets in light of the updated PM<sub>2.5</sub> SIP inventories. A listing of MOVES-related files is also included.

The PM<sub>2.5</sub> SIP inventory focuses on emission tonnage associated with five (5) pollutants:

- Fine Particles (PM<sub>2.5</sub>);
- Precursor NO<sub>x</sub>;
- Sulfur Dioxide (SO<sub>2</sub>);
- Volatile Organic Compounds (VOC); and
- Ammonia (NH<sub>3</sub>).

Inventories of the above pollutants were prepared for three (3) analysis years:

- 2007;
- 2017; and
- 2025.

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<sup>1</sup> 70 FR 944

<sup>2</sup> 74 FR 1146

<sup>3</sup> Washington DC-MD-VA 1997 PM<sub>2.5</sub> Maintenance Plan, MWAQC, May 22, 2013

[https://www.mwacog.org/environment/air/downloads/PM/PM2.5%20MP\\_Final%20Version.pdf](https://www.mwacog.org/environment/air/downloads/PM/PM2.5%20MP_Final%20Version.pdf)

<sup>4</sup> 79 FR 193

The emissions inventories were prepared for the Washington, D.C. PM2.5 Air Quality Planning Area which comprises ten jurisdictions:

- District of Columbia
- Arlington County, VA
- City of Alexandria, VA
- Fairfax County (and cities), VA
- Montgomery County, MD
- Prince George’s County, MD
- Charles County, MD
- Prince William County (and cities), VA
- Loudoun County, VA
- Frederick County, MD

### Methods and Assumptions

The key planning assumptions and methods underlying the original (2013) and updated (2015/16) PM2.5 emissions inventories are listed in Table 1.

**Table 1. Assumptions and Methods Used in the 2013 and 2015/16 SIP Inventories**

	2013 PM SIP Inventory	2015/16 PM SIP Inventory
CLRP	2011	2015
Land Activity	8.0a	8.4
Travel Demand Model	Version 2.3.36	Version 2.3.57a
Emissions Model	MOVES2010a	MOVES2014
Vehicle Registration Data	2008 VIN/2011 VIN	2008 VIN/2014 VIN
PM 2.5 Study Area	10 Jurisdictions	10 Jurisdictions
Years Analyzed	2002, 2007, 2017, 2025, 2040	2007, 2017, 2025

The updated 2015/16 SIP inventories were prepared using the technical methods and inputs used in the air quality conformity determination of the 2015 CLRP.<sup>5</sup> The methods included the use of the TPB’s currently adopted travel demand model, Version 2.3.57a and the EPA MOVES2014 emissions model. These modeling tools are more refined than those used in the 2013 Maintenance Plan. The Version2.3.57a travel model includes updates implemented as a result of a model validation effort<sup>6</sup> using observed 2010 data. The MOVES2014 emissions model incorporates the impact of new federal programs not considered in MOVES2010a and also considers more recent mobile emission research.

The non-travel related inputs to the MOVES2014 model, relating to meteorology, inspection and maintenance programs and fuel formulation and supply, were provided by state air agencies in coordination with COG’s Department of Environmental Programs. For the year 2007, the non-travel inputs used in the original 2013 SIP analysis were used as is, however, some reformatting of

<sup>5</sup> Air Quality Conformity Analysis of the 2015 Constrained Long Range Plan Amendment and the FY2015-2020 Transportation Improvement Program for the Washington Metropolitan Region, MWCOC/TPB, October 25, 2015

<sup>6</sup> 2010 Validation of the Version 2.3 Travel Demand Model, Memorandum to Files, June 30, 2013

the data was necessary when moving from MOVES2010a to MOVES2014. The 2017 and 2025 inputs were already compiled as part of the recent conformity analysis of the 2015 CLRP Amendments. The non-travel related assumptions and methods underlying the original (2013) and updated (2015/16) PM<sub>2.5</sub> emissions inventories are listed in Table 2.

**Table 2. Non-Travel Related Assumptions and Methods Used in the 2013 and 2015/16 SIP Inventories**

	<b>2013 PM SIP Inventory</b>	<b>2015/16 PM SIP Inventory</b>
Inspection & Maintenance (I/M) Programs	Year-Specific I/M Programs (MOVES2010a Format)	Year-Specific I/M Programs (MOVES2014 Format)
Fuel Programs	Year-Specific Fuel Data (MOVES2010a Format)	Year-Specific Fuel Data (Includes Tier 3 Low Sulfur Gasoline) (MOVES2014 Format)
Meteorology	Historical 2007 Met Data (EPA's Default NMIM Model Database)	Historical 2007 Met Data (EPA's Default NMIM Model Database)

## Results and Analysis

A comparison of the updated (2015/16) and original (2013) SIP inventories is shown on Table 3. The 2015/16 inventory is generally less than the original inventory for all of the pollutants and years analyzed. These differences are not surprising given that the new MOVES2014 model reflects federal fuel and vehicle technology (Tier 3) programs and the “improved science” methods that were not accounted for in MOVES2010a. Further, while the new federal programs do not exist in the 2007 scenario, emissions decreases still result due to the “improved science” considered in the MOVES2014 model. These findings are consistent with earlier sensitivity work conducted by TPB staff and with research conducted at other agencies.

**Table 3. Comparison of 2013 and 2015/16 Annual On-Road Emission Inventories (in Short Tons)**

<b>Analysis Year/Pollutant</b>	<b>2013 PM SIP</b>	<b>2015/16 PM SIP</b>	<b>Δ</b>	<b>% Δ</b>
<b>Year 2007</b>				
Ammonia (NH3)	1,901	1,862	-39	-2%
Precursor NOx	91,639	81,001	-10,638	-12%
PM <sub>2.5</sub>	3,452	3,002	-450	-13%
Sulfur Dioxide (SO <sub>2</sub> )	607	570	-37	-6%
Volatile Organic Compounds (VOC)	37,514	34,441	-3,074	-8%
<b>Year 2017</b>				
Ammonia (NH3)	1,249	1,229	-21	-2%
Precursor NOx	41,709	32,790	-8,919	-21%
PM <sub>2.5</sub>	1,787	1,523	-264	-15%
Sulfur Dioxide (SO <sub>2</sub> )	560	162	-398	-71%
Volatile Organic Compounds (VOC)	18,730	16,768	-1,962	-10%
<b>Year 2025</b>				
Ammonia (NH3)	1,227	1,181	-46	-4%
Precursor NOx	27,400	15,434	-11,966	-44%
PM <sub>2.5</sub>	1,322	926	-396	-30%
Sulfur Dioxide (SO <sub>2</sub> )	531	142	-389	-73%
Volatile Organic Compounds (VOC)	14,269	11,765	-2,504	-18%

## Background

The 2013 PM<sub>2.5</sub> Fine Particles Maintenance Plan includes forecast year motor vehicle emissions budgets (MVEBs; mobile budgets) for PM<sub>2.5</sub> direct and PM<sub>2.5</sub> Precursor NOx for 2017 and 2025, which the TPB is required to use to demonstrate conformity of the region’s Constrained Long Range Plan (CLRP) and Transportation Improvement Program (TIP). This means that in order for transit and highway improvements supported by the region to move forward, the TPB will be required to show that projected motor vehicle emissions for 2007 through 2016 are less than or equal to the 2007 mobile budgets; emissions for 2017 through 2024 are less than or equal to the 2017 mobile budgets; and emissions for 2025 through 2040 are less than or equal to the 2025 mobile budgets. Typically, once established, these mobile budgets can remain in place for years.

The development of the original (2013) Maintenance Plan mobile budgets was a lengthy process, involving the formation of a Mobile Budget Task Force, which included representatives from state and local transportation and air quality agencies. In order to address technical uncertainties due to model changes or to vehicle fleet turnover, which may affect future motor vehicle emissions inventories, the TPB recommended that the budgets allow for safety margins of 20 percent and 30 percent into out-year mobile emissions budgets, for 2017 and 2025 respectively. These recommended levels were based in part on VIN data sensitivity tests run in 2012, which were designed to assess the potential impact of changes in the mix and age of the vehicle fleet. They were also based on TPB’s previous experience with changes in EPA’s mandated emissions estimating procedures, which had typically resulted in significantly higher estimates from the same set of local inputs. The sensitivity tests and recommended safety margin levels are documented in a June 1, 2012

letter from Ron Kirby to the MWAQC chair. The use of safety margins is common practice for maintenance plans around the country, and is explicitly provided for in the US EPA Conformity Regulations.

The Mobile Budget Task Force agreed to a 20 percent safety margin for both PM<sub>2.5</sub> Direct and PM<sub>2.5</sub> precursor NO<sub>x</sub> for setting mobile budgets as part of the Maintenance Plan.

The state air and transportation agencies agreed to group the mobile budgets into two Tiers in the Maintenance Plan. “Tier 1” mobile budgets were set at the mobile emission inventory levels for 2017 and 2025. “Tier 2” mobile budgets were developed by adding a 20% buffer to the mobile emission inventory projections for 2017 and 2025. Regional transportation conformity analysis would first be tested against the Tier 1 mobile budgets, once the EPA found them adequate. The Tier 2 mobile budgets would become effective if it is determined that lead to motor vehicle emissions estimates above the Tier 1 budgets. The regional air quality conformity analysis for the past three CLRP and TIPs have been conducted and approved by the FHWA and the FTA using the Tier 1 PM<sub>2.5</sub> mobile budgets. The region has not had to use the Tier 2 mobile budgets to date, in spite of changes to the travel demand model and emissions model and other technical inputs to the regional conformity analysis.

At the time of the development of the original (2013) Maintenance Plan, the Environmental and Transportation agencies of Maryland, Virginia, and the District of Columbia agreed to update the PM<sub>2.5</sub> mobile budgets in 2015, and submit them as a revision to the 2013 PM<sub>2.5</sub> Maintenance Plan (as included in Appendix D of the Maintenance Plan). In accordance with this agreement, TPB staff has now developed the updated mobile inventories. The changes in the inputs used in developing the updated on-road emissions inventories are listed in Tables 1 and 2, and the changes in the estimated on-road emissions inventories are listed in Table 3.

## **Recommendation**

Consistent with the provisions of the US EPA Conformity Regulations and the TPB's recommendations for the 2014 PM<sub>2.5</sub> Maintenance Plan, and as agreed to and implemented in the 2013 PM<sub>2.5</sub> Maintenance Plan, it is recommended that mobile emissions budgets in the revised PM<sub>2.5</sub> Maintenance Plan provide the same 20% safety margin to address inherent uncertainties attributed to future travel/emissions modeling refinements or other technical inputs, such as vehicle fleet mix changes over time.

## **MOVES FILES**

The MOVES files developed for the PM<sub>2.5</sub> SIP Update reside in a subdirectory on the LAN, named:

**H:\2015CLRP\_PMSIP**

The above subdirectory contains three subdirectories pertaining to MOVES inputs, outputs and “Runspec” files. Files are provided for each analysis year. Maryland jurisdictions include two sets of files corresponding to separate alternative vehicle fuel technology (AVFT) scenarios.

A listing of files is shown in Table 4.



**Table 4. Input, Output and “Runspec” MOVES2014 Files for Years 2007, 2017 and 2025**

**Year 2007**

Input	Output	Runspec
Annual_DC_2007_Base_In	Annual_DC_2007_Base_Out	Annual_DC_2007_Base.MRS
Annual_NoAVFT_CHL_2007_Base_In	Annual_NoAVFT_CHL_2007_Base_Out	Annual_NoAVFT_CHL_2007_Base.MRS
Annual_AVFT_CHL_2007_Base_In	Annual_AVFT_CHL_2007_Base_Out	Annual_AVFT_CHL_2007_Base.MRS
Annual_NoAVFT_FRD_2007_Base_In	Annual_NoAVFT_FRD_2007_Base_Out	Annual_NoAVFT_FRD_2007_Base.MRS
Annual_AVFT_FRD_2007_Base_In	Annual_AVFT_FRD_2007_Base_Out	Annual_AVFT_FRD_2007_Base.MRS
Annual_NoAVFT_MTG_2007_Base_In	Annual_NoAVFT_MTG_2007_Base_Out	Annual_NoAVFT_MTG_2007_Base.MRS
Annual_AVFT_MTG_2007_Base_In	Annual_AVFT_MTG_2007_Base_Out	Annual_AVFT_MTG_2007_Base.MRS
Annual_NoAVFT_PG_2007_Base_In	Annual_NoAVFT_PG_2007_Base_Out	Annual_NoAVFT_PG_2007_Base.MRS
Annual_AVFT_PG_2007_Base_In	Annual_AVFT_PG_2007_Base_Out	Annual_AVFT_PG_2007_Base.MRS
Annual_ARL_2007_Base_In	Annual_ARL_2007_Base_Out	Annual_ARL_2007_Base.MRS
Annual_ALX_2007_Base_In	Annual_ALX_2007_Base_Out	Annual_ALX_2007_Base.MRS
Annual_FFX_2007_Base_In	Annual_FFX_2007_Base_Out	Annual_FFX_2007_Base.MRS
Annual_LDN_2007_Base_In	Annual_LDN_2007_Base_Out	Annual_LDN_2007_Base.MRS
Annual_PW_2007_Base_In	Annual_PW_2007_Base_Out	Annual_PW_2007_Base.MRS

**Year 2017**

Annual_DC_2017_Base_In	Annual_DC_2017_Base_Out	Annual_DC_2017_Base.MRS
Annual_NoAVFT_CHL_2017_Base_In	Annual_NoAVFT_CHL_2017_Base_Out	Annual_NoAVFT_CHL_2017_Base.MRS
Annual_AVFT_CHL_2017_Base_In	Annual_AVFT_CHL_2017_Base_Out	Annual_AVFT_CHL_2017_Base.MRS
Annual_NoAVFT_FRD_2017_Base_In	Annual_NoAVFT_FRD_2017_Base_Out	Annual_NoAVFT_FRD_2017_Base.MRS
Annual_AVFT_FRD_2017_Base_In	Annual_AVFT_FRD_2017_Base_Out	Annual_AVFT_FRD_2017_Base.MRS
Annual_NoAVFT_MTG_2017_Base_In	Annual_NoAVFT_MTG_2017_Base_Out	Annual_NoAVFT_MTG_2017_Base.MRS
Annual_AVFT_MTG_2017_Base_In	Annual_AVFT_MTG_2017_Base_Out	Annual_AVFT_MTG_2017_Base.MRS
Annual_NoAVFT_PG_2017_Base_In	Annual_NoAVFT_PG_2017_Base_Out	Annual_NoAVFT_PG_2017_Base.MRS
Annual_AVFT_PG_2017_Base_In	Annual_AVFT_PG_2017_Base_Out	Annual_AVFT_PG_2017_Base.MRS
Annual_ARL_2017_Base_In	Annual_ARL_2017_Base_Out	Annual_ARL_2017_Base.MRS
Annual_ALX_2017_Base_In	Annual_ALX_2017_Base_Out	Annual_ALX_2017_Base.MRS
Annual_FFX_2017_Base_In	Annual_FFX_2017_Base_Out	Annual_FFX_2017_Base.MRS
Annual_LDN_2017_Base_In	Annual_LDN_2017_Base_Out	Annual_LDN_2017_Base.MRS
Annual_PW_2017_Base_In	Annual_PW_2017_Base_Out	Annual_PW_2017_Base.MRS



**Table 4. Input, Output and “Runspec” MOVES2014 Files for Years 2007, 2017 and 2025 (continued)**

**Year 2025**

Annual_DC_2025_ALT_B_In	Annual_DC_2025_ALT_B_Out	Annual_DC_2025_ALT_B.MRS
Annual_NoAVFT_CHL_2025_ALT_B_In	Annual_NoAVFT_CHL_2025_ALT_B_Out	Annual_NoAVFT_CHL_2025_ALT_B.MRS
Annual_AVFT_CHL_2025_ALT_B_In	Annual_AVFT_CHL_2025_ALT_B_Out	Annual_AVFT_CHL_2025_ALT_B.MRS
Annual_NoAVFT_FRD_2025_ALT_B_In	Annual_NoAVFT_FRD_2025_ALT_B_Out	Annual_NoAVFT_FRD_2025_ALT_B.MRS
Annual_AVFT_FRD_2025_ALT_B_In	Annual_AVFT_FRD_2025_ALT_B_Out	Annual_AVFT_FRD_2025_ALT_B.MRS
Annual_NoAVFT_MTG_2025_ALT_B_In	Annual_NoAVFT_MTG_2025_ALT_B_Out	Annual_NoAVFT_MTG_2025_ALT_B.MRS
Annual_AVFT_MTG_2025_ALT_B_In	Annual_AVFT_MTG_2025_ALT_B_Out	Annual_AVFT_MTG_2025_ALT_B.MRS
Annual_NoAVFT_PG_2025_ALT_B_In	Annual_NoAVFT_PG_2025_ALT_B_Out	Annual_NoAVFT_PG_2025_ALT_B.MRS
Annual_AVFT_PG_2025_ALT_B_In	Annual_AVFT_PG_2025_ALT_B_Out	Annual_AVFT_PG_2025_ALT_B.MRS
Annual_ARL_2025_ALT_B_In	Annual_ARL_2025_ALT_B_Out	Annual_ARL_2025_ALT_B.MRS
Annual_ALX_2025_ALT_B_In	Annual_ALX_2025_ALT_B_Out	Annual_ALX_2025_ALT_B.MRS
Annual_FFX_2025_ALT_B_In	Annual_FFX_2025_ALT_B_Out	Annual_FFX_2025_ALT_B.MRS
Annual_LDN_2025_ALT_B_In	Annual_LDN_2025_ALT_B_Out	Annual_LDN_2025_ALT_B.MRS
Annual_PW_2025_ALT_B_In	Annual_PW_2025_ALT_B_Out	Annual_PW_2025_ALT_B.MRS

**Location:** The files are located under H:\2015CLRP\_PMSIP\; and data of each analysis year are copied under input, output and Runspec directories.





**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Letters Sent/Received Since the September 16<sup>th</sup> TPB Meeting  
**DATE:** January 14, 2016

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The attached letters were sent/received since the December 16 TPB meeting. The letters will be reviewed under Agenda Item 5 of the January 20 TPB agenda.





National Capital Region  
Transportation Planning Board

December 21, 2015

Ms. Helen L. Cuervo  
District Administrator  
NOVA District, VDOT  
4975 Alliance Drive  
Fairfax, VA 22030

Re: Interagency Consultation on Transforming I-66 Outside the Beltway

Dear Ms. Cuervo:

Thank you for your letter of December 3, 2015 regarding Interagency Consultation on Transforming I-66 Outside the Beltway. I understand that VDOT has compared the I-66 Preferred Alternative adopted by the Commonwealth Transportation Board (CTB) on October 28, 2015, to the I-66 Alternative 2B included in the Transportation Planning Board's (TPB) regional air quality conformity analysis of the 2015 Constrained Long Range Plan (CLRP) and FY 2015-2020 Transportation Improvement Program (TIP), and believes that the two alternatives are not significantly different. VDOT analyzed VMT, person trips, and transit mode share data for the two alternatives, and concluded that "the differences in travel demand metrics between Alternative 2B and the Preferred Alternative are not significant and would not materially affect the results of the determination of Air Quality Conformity for the region". After reviewing the listed differences, and schematics comparing the two alternatives, as well as the travel demand results included in your letter, TPB staff agrees that, for the purposes of regional air quality conformity, the two alternatives are not significantly different.

As you requested, the differences between the project's scope as included in the 2015 CLRP and its regional air quality conformity analysis and the Preferred Alternative adopted by the Commonwealth were reviewed and discussed as part of the TPB's Interagency Consultation process (40 CFR §93.105 c.1.ii). The outcome of the discussions and staff's review of the documentation is that the differences in concept and scope between the Preferred Alternative and the 2015 CLRP Alternative 2B are not significant to merit a redetermination of regional air quality conformity (40 CFR § 93.104.d) at this time.

I understand that VDOT will provide the details of the Preferred Alternative as input to the upcoming 2016 CLRP Amendment and revision to the regional air quality conformity analysis.

Thank you for keeping us up-to-date on the I-66 Outside the Beltway project.

Sincerely,

Kanathur Srikanth  
Director, Department of Transportation Planning  
Metropolitan Washington Council of Governments

cc: Renee N. Hamilton  
Norman Whitaker





National Capital Region  
Transportation Planning Board

January 11, 2016

The Honorable Martin E. Nohe  
Chairman  
Northern Virginia Transportation Authority  
3040 Williams Drive, Suite 200  
Fairfax, VA 22031

Re: Coordinated Regional Planning with the Transportation Planning Board

Dear Supervisor Nohe:

I am writing to thank you and your staff for the support, participation, and coordination in the regional transportation planning activities of the National Capital Region Transportation Planning Board (TPB) during 2015. As you are aware, the TPB is the federally designated metropolitan planning organization (MPO) for the Washington region. Under the provisions of the Moving Ahead for Progress in the 21st Century Act (MAP-21), and now under Fixing America's Surface Transportation Act (FAST), the TPB is responsible for developing and carrying out a continuing, comprehensive, and cooperative transportation planning process for the metropolitan area. A significant part of that responsibility is the development of the region's Constrained Long-Range Transportation Plan (CLRP) and six-year Transportation Improvement Program (TIP).

The Northern Virginia Transportation Authority (NVTA), with its responsibility for long-range transportation planning for regional transportation projects in Northern Virginia and its authority to program funding for such projects, is an important stakeholder in the TPB's regional process. As such, we were glad to welcome NVTA staff members as members of the TPB Technical Committee and other sub-committees. Their regular attendance and active participation in these activities has been very useful and is valued. During 2015 we also were very pleased that NVTA Executive Director Monica Backmon was able to address the Board and introduce the NVTA and its roles, responsibilities, and technical work. I look forward to continuing this partnership with NVTA at both the technical and Board levels.

In addition to this collaboration, I look forward to having the Chairman of the NVTA work with the TPB in the future on various aspects of regional transportation planning and programming. As TPB staff director, I will be sure to reach out to you and your staff on any such opportunity that we become aware of or are advised about. I invite you and your staff to do the same.

Sincerely,

Kanathur N. Srikanth  
TPB Staff Director







## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Announcements and Updates  
**DATE:** January 14, 2016

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





## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Eric Randall, TPB Transportation Engineer  
**SUBJECT:** Updating the Board on follow up actions related to the January 12, 2015 Metrorail L'Enfant Plaza smoke incident.  
**DATE:** January 14, 2016

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## **SUMMARY**

This memorandum provides an update on activities taken subsequent to the January 12, 2015 Metrorail L'Enfant Plaza smoke incident.

## **BACKGROUND**

Since its January 21, 2015 meeting the Transportation Planning Board (TPB) has engaged in monitoring developments related to the fatal incident on the Yellow line of the Metrorail at the L'Enfant Plaza station on Jan. 12, 2015. Periodic memorandum updates were provided to the Board throughout 2015. In April 2015, the Board was briefed by Mr. Stuart Freudberg, COG's Deputy Executive Director, and by Mr. Robert Troup, WMATA Deputy General Manager for Operations, on the actions WMATA and COG Committees had taken to date.

[April 2015 Briefing to the Board on Actions subsequent to the January 12 incident](#)

In December 2015, the Board was briefed by Reginald Bazile, DDOT Special Assistant for Policy & Planning, on the work activities of the Tri-State Oversight Commission (TOC) member jurisdictions to reconstitute the TOC into a legally and financially independent State Safety Oversight Agency (SSOA), currently known as the Metro Safety Commission (MSC), as required by the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act. The Metropolitan Washington Council of Governments is assisting the member jurisdictions of the TOC in this work by providing decision support services and serving as the designated recipient of the federal funds available to SSOAs.

<http://www.mwcog.org/uploads/committee-documents/kVxeX1pa20151210091546.pdf>

## **RECENT ACTIVITIES**

### **FTA LEADERSHIP OF THE TOC**

On October 9, 2015, in a response to a recommendation from the National Transportation Safety Board (NTSB), USDOT Secretary Anthony Foxx directed the Federal Transit Administration (FTA) to assume the leadership of the SSOA function from the TOC, though the TOC will continue to assist the FTA. FTA's leadership of the TOC means that FTA will work with the TOC to directly enforce and investigate the safety oversight of WMATA Metrorail until the District of Columbia, Maryland, and Virginia establish a fully functioning and capable SSOA.

On October 26, 2015, FTA issued Safety Directive 16-1 to the TOC to outline how the FTA would exercise leadership over TOC as part of FTA's direct oversight of the Metrorail system.  
[http://www.fta.dot.gov/documents/Safety\\_Directive\\_16-1.pdf](http://www.fta.dot.gov/documents/Safety_Directive_16-1.pdf)

The FTA has established a publicly available website to report on progress on Metrorail safety issues, the WMATA Corrective Action Plan (CAP) Tracking Table ([http://www.fta.dot.gov/tso\\_16628.html](http://www.fta.dot.gov/tso_16628.html)).

On December 15, 2015, the FTA issued Safety Directive 16-2 requiring WMATA to take corrective action to resolve open safety findings previously issued by the TOC.  
[http://www.fta.dot.gov/documents/FTA\\_Safety\\_Directive\\_16-2\\_\(12-15-15\).pdf](http://www.fta.dot.gov/documents/FTA_Safety_Directive_16-2_(12-15-15).pdf)

On January 11, 2016, FTA announced it was moving from periodic to daily and unannounced inspections throughout Metrorail as part of its takeover of safety oversight.

## **COG AND WMATA METRORAIL SAFETY COORDINATION UPDATE**

Since the execution of the 2015 Metrorail Transit – Fire Rescue Emergency Policy Procedures Agreement, the Fire Chiefs have continued to coordinate with WMATA leadership and subject matter experts to advance the following initiatives:

- A Fire Liaison position has been staffed at WMATA's Rail Operations Control Center (ROCC) which has resulted in significant improvement in communication and coordination between emergency response agencies, 9-1-1 centers and WMATA during incidents in the Metrorail system. The Liaison was initially staffed at a rate of 8 hours/day from June 29 – November 30, 2015 and has expanded to 16 hours/day beginning on November 30, 2015. WMATA and the Fire Chiefs Committee are working together to make this a permanently staffed position in the future.
- A Metro Communications Study Committee was convened during the summer 2015 to provide a comprehensive study of the WMATA underground communications systems. The study was completed in July 2015 and yielded 15 key findings and 21 associated recommendations in four main areas:
  - Infrastructure
  - Radio Systems Operation and Maintenance
  - 9-1-1 Service
  - Policy and Procedures

A Metro Interoperability Working Group has since been convened to assess the findings and recommendations and determine the best way ahead for implementing corrective action.

- The Fire Chiefs Committee has scheduled quarterly meetings in 2016 with WMATA's General Manager, Deputy General Manager of Operations, and Metro Transit Police Chiefs to discuss the most pressing policy issues that need to be addressed in the next year.

## **OTHER UPDATES REGARDING METRO**

On January 7, 2016, the Northern Virginia Transportation Commission (NVTC) issued a report on the results of a public engagement effort regarding WMATA. The report, and a resolution of the NVTC Board, emphasized the importance of improving WMATA's safety record. The NVTC report is available at:

<http://www.novatransit.org/uploads/LinkedDocs/2016/WMATA%20FORUM%20FINAL%20REPORT%20with%20Signed%20Letter.pdf>

On January 11, 2016, WMATA General Manager and Chief Executive Officer Paul Wiedefeld issued a letter to all customers for the anniversary of the January 12, 2015 smoke incident (attached).

On January 13, 2016, GM Wiedefeld briefed the COG Board on his initial observations as the new head of WMATA, re-affirming safety, along with system reliability and financial management, as his top priorities in 2016.



## To Metro's Valued Customers:

Tomorrow marks one year since the tragedy near L'Enfant Plaza Station claimed the life of a Metro passenger and injured other customers and Metro employees.

Since that terrible day, Metro has taken a number of important steps to ensure the safety of customers and employees. First, coordination has improved with emergency responders, including a new fire department liaison stationed in Metro's rail operations control center. Fire department representatives have proven to be a valuable resource in linking Metro and emergency responders. We have also stepped up the training that Metro provides to emergency responders in every part of the region. Last month, I observed one of the new quarterly drills at Forest Glen station with Montgomery County Fire and Rescue Service, Montgomery County Police Department, Montgomery County Office of Emergency Management, and Montgomery County Department of Transportation. Going forward, we will encourage even greater coordination with local participants such as hospitals in real-time simulations.

In addition, Metro has inspected and made repairs to the tunnel ventilation systems and provided new training for fan operations at the Rail Operations Control Center to ensure the system is used to its fullest potential, and that smoke can be cleared from stations and tunnels quickly and efficiently.

Finally, Metro is advancing the design of a new radio system to improve public safety communications through 100 miles of rail tunnels. And we are finalizing a new agreement with the region's wireless companies, so that the new tunnel infrastructure will include cabling for cell phone service.

These are just a few of the numerous actions underway at Metro to make the system safer. Some were identified by Metro in the days and weeks following the L'Enfant tragedy, and others were identified as part of rigorous safety inspections, such as those conducted by the National Transportation Safety Board and Federal Transit Administration.

As the new CEO, I started the job with a mission of rededicating Metro to safety, improving service reliability, and getting our financial house in order. In the area of safety, the first executive I am recruiting is a new Chief Safety Officer, responsible for day-to-day oversight but, more importantly, reinforcing a stronger safety culture throughout Metro.

I thank you for riding Metro, and I depend on your feedback to help restore trust and pride in our Metro system.

Paul J. Wiedefeld  
General Manager/Chief Executive Officer  
Washington Metropolitan Area Transit Authority