

FISCAL YEARS
17-22

TIP

**FY 2017-2022 Transportation Improvement Program
for the National Capital Region**

ADOPTED NOVEMBER 16, 2016



National Capital Region
Transportation Planning Board

FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted on November 16, 2016

ABOUT THE TPB

The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia and the District of Columbia, 23 local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

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1. INTRODUCTION

The National Capital Region Transportation Planning Board (TPB), the designated Metropolitan Planning Organization (MPO) for the Washington region, has responsibilities for both long-term transportation planning covering the next two to three decades (the Plan) and short-term programming of projects covering the next six years (the Transportation Improvement Program or TIP). The planning horizon for the plan is from 2014 to 2040. The Plan identifies the highway and high occupancy vehicle (HOV) facilities, public transit and bicycle and pedestrian improvements, major studies, and transportation strategies that can be implemented by 2040, within financial resources "reasonably expected to be available."

On December 16, 2015, the TPB began the development of an amendment to the Plan by releasing the final solicitation document for the 2016 Constrained Long Range Plan (CLRP) Amendment and FY 2017-2022 TIP. The CLRP and the TIP were developed according to the provisions of the metropolitan planning regulation of record in December 2015. The 2016 CLRP Amendment and the FY 2017-2022 TIP meet the financial plan requirements to show the consistency of the proposed projects with already available and projected sources of transportation revenues while the existing transportation system is being adequately operated and maintained.

As a product of the urban transportation planning process, the TIP outlines the staged development of the CLRP, with priority projects selected for programming by the TPB, the states and the transit agencies presented in the first and second year of the six-year program. The TIP only includes projects in the first two years for which funds are available and committed. State, regional and local transportation agencies update the program each year in response to a Call for Projects project solicitation process which issued and approved by the TPB each fall.

Overview of the Policy Framework and Federal Requirements

The CLRP and TIP must address the regional policy framework and the federal requirements, as described in the *Call for Projects for the 2016 CLRP Amendment and the FY 2017-2022 TIP*, which together comprise the key criteria for the development of the CLRP and TIP, summarized in Figure 1 below.

Figure 1: Key Criteria for Developing the CLRP and TIP



The full TPB Vision which includes policy goals, objectives and strategies can be found at the TPB website: www.mwcog.org/transportation/plans/tpb-vision. The eight policy goals are shown in Figure 2 below. The CLRP and TIP also must meet federal planning requirements including the consideration of specific planning factors, financial constraint, air quality conformity, public involvement, Title VI of the Civil Rights Act of 1964, and a Congestion Management System. The federal planning requirements are described in more detail in Section 3, page 14.

Figure 2: The TPB Vision Policy Goals

1. The Washington metropolitan region's transportation system will provide **reasonable access at reasonable cost** to everyone in the region.
2. The Washington metropolitan region will develop, implement, and maintain an interconnected transportation system that enhances quality of life and promotes a strong and growing economy throughout the entire region, including a **healthy regional core and dynamic regional activity centers** with a mix of jobs, housing and services in a walkable environment.
3. The Washington metropolitan region's transportation system will give priority to **management, performance, maintenance, and safety of all modes and facilities**.
4. The Washington metropolitan region will use the **best available technology** to maximize system effectiveness.
5. The Washington metropolitan region will plan and develop a transportation system that enhances and protects the region's **natural environmental quality, cultural and historic resources, and communities**.
6. The Washington metropolitan region will achieve better inter-jurisdictional **coordination of transportation and land use planning**.
7. The Washington metropolitan region will achieve an **enhanced funding mechanism(s)** for regional and local transportation system priorities that cannot be implemented with current and forecasted federal, state, and local funding.
8. The Washington metropolitan region will support options for **international and interregional travel and commerce**.

2. FEATURES OF THE TRANSPORTATION IMPROVEMENT PROGRAM

This document is a multi-modal listing of the public transit, highway and HOV, bicycle and pedestrian improvements as well as ridesharing programs, transportation emission reduction measures (TERMs), and studies which identifies planned federal funding obligations for projects that have been programmed. It documents the cost, implementation phasing, sources and types of funds, and describes each project included in the program.

The TIP serves several purposes. It is an expression of intent to implement specific facilities and projects in the CLRP through the selection of priority projects during the initial six-year period of the plan. It provides a medium for local elected officials, agency staffs, and interested members of the public to review and comment on the priorities assigned to the selected projects. Finally, the TIP establishes eligibility for federal funding for those projects selected for implementation during the first program year. The TIP only includes projects in the first two years for which funds are demonstrated to be available and committed.

This TIP covers the six-year period FY 2017 to 2022. It identifies a list of projects and project segments to be carried out with federal funding under the FAST Act. It is formally updated every two years by the TPB.

The TIP is not intended to be a capital improvement program (CIP). A CIP shows the estimated expenditure on projects over the program period. The TIP, on the other hand, programs the advancement of projects through the obligation of federal funds. Once federal funds have been obligated for a project, it might not appear again in a subsequent TIP. A project would appear in a CIP, however, as long as funds are being expended on it. With regard to the TIP, a project would be programmed for several different years if it was contemplated that the obligation of federal funds would be sought for different implementation phases of the project during those years. Each year, the TPB publishes on its web site a listing of projects, consistent with the categories in the TIP, for which federal funds have been obligated in the preceding year. A summary listing of the new, completed, delayed, reprogrammed and withdrawn major projects compared to the FY 2015-20120 TIP is on page 19.

Listing of Projects

The first and second years of the program contain a priority listing of those projects selected for funding. Each transportation improvement project must be included in the first or second year at key stages in its implementation (preliminary engineering, right-of-way acquisition, and construction) as a basis and condition for all federal funding assistance. This includes all FAST Act funding under Title I (Surface Transportation) and Title III (Transit) to state, local, and regional implementing agencies for highway, transit, bicycle and pedestrian capital improvements and transit operating assistance. Projects are grouped according to the agency or jurisdiction responsible for implementation.

A series of codes and notes are provided to indicate the funding sources and which phases of the projects are planned for implementation. Identification of the funding source is for programming purposes only, and does not necessarily represent approval from the appropriate federal agency. Projects may appear in programs at various times: when applications for federal funds are made for

preliminary engineering, right-of-way acquisition, construction, study or other. Codes and symbols for these phases and for funding sources are defined in the “Key to Codes” following the improvement tables. A guide to reading the elements in each project listing is included in Figure 3.

Figure 3: How to Read the TIP

a		b	c														d	e
TIP ID: 3423		Agency ID: AW011, AW024	Title: South Capitol Street Corridor	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total					
f		Facility: From: N St, MLK Ave, Suttland Pkwy, Memorial Bri To:		DEMO	80/20/0	36,018 c								Complete: 2018 Total Cost: \$554,172				
				GARVEE	80/20/0	j	48,690 c	84,270 c	76,330 c				209,290	m				
				NHPP	i	80/20/0	k	22,320 c	22,320 c	22,320 c			66,960					
				State	0/100/0			34,420 c	4,294 c	24,303 c			63,017					
													Total Funds: 339,267		n			

g — 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 Suttland 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 Suttland Parkway. The existing MLK Jr. Bridge over Suttland Parkway will be replaced and a center ramp signalized interchange will be created to allow full movements to and from Suttland 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.

- a) TIP ID
- b) Agency project ID
- c) Project title
- d) Projected completion date
- e) Total cost of project (beyond 6 years of TIP)
- f) Project facility and limits
- g) Project description
- h) Source code (see Appendix X for details)
- i) Federal funding with state and/or local match
- j) Sum of funds from this source programmed prior to the first year of the TIP
- k) Amount of funds (in \$1,000s) from this source programmed in the Fiscal Year shown
- l) Phase for which this amount is programmed (key shown at bottom of each page)
- m) Sum of funds from this source programmed in the six years of the TIP
- n) Total funds programmed in the six fiscal years of the TIP for project.

All major projects in the TIP come from the CLRP. In addition, a number of projects appear in the TIP which are minor in nature, but are shown in order to establish eligibility for federal funding assistance. Also, some non-federally funded projects are shown, which are either recommended in the Plan, or are considered regionally significant and important to identify for air quality analysis and informational purposes.

Grouping of Projects

Some projects in the program are considered to be inappropriate in scale for individual identification in the TIP. These include signalization, traffic engineering, various safety, noise abatement, modernization projects, preventive maintenance and rehabilitation that do not change the use or scale of existing facilities, and certain small-scale highway and transit projects. These types of projects are grouped together under type of project, funding source, and programming agency. In February 1994, the TPB approved a set of criteria for grouping projects based upon those project types that are exempt in the EPA air quality conformity regulations.

Procedures for TIP Administrative Modifications and Amendments

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

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

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

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

ADMINISTRATIVE MODIFICATIONS

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

AMENDMENTS

Requests for CLRP and TIP project amendments will be submitted to the Chair of the TPB. The requests will be reviewed by TPB staff and those meeting the definition of an amendment will be presented to the TPB Steering Committee. The Steering Committee will consider and be asked to approve project amendments that are non-regionally significant. Under the TPB Bylaws, the Steering Committee "shall have the full authority to approve non-regionally significant items, and in such cases it shall advise the TPB of its action." The Steering Committee will consider and place all other

project amendments on the TPB agenda for consideration and approval after meeting the applicable US DOT planning regulations for CLRP and TIP amendments.

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

3. DEVELOPMENT OF THE PROGRAM

Program Development Process

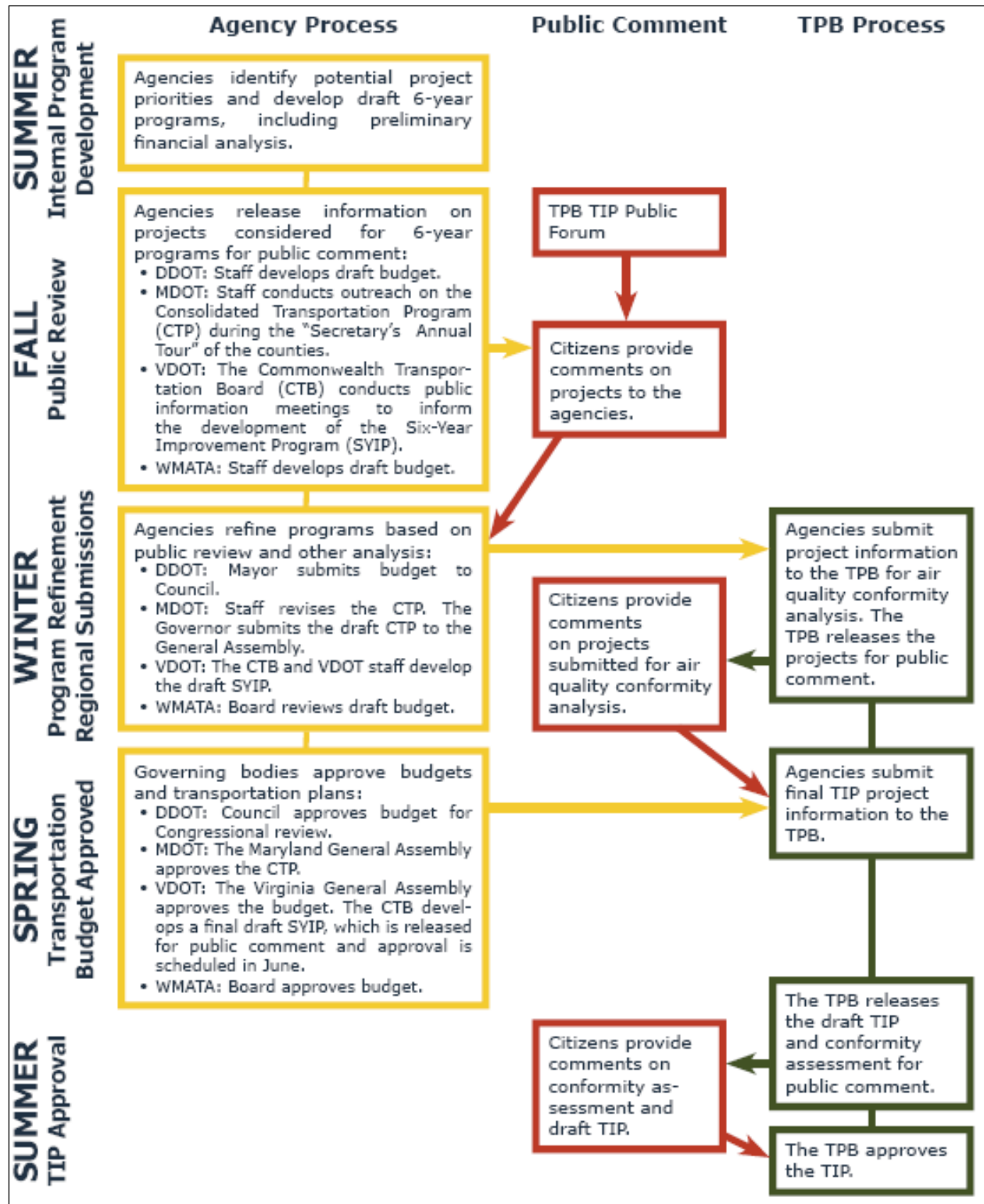
The TPB transportation planning process is an ongoing cycle, and each year the TPB approves amendments to the CLRP and the TIP that meet federal requirements and help to implement the TPB Vision. Preparatory work on this TIP and this CLRP Amendment began in December 2015 and was approved on November 16, 2016. Figure 4 on the next page shows the annual TIP development and approval cycle. Many of the projects in the TIP are staged over several years. For example, a highway improvement project typically consists of a planning and engineering phase, right-of-way acquisition, and construction. Each of these phases may last one or more years. While the entire project is described in the CLRP, in many instances only a portion of these activities is programmed in the six-year TIP.

The TIP includes many projects from earlier years, as well as new projects. In December 2015, the TPB issued a Call for Projects document and the transportation implementing agencies submitted their proposed major projects in January 2016. In March 2016, the TPB approved the project submissions for inclusion in the air quality conformity analysis.

Between March and September, the implementing agencies obtained funding commitments and provided inputs for the draft TIP. A Public Forum was held on the draft FY 2017-2022 TIP on September 14, 2016. TPB staff prepared the draft CLRP Amendment documentation, the draft TIP, and the draft air quality conformity analysis to be released for public comment in October with TPB approval scheduled in November.

In developing and approving the CLRP amendments and the new TIP, the TPB seeks to ensure consistency between the proposed plan and program and the TPB regional policy goals as outlined in the Call for Projects document and to meet all applicable federal planning requirements.

Figure 4: TIP Approval Process



Project Development Process

The TPB Vision and the federal metropolitan planning requirements exert a direct influence on the types of projects that are developed and submitted to the TPB for inclusion in the CLRP and TIP. However, project development typically occurs at the state and local levels. Each state, the District of Columbia, and the Washington Metropolitan Area Transit Authority (WMATA) controls its own funding stream and each has its own system for moving projects forward. Within each state, projects may be pursued for a variety of reasons and may have multiple sponsors.

IDENTIFYING NEEDS

Needs are identified through a variety of mechanisms throughout the region. Solutions are promoted by a number of different players. Here are some basic ways in which projects originate:

Local Government Plans

Transportation projects are often first identified through local planning, which is performed by county or municipal governments. Local comprehensive plans usually include a transportation element identifying specific projects that a local government has determined will be needed over the period of the plan-usually 20-25 years.

Project Identification at the State Level

The state DOTs each have methods for identifying projects needed to maintain the integrity of the transportation system, enhance safety or improve mobility. The states usually give highest priority to maintenance needs or structural deficiencies. Project recommendations are often based upon the state's regular analysis of pavements, bridges, congestion levels or safety issues. The states propose other projects that are system "enhancements" including trails or landscaping, or projects to serve air quality improvement goals, such as park-and-ride lots or ridesharing programs. In other cases, the states recommend "new capacity"-new or widened roads, or transit extensions. However, construction of new facilities has become less frequent as the region's transportation system matures and funding tightens.

Regional Transit Plans and Studies

WMATA regularly assesses the needs of the Metrorail, Metrobus, and MetroAccess systems, and identifies new service and projects. Like the state DOTs, WMATA places a priority on keeping the system in a state of good performance, including replacement of rail cars and buses, escalator and elevator repair and track maintenance. WMATA also studies and identifies system enhancements, such as bus service improvements and station access improvements. The Maryland Transit Administration, the Virginia Department of Rail and Public Transportation and local transit agencies also perform their own studies, in addition to working with WMATA.

In September, 2008, planning staff presented a comprehensive inventory of Metro's capital improvement needs to the Metro Board of Directors. The Capital Needs Inventory (CNI), totaling more than \$11 Billion, will serve as the foundation for future capital programming and support the development of a regional funding strategy for Metro. Capital needs are divided into two categories:

1) Performance needs, which include projects that maintain and replace assets on a regular life cycle basis in order to deliver the same level of service; and 2) Customer/Demand needs, which include projects that help meet growing ridership and improve the rider's experience.

Corridor and Sub-Area Studies

Major projects go through studies that look at a variety of transportation alternatives for particular "transportation corridors" or specific areas of the region. State agencies generally perform these studies, in cooperation with the TPB and in accordance with federal procedures.

Federal regulations require corridor or sub-area studies to be performed when major metropolitan highway or transit investments are being considered. In particular, the National Environmental Policy Act (NEPA) requires a type of corridor study known as an Environmental Impact Statement (EIS) before certain types of major projects may be constructed.

Corridor and sub-area studies typically examine the costs and benefits of various alternatives, and how effectively the different options would "get the job done." They also measure other social, economic or environmental impacts. Federal law requires adequate public involvement opportunities.

Just because a preferred alternative is selected, however, does not mean it will be built. Project funding involves policy and budget decision making-usually at the state level.

LONG-RANGE PLANNING AT THE STATE LEVEL

Each state has a long-range planning process that brings together project recommendations from local governments, the state DOTs, WMATA and other sources. A project does not have to appear in a state long-range plan in order to receive funding. However, the priorities established in these state plans often determine which projects get built. Unlike the CLRP, the long-range plans of the states and WMATA usually are not constrained by funding availability and may or may not list individual projects.

Virginia

Virginia has a number of long-range planning efforts that serve as the basis for project development. A 20-year statewide transportation plan, called VTrans2035, provides policy guidance for all transportation modes. The VTrans2035 final report, which was approved in 2010, identified policy recommendations in the areas of funding and investment, land use, connectivity, priority setting, and sustaining the VTrans2035 vision.

VDOT also develops a State Highway Plan that recommends specific road improvements for the next 20 years. VDOT has also launched a prioritization process for the Highway Plan that uses a quantitative methodology to rank projects and recommend priorities for short-term funding.

Finally, the Northern Virginia Transportation Authority (NVTA) has its own long-range transportation plan. The most recent version of this plan, called TransAction 2040, was adopted in 2012. TransAction 2040 contains an ambitious multimodal list of projects, which are prioritized within eight transportation corridors. The plan identified more than \$15 billion in unfunded needs.

The priorities in TransAction 2040, together with VTrans2035 and the State Highway Plan, serve as the basis for Virginia's project submissions for the TPB's Constrained Long-Range Plan.

Maryland

The 2035 Maryland Transportation Plan (MTP) establishes policy goals for state transportation services and infrastructure over the next 20 years. The MTP is a starting point for the development of strategic plans, programs and projects by MDOT's different agencies.

The 2035 MTP identifies five goals that support MDOT's mission and vision: Quality of Service, Safety & Security, System Preservation & Performance, Environmental Stewardship, and Connectivity for daily Life. Each project also identifies which goals it supports.

District of Columbia

In October 2014, the District Department of Transportation (DDOT) released moveDC, a multimodal long-range transportation plan. The new plan, which has a horizon year of 2040, has an emphasis on expanding transportation choices and providing better access to a wide variety of transportation modes. In addition, it focuses on maximizing safety and public space quality in major transportation corridors.

The D.C. Comprehensive Plan (the District's land use plan), which is the responsibility of the Office of Planning, promotes policies to increase the city's population. Accommodating additional travel demands will be a key element of the new Strategic Transportation Plan.

WMATA

WMATA's Momentum strategic plan, approved in 2013, proposed an ambitious long-term program of projects, including new rail lines and expanded bus service. Current Board policy requires expansion projects to be funded by the local jurisdiction. Examples of such projects include the Dulles Rail Extension in Virginia and the Purple Line in Maryland. Because WMATA does not have a funding source that it alone controls, the recommendations of the Expansion Plan were intended to guide the decisions made by WMATA's funding partners - the states, local governments and the federal government. Significant changes to the transit network are submitted for inclusion in the CLRP.

Metro developed the FY 2011 – FY 2020 Capital Needs Inventory to address its performance needs (investments that maintain and replace assets on a regular life cycle basis in order to deliver the same level of service) and customer/demand needs (investments that help meet growing ridership and improve the rider's experience). The funding in this TIP is based on the Capital Needs Inventory and on expected funding levels.

SIX-YEAR PROGRAMS AT THE STATE LEVEL

Each state also has its own procedure for developing transportation programs-lists of projects to be funded in the next six years. These short-range programs are dependent upon the legislative approval of transportation budgets. At the conclusion of the budgeting and programming process in each state, the projects are submitted to the TPB for inclusion in the regional TIP. The annual process is ongoing; just as the old programming cycle is ending, the new cycle is getting started.

Virginia

- The General Assembly approves funding for transportation in a two-year Appropriation Act.

Every two years, the Virginia General Assembly approves the two-year (biennial) Appropriation Act, which contains all statewide funding, including transportation spending. The revenues in the act are based largely upon estimates provided in the governor's Budget Bill. The estimates for transportation revenues are prepared by the Department of Taxation and the Virginia Department of Transportation.

The Appropriation Act generally allocates funding for broad transportation categories, not for individual projects, although the General Assembly sometimes earmarks funding for projects. After the first year of the biennial budget cycle is completed, the General Assembly has an opportunity to amend the budget.

- The Virginia Commonwealth Transportation Board (CTB) annually approves the Six-Year Improvement Program.

Every year, the Commonwealth Transportation Board, which guides the work of the Virginia DOT much like a board of directors, develops the Six-Year Improvement Program (SYIP). This program allocates money for transportation projects that are proposed for construction (including engineering and right-of-way acquisition), development or study in the next six fiscal years. In developing the SYIP, the Board considers the priorities identified by VDOT from the State Highway Plan, as well as needs identified in VTrans 2035 and Northern Virginia's TransAction 2040.

The program is updated annually. Funding for the Six-Year Improvement Program is based upon the two-year Appropriation Act approved by the General Assembly and anticipated revenues for the remaining years of the plan. The SYIP must include all projects earmarked by the General Assembly.

- Virginia annually submits a list of projects to the TPB for inclusion in the regional Transportation Improvement Program (TIP).

Using the Six-Year Program as a basis for development, Virginia develops a six-year list of Northern Virginia projects for inclusion in the regional Transportation Improvement Program (TIP), which is approved by the TPB. The TIP is a subset of the SYIP. (See the next chapter for more information on the TIP.)

Maryland

- During the Secretary's "Annual Tour," Maryland DOT officials get feedback about their draft six-year Consolidated Transportation Program (CTP) from county and local officials, and from the public. The Tour occurs every Fall.

Every year, each county and its state legislative delegation identify local transportation priorities and officially transmit them to MDOT in the form of their annual "Priority Letter." Using the Priority Letters along with needs identified in the previous year, MDOT develops a draft Consolidated Transportation Program (CTP), which is a six-year program of transportation projects.

Each fall, MDOT goes on the road to get feedback on the draft CTP. In a process commonly called the Annual Tour, MDOT officials visit each county and present the draft six-year program. After considering the input received from local and county officials during the Annual Tour, MDOT revises the CTP and submits it first to the Governor and then to the General Assembly for budget approval.

- The Maryland General Assembly approves the six-year program.

MDOT annually submits the State Report on Transportation to the Maryland General Assembly. This report, consisting of the long-range MTP and the six-year CTP (described above), forms the basis for the governor's annual transportation funding request, which the General Assembly must approve. Maryland law does not permit the General Assembly to add projects to the governor's funding request, although the legislature may delete projects or funding.

- Maryland annually submits a list of projects to the TPB for inclusion in the regional Transportation Improvement Program (TIP).

Using the six-year CTP as a basis for development, Maryland develops a six-year list of projects for inclusion in the regional Transportation Improvement Program (TIP), which is approved by the TPB.

District of Columbia

- The D.C. Council approves the annual Capital Improvement Program budget for transportation.

Every year, the mayor submits the draft Capital Improvement Program (CIP) to the D.C. Council for approval. The CIP is a six-year program that includes all capital expenditures for the District, including transportation projects. The D.C. Council, acting as a state legislature, holds hearings on the draft CIP, which it can amend. As with other District legislation, both the Council and the Mayor must approve the CIP for it to move forward.

- The U.S. Congress must enact the D.C. budget.

The District presents its proposed budget (both the CIP and the operating budget) to Congress for approval every summer. After a review process, Congress introduces and enacts federal legislation constituting the District's budget as part of the federal appropriations process.

- D.C.'s six-year transportation program is submitted to the TPB for inclusion in the regional Transportation Improvement Program (TIP).

Using the CIP as a basis for development, the District develops a six-year list of projects for inclusion in the regional Transportation Improvement Program (TIP), which must be approved by the TPB.

The WMATA Capital Improvement Program (CIP)

Projects programmed by the transit authority use funding from the federal government, and from state and local jurisdictions. WMATA recently updated their capital needs inventory which will serve as the foundation for future capital programs and support the development of a regional funding strategy for Metro. Capital needs are divided into two categories: 1) Performance needs, which include projects that maintain and replace assets on a regular life cycle basis in order to deliver the same level of service; and 2) Customer/Demand needs, which include projects that help meet growing ridership and improve the rider's experience.

Every year, WMATA's general manager submits an annual budget to the WMATA Board Finance, Administration, and Oversight (FAO) Committee. The proposed program may be revised by the committee, and then is reviewed and approved by the WMATA Board of Directors. The projects in this capital budget are then submitted for inclusion in the Regional Transportation Improvement Program (TIP). The 2017 program in this TIP are based on the projects laid out in the 2017 budget. The FY 17-22 funding in this TIP is based on the Capital Needs Inventory and on expected funding levels.

OTHER PROJECT PROGRAMMING

Other agencies, such as the National Park Service, and some counties, cities and towns develop projects using federal funds outside the state or WMATA programming processes. These projects also must be submitted to the TPB for inclusion in the regional TIP and CLRP.

The TIP integrates projects proposed by state and local transportation agencies into a program consistent with the current regional long-range transportation plan and policies. In the development of this program, individual agency inputs are evaluated for consistency with the plan and policies. The TIP includes projects within the boundary of the Washington Metropolitan Area.

TPB ACTIONS IN THE PROJECT SELECTION PROCESS

The TPB carries out several types of actions during the development of the TIP that impact the project selection process. The TPB begins each TIP cycle by issuing and approving the Call for Projects solicitation document. In response, agencies submit information on new and existing projects. The TPB approves these project inputs and spends several months reviewing and analyzing the data to ensure that the project inputs are consistent with the region's air quality requirements. Once the analysis is complete the TPB makes a final approval of the CLRP, TIP and Air Quality Analysis.

Each agency reviews its projected revenues and project expenditures over the course of the TIP and programs funding accordingly. TPB staff review the data and produce a financial summary for each agency that details funding totals by source and project type.

Several subcommittees of the TPB develop lists of projects to advocate for inclusion in the TIP. Each year, the Bicycle and Pedestrian Subcommittee presents their list of priority projects to the TPB. The Freight subcommittee developed a list of highlighted projects and corridors that would enhance the movement of goods throughout the region. This list was presented to the TPB and was the subject of a discussion session at the TPB's Freight Forum. Similar lists are also developed by the Regional Bus

Subcommittee and the Aviation Technical Subcommittee. The implementing agencies are encouraged to review these lists and consider which projects can be included in the next TIP cycle.

As the MPO, the TPB is the designated recipient for three types of federal funding: the closed New Freedom program, the closed Job Access/Reverse Commute (JARC) program, as well as the new Enhanced Mobility of Seniors and Individuals with Disabilities Program. Under the old New Freedom, the program provides funding for transportation programs and services that go above and beyond what is required by the Americans with Disabilities Act (ADA) and JARC funding aims to improve access to job sites and employment-related activities for people who are transitioning from welfare to work or for others with limited income. Under changes to these programs in MAP-21, the new Enhanced Mobility of Seniors and Individuals with Disabilities Program aims to “improve mobility for seniors and individuals with disabilities throughout the country by removing barriers to transportation services and expanding transportation mobility options available.” The TPB reviews applications from independent agencies and selects which projects will be awarded funds. The TPB is responsible for programming these funds in the TIP.

In 2009, the TPB applied for funding under the U.S. Department of Transportation’s competitive grant program titled “Transportation Investments Generating Economic Recovery” or TIGER. The TPB received \$58.8 million in funding for a Regional Priority Bus Project. The subcomponents of this project were developed cooperatively by the TPB and its member agencies. As the recipient of the grant, the TPB programs TIGER funds in its portion of the TIP. The TPB is also a recipient of funding from the Enhanced Mobility of Seniors and Individuals with Disabilities program, which it uses to fund projects under its Human Service Transportation Coordinated Plan.

Addressing Federal Requirements

In updating the 2016 CLRP Amendment and developing this TIP, the TPB and the transportation implementing agencies also must comply with federal planning and programming requirements, including the following:

FEDERAL PLANNING FACTORS

In 1998 the Transportation Equity Act for the 21st Century (TEA-21) established planning factors which must be considered in the development long-range plans and TIPs. In 2012, MAP-21 reaffirmed the following planning factors:

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

- Emphasize the preservation of the existing transportation system.

The goals, objectives and strategies in the TPB Vision (see the TPB website at www.mwcog.org/transportation/plans/tpb-vision) incorporate the eight federal planning factors. Each planning factor is covered by one or more of the Vision goals, objectives and strategies, except for security, which is covered implicitly by the TPB Vision. In the December 2015 Call for Projects document, the implementing agencies were asked to consider the federal planning factors, the TPB, the goals of the Regional Transportation Priorities Plan, the COG Climate Change Report, and Region Forward in developing their project submissions.

FINANCIAL CONSTRAINT

The 2014 financial plan for the CLRP and TIP was adopted by the TPB in October 2014. This financial analysis produced the same financial "big picture" as in the 2010 analysis; the majority of currently anticipated future transportation revenues will continue to be devoted to the maintenance and operation of the current transit and highway systems. More information about the current financial plan is available at www.mwcog.org/clrp/elements/financial.

The TIP is financially constrained by year and includes projects that can be implemented using current revenue sources. The TIP only includes projects in the first two years for which funds are available and committed. The TIP financial plan in Section 5 provides the total dollars in year of expenditure dollars programmed by the District of Columbia, Maryland, Virginia, and the Washington Metropolitan Area Transit Authority (WMATA) for the FAST Act funding categories for each year. The TIP plan shows the funding programmed for the priority projects in the first and second years, which is consistent with the anticipated federal funding for FY 2017 and FY 2018 that each state has authorized for the region. It also shows the funding programmed for the second through sixth years, which is also consistent with the anticipated federal dollars authorized by each state.

AIR QUALITY CONFORMITY

The CLRP contains specific highway and high occupancy vehicle (HOV) facilities, public transit, bicycle and pedestrian improvements, and multi-modal studies proposed to be completed by 2040. In addition, the plan contains a set of transportation emission reduction measures (TERMs), including expansion of ridesharing incentive programs, telecommuting support, and construction of bicycle and pedestrian facilities, which are needed to reduce future emissions and help ensure that the plan meets the requirements of the Clean Air Act Amendments of 1990 (CAAA). Through the planning process, specific projects and strategies are refined and selected from the plan, consistent with the policy framework, the financial resources, and the air quality requirements, and scheduled for implementation in the TIP. This TIP includes projects in the 2016 CLRP Amendment as approved by the TPB on November 16, 2016.

The CAAA require that the transportation actions and projects in the CLRP and TIP support the attainment of the federal health standards. The Washington area is currently in a 'marginal' nonattainment status for the 8-hour ozone standard and for fine particles standards (PM2.5, or particulate matter less than or equal to 2.5 micrometers in diameter). The CLRP and the TIP have to meet air quality conformity requirements as specified in the amended Environmental Protection Agency (EPA) regulations issued in 2007 and in supplemental guidance issued thereafter.

PUBLIC PARTICIPATION

In December 2007, the TPB adopted its first Participation Plan as required by the final planning regulations. The Participation Plan was updated and approved by the TPB on September 17, 2014. This TIP and the CLRP were developed under procedures in the participation plan to involve citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, bicyclists, pedestrians, people with disabilities, and other members of the public. Copies of the TIP and major project submissions were accessible on the COG/TPB web page and were available for no charge at the COG Information Center.

On February 11, 2016, the TPB Citizens Advisory Committee (CAC) was briefed on the proposed significant changes for the 2016 CLRP Amendment. Draft maps and descriptions of the project submissions for the air quality conformity assessment were made available. On February 17, the TPB was briefed on the submissions. On March 16, the TPB was briefed on the public comments received on the project submissions, the recommended responses to the public comments, and approved the project submissions.

On September 15, 2016 the TPB hosted a Public Forum on the draft FY 2017-2022 TIP, which included a preview of projects and funding levels in the TIP.

On October 13, 2016, the draft 2016 CLRP Amendment, the draft FY 2017-2022 TIP, and the draft Air Quality Conformity Analysis were released for a 30-day public comment period which closed on November 12, 2016. Public comments could be submitted on-line, by e-mail, regular mail or by voice mail. An opportunity for public comment was provided at the beginning of the October 19 and November 16 TPB meetings. The comments were posted on the website, and staff responses to them were reviewed and accepted for inclusion in the CLRP and TIP by the TPB on November 16, 2016.

Citizens and other interested parties had several opportunities to comment on the proposed plan amendments, the draft TIP, and the air quality conformity analysis at the TPB meetings on February 17, March 16, October 19, and November 16. A summary of all public comments and responses is included in Appendix B.

Under the TPB Private Enterprise Participation Policy as revised July 19, 1995, the Private Providers Task Force (PPTF) identifies opportunities for greater private provider participation in mass transit in the region, and provides comments to the TPB on the CLRP and on the transit element of the TIP. The PPTF Chairman also serves as a nonvoting member on both the TPB Technical Committee and the TPB.

CONGESTION MANAGEMENT PROCESS

The Congestion Management Process (CMP) is a systematic set of actions to provide information on transportation system performance, and to consider alternative strategies to alleviate congestion, enhancing the mobility of persons and goods. With the CMP, TPB aims to use existing and future transportation facilities efficiently and effectively, reducing the need for highway capacity increases for single-occupant vehicles (SOVs).

The CMP addresses both specific projects and the regional transportation system in general. Federal regulations require consideration of congestion management strategies in cases where SOV capacity is proposed. Major SOV capacity-increasing projects in the CLRP include information on how alternatives to SOV capacity were considered in the study or proposal for the project.

For the overall transportation system, the Congestion Management Process ties in at many points in the regional planning process:

The CMP must identify the location, extent, and severity of congestion in the region. TPB undertakes this through a data collection and analysis program that compiles transportation systems usage information, uses that data in its travel forecasting models, and publishes the information in reports. Notable are TPB's periodic aerial surveys of the region's roadways, showing the most congested locations and associated planning or project activities occurring at that location.

The CMP information on congestion is considered by the implementing agencies as they identify projects for inclusion in the CLRP and the TIP in response to the TPB annual "Call for Projects" document. All highway projects that involve a significant increase in SOV carrying capacity that are submitted for inclusion in the CLRP and TIP also include CMP documentation.

Under the CMP, the region must consider and implement ways of reducing demand on the region's roadways. The region's Commuter Connections program supports ridesharing, telework, transit, bicycling, and other alternatives to driving. Also, recent major roadway construction projects, featured public outreach programs on expected delays and ways to avoid driving through those areas. These programs served as good examples of the kind of outreach that could be done for other construction projects and for overall regional congestion management.

Better managing existing transportation facilities is another important aspect of the CMP, and this the focus of the TPB's Management, Operations, and Intelligent Transportation Systems program. Strategies addressed include better timing of traffic signals, response and clearance of crashes and other highway incidents, and applications of emerging technologies for better traveler information and traffic monitoring. More information on the CMP can be found at www.mwcog.org/clrp/elements/cmp/.

PERFORMANCE BASED PLANNING AND PROGRAMMING

As included in the Metropolitan Planning Agreement (3C Agreement) approved by the Transportation Planning Board on April 18, 2018 in accordance with the latest federal metropolitan planning requirements as adopted in the FAST Act, the TPB's TIP includes a description of how the investments in the TIP make progress toward achievement of the targets. The TIP includes funding under the Highway Safety Improvement Program for priority HSIP projects as programmed by the three states. Examples of HSIP programmed projects include impact attenuators, guardrails, upgrading traffic signal devices, work zone safety reviews, and improved signs and markings. The three states have processes for inclusion of safety-related projects as identified in their Strategic Highway Safety Plans and other state plans and documents. Safety improvements are also included within projects funded with non-HSIP funds and through other state and federal sources, such as the Transportation Alternatives Program Block Grants, including Safe Routes to School grants, and CMAQ and maintenance projects, all of which will provide benefits that contribute to improved safety performance. Thus, the funding and the program of projects in the TIP will enable the TPB to achieve the region's safety performance targets.

4. SUMMARY OF NEW AND DELAYED OR REPROGRAMMED PROJECTS IN THE TIP

MDOT/State Highway Administration

New project

Other

- 6538 MD 195, Carroll Avenue at Sligo Creek and Sligo Creek Parkway Bridge Replacement
- 6532 MD 355 Frederick Road Bridge Replacement over Little Bennett Creek
- 6522 I-95/I-495 at MD 214 Bridges Replacement
- 6521 I-95/I-495 at MD 214 Bridges Replacement

VDOT

New project

Interstate

- 6540 Transform 66 Outside of Beltway

Urban

- 6537 Widen East Spring Street

An aerial photograph of a city, likely Savannah, Georgia, with a network of streets and waterways. The waterways, including a major river and its tributaries, are highlighted in a light blue color. The text '5. PROJECT TABLES' is positioned in the upper right quadrant of the image.

5. PROJECT TABLES



DISTRICT OF COLUMBIA

DISTRICT OF COLUMBIA
FY 2017-2022 TIP PROJECT TYPE INDEX

DDOT

Interstate

11th Street Bridges and Interchange Reconstruction

5554 Agency ID: HTF02A Title: Garvee Bond Debt Service

Rehabilitation of I-395 HOV Bridge over Potomac River

6187 Agency ID: MRR27A Title: Rehabilitation of I-395 HOV Bridge over Potomac River

Rehabilitation of I-66 Ramp to Whitehurst Freeway over Potomac Pkwy and Rock Creek (Bridge No.1303)

6416 Agency ID: Title: Rehabilitation of I-66 Ramp to Whitehurst Freeway over Potomac Pkwy and Rock Cr

Primary

Anacostia Waterfront Initiative

5957 Agency ID: AW0, EW002C Title: Pennsylvania Ave/Potomac Circle

5802 Agency ID: CD044A Title: Program Manager AWI

3290 Agency ID: SR049A Title: Reconstruction of Kenilworth Avenue, NE

5723 Agency ID: AW027A Title: St. Elizabeths Campuses Access Improvements

South Capitol Street

6038 Agency ID: Title: Garvee Debt Service

3423 Agency ID: AW011, AW024A, Title: South Capitol Street Corridor

Secondary

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

6189 Agency ID: MRR24A Title: Columbia Road, NW, Reconstruction 16th to 18th Streets and Resurface 18th Street

Florida Avenue Transportation Study

6195 Agency ID: ZU033A Title: Florida Avenue Transportation Study

Maryland Avenue Pedestrian Safety Project

6014 Agency ID: SR088A Title: Maryland Avenue NE Road Diet

Mid City East

6184 Agency ID: OSS14A Title: Mid City East

Reconstruction of 18th Street, NW from Virginia Ave to Connecticut Ave/M Street

6412 Agency ID: Title: Reconstruction of 18th Street, NW from Virginia Ave to Connecticut Ave/M Street

Reconstruction of 21st Street, NW from Constitution Ave to G Street and from I Street to New Hampshi

6413 Agency ID: Title: Reconstruction of 21st Street, NW from Constitution Ave to G Street and From I Str

Reconstruction of Columbia Rd NW from Michigan Ave./Park Place to 15th Street

6415 Agency ID: Title: Reconstruction of Columbia Rd NW from Michigan Ave NW/Park Place to 15th Stree

Reconstruction of Harvard Street NW from 16th Street NW to Georgia Ave NW

6425 Agency ID: Title: Reconstruction of Harvard Street NW from 16th St NW to Georgia Ave NW

Reconstruction of Kenyon Street NW from Park Place to 13th Street

6414 Agency ID: Title: Reconstruction of Kenyon Street NW from Park Place NW to 13th Street NW

Reconstruction of Ward II

6493 Agency ID: Title: Reconstruction of Ward II

Safety Improvements of 22nd and I NW

11/16/2016

DISTRICT OF COLUMBIA FY 2017-2022 TIP PROJECT TYPE INDEX

6492 Agency ID: Title: Safety Improvements of 22nd and I NW

Bike/Ped

District-wide Bicycle and Pedestrian Management Program

3232 Agency ID: CM064A, ZUT06A, Title: Bicycle and Pedestrian Management Program

East Capitol Street Pedestrian Safety Project

6315 Agency ID: SR086A Title: East Capitol Street Corridor Mobility & Safety Plan

Metropolitan Branch Trail

3228 Agency ID: AF073A, ZU024A Title: Metropolitan Branch Trail

National Recreational Trails

2796 Agency ID: AF066A Title: National Recreational Trails

6230 Agency ID: ZU010A Title: New York Avenue Trail

Rock Creek Park Trail

3230 Agency ID: AF005A Title: Rock Creek Park Trail

Safe Routes to School

2888 Agency ID: CM086A Title: Safe Routes to School

South Capitol Street Trail

6114 Agency ID: ZUT10C Title: South Capitol Street Trail

Bridge

Anacostia Freeway Bridges over Nicholson Street SE

6082 Agency ID: MRR15A Title: Anacostia Freeway Bridges over Nicholson Street SE (Bridges #1001, 1002)

H Street Bridge over Amtrak

6039 Agency ID: CD054A Title: H Street Bridge over Railroad

Rehabilitation of 14th Street, SW Bridge over Streetcar Terminal

6426 Agency ID: Title: Rehabilitation of 14th Street, SW Bridge over Streetcar Terminal

Rehabilitation of K Street NW Bridge, over Whitehurst Freeway Ramp (Bridge No. 1304)

6417 Agency ID: Title: Rehabilitation of K Street NW Bridge, over Whitehurst Freeway Ramp (Bridge No. 1

Roadway and Bridge Improvement on Southern Avenue and Winkle Doodle Branch Bridge

5353 Agency ID: ED028A Title: Roadway and Bridge Improvement on Southern Avenue and Bridge #64 (over Winkl

Enhancement

Transportation Alternatives Program

3210 Agency ID: AF049A Title: Transportation Alternatives Program

ITS

Traffic Operations Improvements Citywide

6283 Agency ID: PM0A4A Title: Managed Lanes

3216 Agency ID: OSS07A, CI060A, CI Title: Traffic Operations Improvements Citywide

Traffic Signal LED Replacement

6115 Agency ID: CI040A Title: Traffic Signal LED Replacement

Other

Asset Condition Assessment

11/16/2016

DISTRICT OF COLUMBIA FY 2017-2022 TIP PROJECT TYPE INDEX

5323 Agency ID: MNT06A, SR091A Title: Condition Assessment

Cleveland Park Study

6193 Agency ID: PM0D7A Title: Cleveland Park Study

Planning and Management Systems

3213 Agency ID: CAL16C, PM304C, Title: Planning and Management Systems

5322 Agency ID: CM085A Title: Preventive Maintenance and Repair of Stormwater Pumping Stations

3355 Agency ID: PM086A Title: Professional Capacity-Building Strategy

Rehabilitation of Anacostia Freeway Bridges over South Capitol Street (Bridge No. 1016 & 1017)

6097 Agency ID: MRR14A Title: Rehabilitation of Anacostia Freeway Bridges over South Capitol Street (Bridge No. 1

Roadside Improvements Citywide

5792 Agency ID: EDOC2A Title: C Street NE Implementation

Roadway Reconstruction Citywide

2965 Agency ID: SR060A MRR11A, S Title: Roadway Reconstruction Citywide

Safety Improvements

6240 Agency ID: MRR01A Title: Safety and Geometric Improvements of I-295

3212 Agency ID: CB0, CI0 Title: Safety Improvements Citywide

Streetscape

2922 Agency ID: ED064A Title: Great Streets - Minnesota Ave, NE

Traffic Congestion Mitigation

2945 Agency ID: CM074A Title: District TDM (goDCgo)

Traffic Signal Maintenance

5347 Agency ID: CI046A, CI047A, CI Title: Traffic Signal Maintenance NHPP-STP

Urban Forestry Program

5313 Agency ID: CG311, CG312, CG Title: Urban Forestry Program

TERMs

Transportation Emissions Reduction Measures

3219 Agency ID: ZU022A Title: Commuter Connections Program

Maintenance

Bloomingdale/LeDroit Park Medium Term Flood Mitigation Project

6190 Agency ID: FLD01 Title: Bloomingdale/LeDroit Park Medium Term Flood Mitigation Project

Bridge Replacement/Rehabilitation Program

5342 Agency ID: CD046A Title: Approach Bridges to 14th Street Bridge

3202 Agency ID: CD032C, MNT05A Title: Bridge Design Consultant Services

5433 Agency ID: PM094A, CD053A Title: Bridge management Project/AASHTOWARE

3243 Agency ID: CD062A Title: Citywide Consultant Bridge Inspection

5804 Agency ID: MRR04A Title: East Capitol St. Bridge over Anacostia River, Br. # 233

5298 Agency ID: AF067A Title: Emergency Transportation Project

5316 Agency ID: CD062A Title: Impact Attenuators and Guiderrails

6427 Agency ID: Title: Kenilworth Terrace Bridge over Watts Branch

5337 Agency ID: CD051A Title: Replacement of Pedestrian Bridges over Kenilworth Ave

11/16/2016

DISTRICT OF COLUMBIA FY 2017-2022 TIP PROJECT TYPE INDEX

5334 Agency ID: CD052A Title: Safety Improvements of Benning Road Bridges over Kenilworth Ave

Maintenance of Stormwater management / Best Management Ponds

3242 Agency ID: CA303C, MNT02 Title: Maintenance, Rehab and Reconstruction of Stormwater-Hydraulic Structures and Fl

Normanstone/Fulton Street Culvert & LID

6194 Agency ID: Temp1315 Title: Normanstone/Fulton Street Culvert & LID

Resurfacing Streets and Freeways Citywide

3215 Agency ID: SR092A Title: Federal Aid Pavement Restoration

5339 Agency ID: SR037A Title: FY2012 Pavement Restoration - NHPP Streets

Streetlight Asset Mgmt & Streetlight Construction - Federal

5439 Agency ID: AD017A Title: Citywide streetlight construction

5385 Agency ID: AD020A Title: Streetlight Asset Mgmt - Federal

Streetlight Asset Mgmt & Streetlight Construction - Local

5350 Agency ID: AD304 Title: Streetlight Asset Mgmt & Streetlight Construction - Local

Systems Maintenance

2699 Agency ID: CD018A, CD019A Title: Asset Preservation of Tunnels in the District of Columbia

2927 Agency ID: CD036A, CD042A, Title: Citywide FA Preventive Maintenance

Transit

5303/5304 FTA Program

6102 Agency ID: Title: 5303/5304 FTA Program

DC Circulator New Buses for Replacement and Expansion

6105 Agency ID: Title: DC Circulator New Buses for Replacement and Expansion

DC Circulator Expansion - Phase I

6103 Agency ID: Title: DC Circulator Expansion - Phase I

Streetcar

5754 Agency ID: CM080A Title: Benning Road Extension

5755 Agency ID: STC12A Title: Union Station to Georgetown Premium Transit; K Street Transit

Freight

District Freight Plan

5922 Agency ID: AF081A Title: District Freight Plan

Off-Hours Freight Delivery Pilot Project

6408 Agency ID: Title: Off-Hours Freight Delivery Pilot Project

Planning and Systems Enhancement for Weight Stations

2633 Agency ID: CI029A, CI053A Title: Size and Weight Enforcement Program

Virginia Avenue Tunnel Project

5959 Agency ID: MRR16A Title: Virginia Avenue Tunnel Project

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 2633 Agency ID: CI029A, CI053 Title: Size and Weight Enforcement Program									Total Cost: \$11,280

Facility: Citywide	STP	80/20/0	1,350 a	5,000 c	450 c	450 c	250 c		6,150
From:			1,130 c						
To:			150 e						

Total Funds: 6,150

Description: This project provides trained personnel to enforce size and weight regulations, as well as increase the number of portable scales at Weigh in Motion sites on and off the Federal-aid System. This project will facilitate reducing weight violations and preventing premature deterioration of pavements and structures in the District, and in turn provide a safe driving environment.

- a. Weigh in Motion Maintenance
- b. Truck Size and Weight Program

TIP ID: 2699 Agency ID: CD018A, CD01 Title: Asset Preservation of Tunnels in the District of Columbia									Total Cost: \$41,275
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Facility: Citywide Asset Management of Tunnel	NHPP	80/20/0	2,200 a	1,000 a	175 a	175 a	175 a		31,325
From:			8,950 c	7,600 c	7,600 c	14,600 c			
To:									

Total Funds: 31,325

Description: This initiative provides technical support and supportive services for this performance based contract that enables sustained preventive maintenance, rehabilitation and preservation of all tunnel assets in DDOT inventory system. This principal objectives relative to public safety are the maintenance of automated or natural ventilation system for the explosion of harmful carbon monoxide gas from all tunnels and the provision of an adequate lighting system within each tunnel.

TIP ID: 2796 Agency ID: AF066A Title: National Recreational Trails									Total Cost: \$2,100
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Facility: Citywide	NRT	80/20/0	1,725 a	300 a	300 a	300 a	300 a		1,200
From:									
To:									

Total Funds: 1,200

Description: Programs associated with the Recreational Trails Program – a program established to develop and maintain recreational trails and trail-related facilities. Mostly small projects; often grants to local groups.

Through the D.C. Recreational Trails Program Advisory Committee, the Department of Transportation will provide or grant funding to non-profits to provide the following services for District trails: maintain and restore existing trails; develop and rehabilitate trailside and trailhead facilities and trail linkages; purchase and lease trail construction and maintenance equipment; construct new trails; acquire easements or property for trails; assess trail conditions for accessibility and maintenance; develop and disseminate publications and operate educational programs to promote safety and environmental protection related to trails (including supporting non-law enforcement trail safety and trail use monitoring patrol programs, and providing trail-related training).

TIP ID: 2888 Agency ID: CM086A Title: Safe Routes to School									Total Cost: \$10,406
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Facility: Safe Routes to School	SRTS	100/0/0	6,953 c	1,151 c	1,151 c	1,151 c	1,151 c		4,604
From:									
To:									

Total Funds: 4,604

Description: To enable and encourage children, including those with disabilities, to walk and bicycle to school, to make walking and bicycling to school safe and more appealing, and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

Increase walking and bicycling to school and associated safety through planning, engineering, education, and enforcement.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 2922 Agency ID: ED064A Title: Great Streets - Minnesota Ave, NE									Total Cost: \$15,000

Facility: Minnesota Ave
 From: A Street, NE
 To: Sheriff Road, NE

STP	80/20/0	1,700 a	14,000 c						14,000
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Total Funds: 14,000

Description: Reconstruction of Minnesota Avenue from A St., SE to Sheriff Rd., NE including LIDs, streetscape. Schedule is impacted by Benning Streetcar study. Project will be phased to mitigate impacts. Phase 1 will construct from A St. to just south of Benning Road; Phase 2 will follow when streetcar study produces direction as to track route.

TIP ID: 2927 Agency ID: CD036A, CD04 Title: Citywide FA Preventive Maintenance									Total Cost: \$44,100
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NHPP	80/20/0	14,400 c	4,800 c	10,720 c		5,360 c			20,880
STP	80/20/0	3,600 c	1,200 c	2,680 c		1,340 c			5,220

Total Funds: 26,100

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

TIP ID: 2945 Agency ID: CM074A Title: District TDM (goDCgo)									Total Cost: \$7,000
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CMAQ	80/20/0	5,200 a	1,000 a	1,000 a	1,000 a	1,000 a			4,000
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Total Funds: 4,000

Description: Identify neighborhoods affected by traffic congestion impacts; determine the causes of traffic congestion; and identify alternative construction projects, traffic management strategies, and other transportation improvement strategies to reduce traffic congestion. Also, environmental studies will assess how the proposed construction projects or traffic management studies will impact air and water quality in the District of Columbia. Outreach to residents, employees and visitors about alternative transportation options to special events and attractions. Provide a multi-modal transportation information resource website (www.goDCgo.com). Create a commuter store that sells fare media and provides trip planning assistance. The project includes an annual District program and annual allocations.

a. District TDM/goDCgo: Encourage sustainable travel by District residents, workers and visitors primarily through goDCgo brand. Includes employer outreach, bikeshare and circulator marketing, special events.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 2965 Agency ID: SR060A MRR1 Title: Roadway Reconstruction Citywide									Total Cost: \$53,900
Facility: CITYWIDE	HSIP	90/10/0	1,000 a						
From:			12,500 c						
To:	NHPP	80/20/0	500 a		6,000 c				6,000
			50 b						
	STP	80/20/0	6,860 a	19,000 c		18,000 c			37,000
			8,000 c						
									Total Funds: 43,000

Description: This project reconstructs streets and highways on the Federal-aid highway system and other streets with poor pavement condition, drainage, or other reconstruction needs. Total roadway reconstruction is required when the highway pavement has reached the end of its useful life and can no longer be resurfaced. Streets must be reconstructed once the base deteriorates or the crown becomes too high, creating an undesirable slope from the center line to each curb. The scope of work includes the removal of deteriorated base and pavement, repairing the sub-base, replacing or reconstructing pavement and base within the roadway area and resetting or reconstructing curbs and sidewalks. Additional work includes the installation of wheelchair ramps, bicycle facilities, safety features and landscaping improvements. Projects include:

- a. Oregon Ave. NW, Military Rd. to Western Ave.
- b. Rehabilitation of Broad Branch NW
- c. Canal Road NW, Chain Bridge to M St.
- d. New Jersey Ave., Mass Ave. to N St.
- e. Florida Ave NW, 9th to Sherman

TIP ID: 3202 Agency ID: CD032C, MNT0 Title: Bridge Design Consultant Services									Total Cost: \$4,075
Facility: CITYWIDE	NHPP	80/20/0	1,500 a	1,550 a	300 a	625 a	650 a		3,125
From:									
To:	STP	80/20/0	600 a	200 a	200 a				400
									Total Funds: 3,525

Description: Provide engineering services for bridges and structures design, geotechnical or other investigations, surveying, including constructability review.

FY2013 Citywide Open End Bridge Design Consultant Services under this contract, the consultant will investigate structural deficiencies encountered during bridge inspections and from observation of DDOT staff. They will propose and design solutions for temporary shoring, structural repair and retrofit, perform structural analyses and rating of bridges, prepare plans, details, special provisions, cost estimates and work orders for construction by the DDOT preventive maintenance contractor.

TIP ID: 3210 Agency ID: AF049A Title: Transportation Alternatives Program									Total Cost: \$8,050
Facility: Citywide	STP	80/20/0	2,300 a						
From:									
To:	TAP	80/20/0	2,300 a	1,150 a	1,150 a	1,150 a	1,150 a		4,600
									Total Funds: 4,600

Description: The Transportation Enhancements program is federally funded through the Transportation Equity Act for the 21st Century (TEA-21). The program funds projects that aim to strengthen the cultural, aesthetic, and environmental aspects of the nation's intermodal transportation system. Categories include pedestrian and bicycle facilities, scenic and historic preservation, archeological research, and environmental mitigation of runoff pollution.

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

Source		Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3212 Agency ID: CB0, CI0 Title: Safety Improvements Citywide										Total Cost:
Facility: Citywide	HSIP	90/10/0	6,744 a	3,000 a	3,000 a	3,000 a	3,000 a			14,260
From:			5,193 c	565 c	565 c	565 c	565 c			
To:	NHPP	80/20/0	350 a							
	SPR	80/20/0	220 a							
	STP	80/20/0	2,316 a	560 a	560 a	560 a	560 a			3,740
			2,292 c	375 c	375 c	375 c	375 c			
										Total Funds: 18,000

Description: Safety improvements provide a safe traveling environment for vehicular traffic, pedestrians and bicycle circulation within the District on Federal-aid and local roads. Work includes elimination or relocation of roadside visual obstructions; elimination or relocation of roadside obstacles; skid resistance resurfacing; modifications to traffic channeling; median replacement; traffic signals, signs, and lighting upgrades; installation of pavement markings to eliminate or reduce accidents; and installation of safety fences at overhead structures. Safety improvements are systematically identified through analyses of accident records, inspections, surveys, and citizen requests. The District maintains an inventory of locations with the highest number of reported accidents. Funding identified to be obligated District-wide as projects are identified.

- a. City-Wide Traffic Safety
- b. CW Road Safety Audit Program
- c. Pavement Skid Testing
- d. Traffic Accident Reporting and Analysis System (TARAS)
- f. Traffic Safety Data Center at Howard University
- g. Traffic Safety Design Program - HSIP
- h. Traffic Safety Engineering Support Services
- i. Traffic Sign Inventory Upgrade
- j. Traffic Data Collection and Analysis Service
- k. Work Zone Project Management System (CWTMP)
- l. 16th Street NW Circle (Blair Circle) Improvements
- m. Alabama Avenue SE Safety Study
- n. CCTV Cameras
- o. Transportation Asset Management Plan

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3213 Agency ID: CAL16C, PM30 Title: Planning and Management Systems									Total Cost: \$49,377
Facility: Citywide	CMAQ	80/20/0	924 a	149 a	153 a	198 a	157 a		657
From:	HSIP	80/20/0	729 a	381 a	392 a	404 a	416 a		1,593
To:	Sect. 5339	80/20/0	2,000 c						
	SHRP2	100/0/0	340 a						
	SPR	80/20/0	19,400 a	6,500 a	7,000 a	6,500 a	7,000 a		27,000
	STP	80/20/0	9,888 a	3,080 a	2,280 a	2,380 a	2,130 a		9,870
	TID	100/0/0	4 a						
									Total Funds: 39,120

- Description:
- a. ADA Ramps
 - b. Asset Inventory and ADA Compliance
 - c. Civil Rights/EEO Compliance Monitoring Program
 - d. Climate Change and Air Quality
 - e. Constructability and Work Zone Safety Review
 - f. DBE Support Services
 - g. District STIP Development
 - h. Environmental Management System
 - i. Metropolitan Planning
 - j. State Planning and Research Program
 - k. Boundary Stones
 - l. Research Development and Technology
 - m. Audit and Compliance
 - n. Non-Destructive Concrete Tester and Surveyor
 - o. Utility Location 3D Data Repository
 - p. Research and Innovation Implementation and Evaluation
 - q. Summer Transportation Institute
 - r. Bus Stop ADA Improvements

TIP ID: 3215 Agency ID: SR092A Title: Federal Aid Pavement Restoration									Total Cost: \$65,100
Facility: Citywide	STP	80/20/0	27,900 c	9,300 c	9,300 c	9,300 c	9,300 c		37,200
From:									
To:									
									Total Funds: 37,200

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

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

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3216 Agency ID: OSS07A, CI060 Title: Traffic Operations Improvements Citywide										Total Cost:
Facility:	DEMO	80/20/0	96 a							
From:										
To:	NHPP	80/20/0	1,302 c	477 c	477 c	477 c	477 c			1,908
	NHS	80/20/0	310 a							
	STP	80/20/0	6,200 a	1,000 a	1,000 a	1,000 a	1,000 a			37,950
			33,665 c	7,900 c	8,000 c	8,000 c	8,000 c			
			3,350 e	600 e	550 e	500 e	400 e			
										Total Funds: 39,858

Description: This project modifies and improves vehicular and pedestrian traffic control systems, such as traffic signals, channelization, signs, pavement markings, and other traffic control measures on and off the Federal-aid highway system. Includes installation of a variety of traffic engineering devices and construction of nominal geometric alterations. The project will preserve and promote the efficient use of existing city streets through changes in the organization of vehicular and pedestrian traffic flows. Projects include:

- a. ITS On Call Technical Support Services
- b. MATOC Annual Fee
- c. Traffic Management Center Operations
- d. Citywide Thermoplastic Pavement Markings
- e. Advanced Traffic Management System
- f. Infrastructure Information Technology Support Services
- g. Moveable Barrier System
- h. Implementation of Advanced Traffic Signal Controllers for DC Signal System
- i. Maintenance of Existing Transportation Systems

TIP ID: 3219 Agency ID: ZU022A Title: Commuter Connections Program										Total Cost: \$4,900
Facility:	CMAQ	80/20/0	2,800 a	700 a	700 a	700 a	700 a			2,800
From:										
To:										
										Total Funds: 2,800

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

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3228 Agency ID: AF073A, ZU024 Title: Metropolitan Branch Trail									Total Cost: \$7,432
Facility: Union Station District Line	CMAQ	80/20/0	400 a	3,300 c					3,300
From:			10,100 c						
To:	DEMO	80/20/0	1,892 a	300 a					300
			1,200 c						
									Total Funds: 3,600

Description: The Metropolitan Branch Trail project will provide a 6.25-mile bicycle/pedestrian trail from Union Station north to the District Line along the railroad right-of-way. This trail will connect at the District line with a route continuing into Silver Spring MD. This project is intended to serve both recreational users and commuters to meet Transportation Control Measures (TCMs) and air quality objectives.

- a. L & M St.
- b. Ft. Totten

TIP ID: 3230 Agency ID: AF005A Title: Rock Creek Park Trail									Total Cost: \$8,550
Facility: M Street to Beach Drive	CMAQ	80/20/0	3,000 c	5,050 c					5,050
From: Piney Branch Pkwy									
To: 16th Street	DEMO	80/20/0	500 a						
									Total Funds: 5,050

Description: Rehabilitate the paved trail in Rock Creek Park including selected widening, resurfacing, new connections, and a new bridge south of the Zoo tunnel. Retaining wall repair on Piney Branch.

TIP ID: 3232 Agency ID: CM064A, ZUT0 Title: Bicycle and Pedestrian Management Program									Total Cost:
Facility: Citywide	CMAQ	80/20/0	250 a	1,165 c	605 c	165 c	165 c		2,100
From:			3,265 c						
To:									
									Total Funds: 2,100

Description: The goal of this project is to increase the safety and convenience of bicycle and pedestrian travel. It includes the widening of existing routes, curve realignment, grade reduction, and signage and lighting upgrades. Included in the Bicycle and Pedestrian Management Program is:

- a. Bicycle Parking Racks
- b. Bicycle Lanes and Signs (mark dedicated bicycle lanes, including signage)
- c. BIKE_Capital Bikeshare (CaBi)

TIP ID: 3242 Agency ID: CA303C, MNT0 Title: Maintenance, Rehab and Reconstruction of Stormwater-Hydraulic Structures and Flood									Total Cost: \$3,215
Facility:	STP	80/20/0	800 a	350 a					1,100
From:			2,050 c	750 c					
To:									
									Total Funds: 1,100

Description: The purpose of this project is to replace/rehab existing hydraulic structures as culverts, inlets, etc.. On a bi-annual bases and based on stormwater drainage problem occurrences the structures will be inspected. On an annual bases, structures will be rehabilitated or replaced depending on their condition. The project also assesses and manages flooding conditions on transportation infrastructures.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3243 Agency ID: CD062A Title: Citywide Consultant Bridge Inspection									Total Cost: \$13,150

Facility:	NHPP	80/20/0	6,300 a	1,850 a	1,850 a	3,750 a			7,450
From:									
To:									Total Funds: 7,450

Description: Consultant inspection of the District's bridges. Work under this contract consist of performing detailed condition inspections and evaluations of all highway and pedestrian bridges, and tunnels and underpasses, under the ownership of the District of Columbia in accordance with the prescribed inspections schedule, the DDOT Bridge Inspection Manual of Procedures and the National Bridge Inspection Standards (NBS). Safety inspection of railroad owned bridges crossing District streets shall also be performed. Selected inspections of culverts and overhead sign structures shall be performed as needed. FY2014 obligation includes Phase II of the overhead sign structure effort.

TIP ID: 3290 Agency ID: SR049A Title: Reconstruction of Kenilworth Avenue, NE									Total Cost: \$13,050
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Facility: Kenilworth Ave, NE	NHPP	80/20/0		13,050 c					13,050
From: East Capitol St Ramp									
To: Rail Over Pass north of Benning Rd	NHS	80/20/0	750 a						
									Total Funds: 13,050

Description: Design of Kenilworth Ave/I295 from East Capitol Street, NE to Penn Rail Road Bridge over pass is a total reconstruction project. The length of the project is about 2,600 both directions. The design project will include upgrade of the existing curb and gutter, replace existing fences, remove the existing temporary Jersey Barriers and replace with permanent Jersey Barriers and address the current hydraulic problem.

TIP ID: 3355 Agency ID: PM086A Title: Professional Capacity-Building Strategy									Total Cost: \$7,000
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Facility: Citywide	STP	80/20/0	4,000 a	1,000 a	1,000 a	1,000 a	1,000 a		4,000
From:									
To:									Total Funds: 4,000

Description: This project provides training and educational experiences to build the technical capability and functional knowledge of DDOT employees to be a high-performing DDOT organization that will enhance community involvement and improve management's capacity.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3423 Agency ID: AW011, AW024 Title: South Capitol Street Corridor									Total Cost: \$554,172
Facility: DEMO	80/20/0	103,918 c							
From: N St, MLK Ave, Suitland Pkwy, Memorial Bri									
To: GARVEE	80/20/0		48,690 c	84,270 c	76,330 c				209,290
	NHPP	80/20/0		22,320 c	22,320 c	22,320 c			66,960
	State	0/100/0	53,620 c	34,420 c	4,294 c	24,303 c			63,017
Total Funds:									339,267

Description: Redevelopment of the South Capitol Street corridor is a part of the Anacostia Waterfront Initiative. Concept plans for the replacement of the Frederick Douglas Memorial Bridge are under development as part of the EIS currently being prepared for the corridor.

- a. New Frederick Douglass Memorial Bridge: Full replacement and realignment of the Frederick Douglass Memorial Bridge.
- b. Reconfigure the interchange at Suitland Parkway and I-295: The improvements include the removal of existing cloverleaf ramps at the interchange, replacing them with a diamond interchange. The diamond interchange will include two at-grade signalized intersections, one at the I-295 northbound ramps and the other at I-295 southbound ramps.
- c. Reconfigure the interchange at Martin Luther King Jr. Ave. and Suitland Parkway. The existing MLK Jr. Bridge over Suitland Parkway will be replaced and a center ramp signalized interchange will be created to allow full movements to and from Suitland Parkway to MLK Jr. Ave.
- d. Boulevard streetscape treatments along South Capitol Street from between N Street and the SE/SW Freeway. In this segment, South Capitol Street will be rebuilt as a six-lane boulevard divided by a landscaped median.
- e. New Jersey Avenue Streetscape improvements: The streetscape concept will restore a consistent design to the avenue between the SE-SW Freeway and M Street SE.

TIP ID: 5298 Agency ID: AF067A Title: Emergency Transportation Project									Total Cost: \$175
Facility: C ITYWIDE	STP	80/20/0	75 c	25 c	25 c	25 c	25 c		100
From:									
To:									
Total Funds:									100

Description: The purpose of this project is to provide a vehicle that allows the Department to respond to emergencies or other unforeseen events that are not budgeted or planned. It is always to plan for emergency work such as major pavement failures, such as sinkholes, falling steel and concrete from bridges and other urgent needs. The project will enable the Department to quickly respond to any emergency without delay,

TIP ID: 5313 Agency ID: CG311, CG312, Title: Urban Forestry Program									Total Cost: \$10,800
Facility: Citywide	NHPP	80/20/0		1,512 c		1,512 c			3,024
From:									
To: NHS	80/20/0		1,500 c						
	STP	80/20/0	4,200 c	2,088 c		2,088 c			4,176
Total Funds:									7,200

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

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5316 Agency ID: CD062A Title: Impact Attenuators and Guiderails			Total Cost:						
Facility: Citywide	HSIP	90/10/0	925 a	1,675 c	1,700 c	1,700 c			5,075
From:			7,700 c						
To:									
Total Funds:									5,075

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

TIP ID: 5322 Agency ID: CM085A Title: Preventive Maintenance and Repair of Stormwater Pumping Stations			Total Cost: \$3,336						
Facility:	CMAQ	80/20/0	1,050 a	600 a	650 a	700 a	750 a		2,700
From:									
To:	State	0/100/0	1,569 a	1,000 a	1,000 a				2,000
Total Funds:									4,700

Description: Maintain DDOT's environmental management system and update, as necessary, the DDOT Environmental Policy and Process manual. This project will also enable the review and processing of environmental documentation.

TIP ID: 5323 Agency ID: MNT06A, SR09 Title: Condition Assessment			Total Cost:						
Facility: citywide	State	0/100/0	700 a						
From: citywide									
To:	STP	80/20/0	3,300 a	1,000 a	650 a	1,000 a	650 a		3,300
Total Funds:									3,300

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

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

Description: Structural design of three bridge alternatives. The project scope includes infrastructure improvements within vicinity of the bridges, including construction of handicap ramps according to ADA guidelines.

TIP ID: 5337 Agency ID: CD051A Title: Replacement of Pedestrian Bridges over Kenilworth Ave			Total Cost: \$16,500						
Facility: Kenilworth	STP	80/20/0	2,000 a	9,000 c					9,000
From:			2,500 b						
To:									
Total Funds:									9,000

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

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

			Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5339	Agency ID: SR037A	Title: FY2012 Pavement Restoration - NHPP Streets								Total Cost:		\$29,350
Facility:		NHPP	80/20/0	18,000 c	150 a	5,200 c						11,350
From:					6,000 c							
To:												
											Total Funds:	11,350

Description: Resurfacing of selected roadway segments on the National Highway System (NHPP), repair-replacement of curbs, gutters and sidewalks, driveways, base pavements, perimeter fencing, furnishing sewer-water manhole frames, catch basin tope and removal of roadway and roadside debris.

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

Description: The approach bridges to be rehabilitated are over Maine Ave. (bridge 171-1), over the Outlet Channel (bridge 171-2) and over Haines Point Park (bridge 171-3).

TIP ID: 5347	Agency ID: CI046A, CI047	Title: Traffic Signal Maintenance NHPP-STP								Total Cost:		\$59,000
Facility:	Citywide	HSIP	90/10/0	2,740 c	500 c	1,000 c	1,000 c	1,000 c				3,500
From:	Citywide	NHPP	80/20/0	6,903 c	2,420 c	2,450 c	2,480 c	2,510 c				9,860
To:	Citywide	NHS	80/20/0	3,121 c								
		STP	80/20/0	7,150 a	1,250 a	1,750 a	1,750 a	1,750 a				28,100
				29,519 c	5,650 c	5,650 c	5,150 c	5,150 c				
											Total Funds:	41,460

Description: Provide effective and efficient maintenance services for the traffic signal systems throughout the District of Columbia.

Support the Traffic Signal Group of DDOT TOA in providing traffic engineering studies and signal system analysis and management for the city's roadway system. This projects mission is to perform signal warrants. Projects include:

- a. Citywide Traffic Signal Construction Contract
- b. Citywide Traffic Signal Construction Contract (National Highway System Routes)
- c. Traffic Signal Consultant Design
- d. Traffic Signal Optimization
- e. Traffic Signal Uninterruptible Power Supply
- f. Traffic Signal Maintenance - NHPP
- g. Traffic Signal Maintenance - STP
- h. Asset Inventory, Preliminary Design and RFP Development for Improved Signal System and Communication Network
- I. Traffic Signal Systems Analysis
- J. Implementation of Freeway Traffic Management System

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5350 Agency ID: AD304 Title: Streetlight Asset Mgmt & Streetlight Construction - Local									Total Cost: \$10,500
Facility: Citywide	State	0/100/0	4,836 a	300 a	300 a	300 a	300 a		34,800
From:			60,789 c	8,400 c	8,400 c	8,400 c	8,400 c		
To:									
									Total Funds: 34,800

Description: This project will provide maintenance of streetlights, alley lights, alley tree trimming for blockage of alley lighting, knockdowns, and asset inventory for lighting on non-federally-funded streets.

TIP ID: 5353 Agency ID: ED028A Title: Roadway and Bridge Improvement on Southern Avenue and Bridge #64 (over Winkle Do									Total Cost: \$19,100
Facility: Southern Avenue	STP	80/20/0	2,200 a	15,100 c					15,100
From: South Capitol Street									
To: 23rd Street									
									Total Funds: 15,100

Description: The purpose of this project is to identify solutions that improve the livability of the Southern Avenue corridor from South Capitol Street SE to 23rd Street SE.

TIP ID: 5385 Agency ID: AD020A Title: Streetlight Asset Mgmt - Federal									Total Cost:
Facility: Citywide	NHPP	80/20/0	7,374 c	3,384 c	3,384 c	3,384 c	3,384 c		13,536
From:	NHS	80/20/0	3,000 c						
To:	STP	80/20/0	11,730 c	5,383 c	5,383 c	5,383 c	5,383 c		21,532
									Total Funds: 35,068

Description: This project will provide maintenance for the District's aging lighting system to provide safe operations. Work includes upgrade of lights in tunnels and underpasses, bridges, highways, overhead guide sign lighting, obsolete incandescent and mercury vapor lights as well as navigation lights on bridges and waterways. Projects include:

- a) Street Light Replacement
- b) Streetlight Design Services
- c) Streetlight System Upgrade
- d) Streetlight Conversion
- e) Electrical Upgrade
- f) CW painting of street light and traffic signal poles
- g) CW Street and Bridge Light Maintenance
- h) Multiple Circuit Conversion
- i) Streetlight Asset Management
- j) Highway Lighting
- k) Emergency Response to Knockdowns

TIP ID: 5433 Agency ID: PM094A, CD05 Title: Bridge management Project/AASHTOWARE									Total Cost: \$2,125
Facility: Citywide	NHPP	80/20/0	900 a	300 a	325 a	325 a	325 a		1,275
From: Citywide									
To:	STP	80/20/0	900 e	300 e	300 e	310 e	310 e		1,220
									Total Funds: 2,495

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

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5439 Agency ID: AD017A Title: Citywide streetlight construction			Total Cost:						
Facility: citywide	STP	80/20/0	950 a	100 a	100 a	100 a	100 a		4,000
From: citywide			2,930 c	900 c	900 c	900 c	900 c		
To:									
Total Funds:									4,000

Description: This project will provide installation/construction of the District's aging streetlight systems to provide safe operations. Work includes upgrading of lighting in tunnels, freeway air rights, overhead signs structures, and obsolete navigational lights on bridges.

TIP ID: 5554 Agency ID: HTF02A Title: Garvee Bond Debt Service			Total Cost: \$82,390						
Facility:	NHPP	80/20/0	35,301 c	11,774 c	11,772 c	11,771 c	11,771 c		47,088
From:									
To:									
Total Funds:									47,088

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

TIP ID: 5723 Agency ID: AW027A Title: St. Elizabeths Campuses Access Improvements			Total Cost: \$108,980						
Facility:	GSA Earmark	80/20/0	8,860 a	31,420 c	24,800 c				56,220
From:			43,900 c						
To:									
Total Funds:									56,220

Description: Multimodal transportation improvements to accommodate the DHS consolidation at ST. Elizabeths East and West Campuses, and other nearby development. West Campus project will improve access and transportation flow in and around the area. Improvements include I-295 interchange reconfigurations, roadway, safety, ITS and operational improvements to nearby streets. Project details include:

- a. I-295 interchange reconfigurations – I-295/Malcolm X Ave., I-295/South Capitol St.; Malcolm X Ave. east and west of I-295- (PE)
- b. Roadway infrastructure in and around the two campuses – 13th St., Sycamore St., Dogwood St., Pecan St. Cypress St., and West Campus Access Rd. - (PE)
- c. MLK Ave, Malcolm X Ave., Firth Sterling, Alabama Ave. - (PE)

TIP ID: 5754 Agency ID: CM080A Title: Benning Road Extension			Total Cost: \$82,750						
Facility: Streetcar Line	CMAQ	80/20/0	3,200 a						
From:									
To:	State	0/100/0	5,400 a	23,614 c	27,363 c	21,644 e			92,217
							19,596 e		
Total Funds:									92,217

Description: The Benning Road Streetcar Extension is a 1.95-mile surface fixed guide way transit line that includes electrically powered streetcar vehicles operating along tracks located within the existing street and travel lanes. The NEPA study will address potential impacts of the project, as well as, preliminary engineering (conceptual) for the line.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5755 Agency ID: STC12A Title: Union Station to Georgetown Premium Transit; K Street Transit									Total Cost: \$76,290
Facility: Premium Transit	CMAQ	80/20/0	1,500 d						
From:									
To:	NHPP	80/20/0	7,500 a	31,500 c	34,875 c				73,875
	State	0/100/0	4,250 a		24,280 c	45,014 c			69,294
			7,000 c						
									Total Funds: 143,169

Description: DDOT received an alternatives analysis grant from the Federal Transit Administration to study premium transit options from the Union Station to Georgetown. Premium transit is high quality transit that offered improved liability and speed. The purpose of the AA study is to provide premium transit between Union Station and Georgetown. The Nepa document will select a preferred alternative to move to design and construction for premium transit. Also included in this project is an extension study to continue the transit Northwest. This project also includes K Street Transit Streetscape construction funding.

TIP ID: 5792 Agency ID: ED0C2A Title: C Street NE Implementation									Total Cost:
Facility: C Street/N. Carolina Avenue	STP	80/20/0	1,000 a		4,000 c				4,000
From: Oklahoma Avenue									
To: 14th Street NE									
									Total Funds: 4,000

Description: The C Street NE Traffic Calming project will slow traffic on the corridor by reducing at least one vehicular lane of traffic.

TIP ID: 5802 Agency ID: CD044A Title: Program Manager AWI									Total Cost: \$52,500
Facility: Citywide	NHPP	80/20/0	21,000 a	7,000 a	6,500 a	6,000 a	5,500 a		25,000
From:									
To:									
									Total Funds: 25,000

Description: Consultant services to supplement the NEPA process and implement design and construction of the AWI corridors. Work includes surveys; geotechnical and environmental investigation and testing preliminary ; roadway and bridge design and CE services during construction. Funding will be used for construction oversight and consultant services.

TIP ID: 5804 Agency ID: MRR04A Title: East Capitol St. Bridge over Anacostia River, Br. # 233									Total Cost: \$16,000
Facility: Anacostia Freeway Bridge over Anacostia Ri	NHPP	80/20/0				16,000 a			16,000
From:									
To:									
									Total Funds: 16,000

Description: Rehabilitation of subject bridge to eliminate all deficiencies and ensure the safety of the traveling public. This bridge is structurally deficient and must be rehabilitated in accordance with the requirements of MAP21. Deficiencies include deteriorating overlay, efflorescence and map cracking in soffit, expanded bearings, deteriorated superstructure steel under fender dams, peeling paint, rotation of substructure units.

TIP ID: 5922 Agency ID: AF081A Title: District Freight Plan									Total Cost: \$300
Facility: Citywide	STP	80/20/0	600 a	150 a		150 a			300
From:									
To:									
									Total Funds: 300

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

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5957 Agency ID: AW0, EW002C Title: Pennsylvania Ave/Potomac Circle									Total Cost: \$5,750

Facility: Pennsylvania Ave and Potomac Circle HSIP 80/20/0 2,000 a 5,750 c 5,750

From: _____
To: _____ **Total Funds: 5,750**

Description: Convert the former I-695 freeway into Southeast Boulevard and to reconfigure Barney Circle to provide at grade access and neighborhood connectivity to the waterfront. Improve pedestrian and bicycle access to the Sousa Bridge and along proposed Southeast Boulevard to the 11th Street Bridges.

 Pedestrian and Bicycle Safety improvements including reconfiguration of the Pennsylvania Ave/Potomac Avenue intersection, new signals and crosswalks and improvement access to the Potomac Metro station.

TIP ID: 5959 Agency ID: MRR16A Title: Virginia Avenue Tunnel Project									Total Cost: \$201,300
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Facility: Virginia Ave. SE PRIV 0/0/0 202,900 c 1,200 c 1,200 c 2,400

From: _____
To: _____ **Total Funds: 2,400**

Description: The existing railway tunnel is owned and operated by CSX Transportation, Inc. (CSXT) and has long been identified as one of the most significant freight bottlenecks on the East Coast. CSXT proposes to improve freight transportation reliability and capacity through the District by replacing the existing 106 year old 4,000 foot-long tunnel. The proposal includes the restoration of a second track within the tunnel and increasing the tunnel height to a minimum 20 foot clearance to accommodate intermodal trains transporting double-stacked standard cargo containers.

TIP ID: 6014 Agency ID: SR088A Title: Maryland Avenue NE Road Diet									Total Cost: \$3,600
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Facility: Maryland Ave. NE STP 80/20/0 2,300 a 3,300 c 3,300

From: 2nd Street NE
To: 15th Street NE **Total Funds: 3,300**

Description: To improve pedestrian safety on Maryland Avenue from 2nd Street to 15th Street NE.

TIP ID: 6038 Agency ID: Title: Garvee Debt Service									Total Cost:
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Facility: _____ NHPP 80/20/0 12,320 c 18,030 c 18,030 c 18,030 c 66,410

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

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

TIP ID: 6039 Agency ID: CD054A Title: H Street Bridge over Railroad									Total Cost: \$22,750
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Facility: H Street NE NHPP 80/20/0 500 a 4,250 c 6,500 c 12,000 c 22,750

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

Total Funds: 22,750

Description: Conduct environmental assessments. Prepare concept designs, design plans and specifications and construct documents for bridge replacement/rehabilitation. Includes work on the H Street NE Bridge from North Capitol St. to 3rd St. NE.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6082 Agency ID: MRR15A Title: Anacostia Freeway Bridges over Nicholson Street SE (Bridges #1001, 1002)									Total Cost: \$8,000

Facility: Anacostia Freeway Bridges at Nicholson
 From: NHPP 80/20/0 1,000 a 9,500 c 9,500
 To: **Total Funds: 9,500**

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

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

Description: Rehabilitation or replacement of subject bridges to eliminate all structural deficiencies and to make the facilities safe for the traveling public. The bridges are structurally deficient and must be rehabilitated under the requirements of MAP21.

TIP ID: 6102 Agency ID: Title: 5303/5304 FTA Program									Total Cost: \$2,874
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Facility: Citywide
 From: Sect. 5303 80/20/0 1,590 a 415 a 415 a 415 a 415 a 1,660
 To: Sect. 5304 80/20/0 418 a 110 a 110 a 110 a 110 a 440
Total Funds: 2,100

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

TIP ID: 6103 Agency ID: Title: DC Circulator Expansion - Phase I									Total Cost: \$3,750
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Facility: State 0/100/0 2,326 e 750 e 750 e 750 e 750 e 3,000
 From: **Total Funds: 3,000**
 To:

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

TIP ID: 6105 Agency ID: Title: DC Circulator New Buses for Replacement and Expansion									Total Cost: \$8,925
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Facility: State 0/100/0 46,253 e 17,600 e 7,100 e 24,700
 From: **Total Funds: 24,700**
 To:

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

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

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

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

			Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6115	Agency ID: CI040A	Title: Traffic Signal LED Replacement	Total Cost: \$8,400									
Facility:		NHPP	80/20/0	1,680 c	540 c	540 c	540 c	540 c	540 c			2,160
From:												
To:		STP	80/20/0	1,680 c	540 c	540 c	540 c	540 c	540 c			2,160
												Total Funds: 4,320

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

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

Description: The Mid City East Livability Study seeks to improve physical connectivity among the neighborhoods of Mid City East and their connections to the opportunities and assets of the larger city. Local transportation networks are envisioned as safe and comfortable for travelers of all ages and abilities, contributing to the health of the community and environment and celebrating local identity. The study covers the neighborhoods of Eckington, Bloomingdale, LeDroit, Hannover-Bates, and parts of Shaw.

TIP ID: 6187	Agency ID: MRR27A	Title: Rehabilitation of I-395 HOV Bridge over Potomac River	Total Cost: \$39,250									
Facility:	I-395 HOV	NHPP	80/20/0	750 a				38,500 c				38,500
From:	Over Potomac River											
To:	Over Potomac River											
												Total Funds: 38,500

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

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

Description: Pavement reconstruction from 16th to 18th Street to remove old streetcar tracks and Resurface from 18th Street to Connecticut Ave. Improve curb and gutter, sidewalk, streetlight, traffic signals, upgrade ADA ramps, drainage catch basins, add LID's, median planter and replace trees.

TIP ID: 6190	Agency ID: FLD01	Title: Bloomingdale/LeDroit Park Medium Term Flood Mitigation Project	Total Cost: \$10,000									
Facility:	Bloomingdale/LeDroit Park	State	0/100/0	1,500 a	500 a	500 a						4,000
From:				4,500 c	1,500 c	1,500 c						
To:												
												Total Funds: 4,000

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

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
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TIP ID: 6193 Agency ID: PM0D7A Title: Cleveland Park Study			Total Cost:						
Facility: Connecticut Ave. NW	NHPP	80/20/0	526 a	2,415 c					2,415
From: Porter Street NW									
To: Macomb Street NW									
									Total Funds: 2,415
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.									

TIP ID: 6194 Agency ID: Temp1315 Title: Normanstone/Fulton Street Culvert & LID			Total Cost: \$2,200,000						
Facility: Normanstone Drive	FLAP	100/0/0		1,500 c					1,500
From: Fulton Street									
To: 34th Street	State	0/100/0	2,200 c	600 c					600
									Total Funds: 2,100
Description: This project repair seven culverts under Normanstone Drive, install linear bioretention cells along Fulton Street and Normanstone Drive, and mill and resurface both streets									

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

TIP ID: 6230 Agency ID: ZU010A Title: New York Avenue Trail			Total Cost: \$3,600						
Facility: Paved trail/sidewalk	CMAQ	80/20/0	700 a	3,300 c					3,300
From:									
To:									
									Total Funds: 3,300
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 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6240 Agency ID: MRR01A Title: Safety and Geometric Improvements of I-295									Total Cost: \$11,500

Facility: I-295/DC-295 NHPP 80/20/0 3,500 a 2,500 c 6,500 c 9,000

From: _____
To: _____ **Total Funds: 9,000**

Description: Safety and geometry improvement of I295/DC 295. Work includes upgrade substandard ramps, extend merge area & acceleration lane, review slip ramps, complete missing interchange movements, reduce congestion, provide access for vehicular traffic, pedestrian and cyclists that include, road configuration, sidewalk improvement, pavement markings, median, island, traffic signal, signs, street lighting, and guardrails at interchanges along I-295/DC 295 between Eastern Avenue and Chesapeake St.

- a. DC 295/ Eastern Ave NE
- b. DC 295/ Nannie Helen Burroughs Avenue from Sheriff Road NE/ Minnesota Avenue NE to Kenilworth Avenue NE/ Kenilworth Terrace NE
- c. DC 295/ Benning Rd, SE
- d. DC 295/ East Capitol St, SE
- e. DC 295/ Pennsylvania Ave, SE
- f. South Capitol Street to I-295 southbound toward Overlook Avenue, SW
- g. DC 295/ Chesapeake St, SW
- h. Kenilworth Avenue NE
- i. DC 295 Mainline Improvements

TIP ID: 6283 Agency ID: PM0A4A Title: Managed Lanes									Total Cost: \$21,309
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Facility: Rochambeau Bridge, I-395, SW/SE Freeway NHPP 80/20/0 5,380 a 5,309 a 5,309

From: _____
To: _____ **Total Funds: 5,309**

Description: The project is to perform a high level feasibility review to identify any potential flaws or major obstacles to completing the project as a public-private partnership (P3) and lay out the critical path to moving the project forward. Phase I: to include NEPA, design, and construction for Rochambeau Bridge. Phase II: to include NEPA, design, and construction for the SE/SW Freeway. Phase III: to include NEPA, design, and construction of I-295.

TIP ID: 6315 Agency ID: SR086A Title: East Capitol Street Corridor Mobility & Safety Plan									Total Cost: \$3,800
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Facility: Street STP 80/20/0 1,000 a 3,300 c 3,300

From: _____
To: _____ **Total Funds: 3,300**

Description: Design and Construct pedestrian safety and traffic operations improvements

TIP ID: 6408 Agency ID: Title: Off-Hours Freight Delivery Pilot Project									Total Cost: \$300
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Facility: HRDP 50/50/0 160 a 140 a 140

From: _____
To: _____ **Total Funds: 140**

Description: The DDOT Off-Hours Freight Delivery Pilot Project will focus on improving the management of curbside loading zones in the city by incentivizing businesses to shift to off-hour deliveries. The District has a constrained infrastructure with multiple modes competing for use of the same space and DDOT believes that a focus on encouraging off-hour deliveries would contribute significantly to reducing congestion.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 6412 Agency ID:			Title: Reconstruction of 18th Street, NW from Virginia Ave to Connecticut Ave/M Street					Total Cost:		\$1,000
Facility: 18th Street NW	STP	80/20/0	1,000 a						1,000	
From: Virginia Ave NW										
To: M Street NW										
Description: Pavement reconstruction including improvement of curb and gutter, sidewalk, streetlight, traffic signals upgrade ADA ramps, drainage catch basins, LID's, and replace trees.									Total Funds: 1,000	
TIP ID: 6413 Agency ID:			Title: Reconstruction of 21st Street, NW from Constitution Ave to G Street and From I Street to					Total Cost:		\$1,000
Facility: 21st Street NW	STP	80/20/0		1,000 a					1,000	
From: Constitution Ave NW / I Street NW										
To: G Street NW / New Hampshire Ave NW										
Description: Pavement reconstruction including improvement of curb and gutter, sidewalk, streetlight, traffic signals upgrade ADA ramps, drainage catch basins, LID's, and replace trees on 21st Street NW, from Constitution Ave to G Street and from I Street NW to New Hampshire Ave NW									Total Funds: 1,000	
TIP ID: 6414 Agency ID:			Title: Reconstruction of Kenyon Street NW from Park Place NW to 13th Street NW					Total Cost:		\$6,500
Facility: Kenyon Street NW	STP	80/20/0		1,000 a	5,500 c				6,500	
From: Park Place NW										
To: 13th Street NW										
Description: Pavement reconstruction including improvement of curb and gutter, sidewalk, streetlight, traffic signals upgrade ADA ramps, drainage catch basins, LID's, and replace trees on Kenyon Street NW from Park Place NW to 13th Street NW									Total Funds: 6,500	
TIP ID: 6415 Agency ID:			Title: Reconstruction of Columbia Rd NW from Michigan Ave NW/Park Place to 15th Street					Total Cost:		\$1,000
Facility: Columbia Rd NW	STP	80/20/0			1,000 d				1,000	
From: Michigan Ave NW/ Park Place NW										
To: 15th Street NW										
Description: Pavement reconstruction including improvement of curb and gutter, sidewalk, streetlight, traffic signals upgrade ADA ramps, drainage catch basins, LID's, and replace trees on Columbia Rd NW from Michigan Ave/Park Place to 15th Street NW									Total Funds: 1,000	
TIP ID: 6416 Agency ID:			Title: Rehabilitation of I-66 Ramp to Whitehurst Freeway over Potomac Pkwy and Rock Creek (Total Cost:		\$6,000
Facility: I-66 Ramp to Whitehurst Freeway over Pot	NHPP	80/20/0		1,000 a	5,000 c				6,000	
From: I-66 Ramp										
To: Whitehurst Freeway over Potomac Pkwy an										
Description: Rehabilitation of the concrete substructures and superstructure and other related miscellaneous repairs of I-66 Ramp to Whitehurst Freeway over Potomac Pkwy and Rock Creek (Bridge No. 1303).									Total Funds: 6,000	
TIP ID: 6417 Agency ID:			Title: Rehabilitation of K Street NW Bridge, over Whitehurst Freeway Ramp (Bridge No. 1304)					Total Cost:		\$7,000
Facility: K Street Bridge over Whitehurst Freeway Ra	NHPP	80/20/0	1,000 a		6,000 c				7,000	
From:										
To:										
Description: Rehabilitation of the concrete substructures and superstructure and other related miscellaneous repairs on K Street NW Bridge, over Whitehurst Freeway Ramp (Bridge No. 1304).									Total Funds: 7,000	

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 6425 Agency ID:		Title: Reconstruction of Harvard Street NW from 16th St NW to Georgia Ave NW						Total Cost:		\$1,000

Facility: Harvard Street NW
 From: 16th Street, NW
 To: Georgia Avenue NW
 Description: Pavement reconstruction from Harvard Street from 16th Street to Georgia Ave, Improve Curb and gutter, sidewalk, streetlight, traffic signals, upgrade ADA ramps, drainage catch basins, add LID's median planter and replace trees.

TIP ID: 6426 Agency ID:		Title: Rehabilitation of 14th Street, SW Bridge over Streetcar Terminal						Total Cost:		\$6,000
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Facility: 14 Street SW Bridge over Streetcar Terminal
 From:
 To:
 Description: Rehabilitation of the concrete substructures and superstructure and other related miscellaneous repairs.

TIP ID: 6427 Agency ID:		Title: Kenilworth Terrace Bridge over Watts Branch						Total Cost:		\$3,125
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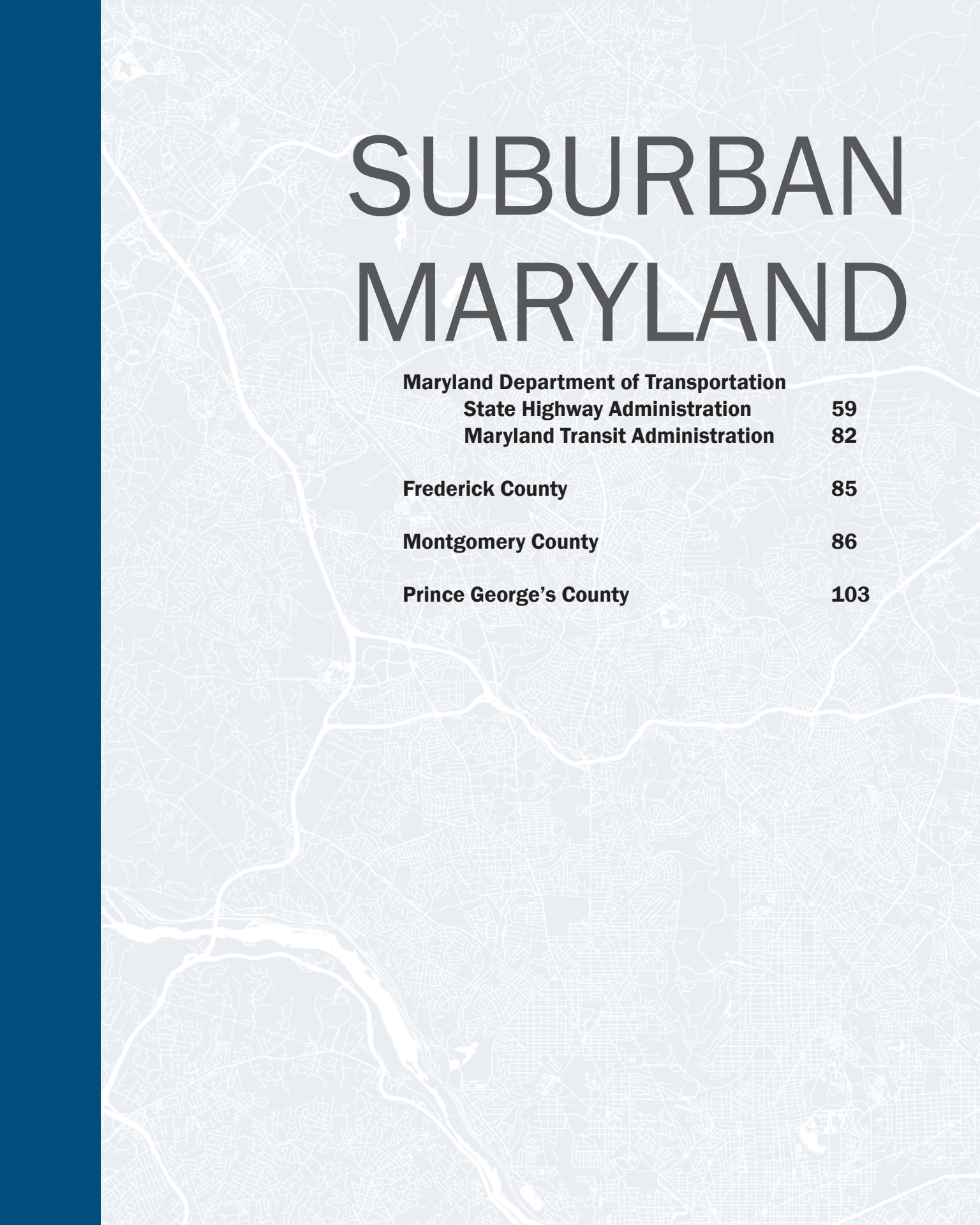
Facility: Kenilworth Terrace Bridge over Watts Branch
 From:
 To:
 Description: Project scope include applying waterproof seal to the entire timber structure, repair the reinforced concrete roadway curb, rehabilitation of deck structure of both approach abutments.

TIP ID: 6492 Agency ID:		Title: Safety Improvements of 22nd and I NW						Total Cost:		\$400
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Facility: Pennsylvania Ave, NW
 From: 22nd Street NW
 To: I Street NW
 Description: Safety improvements of 22nd and I Street, NW. Improve curb and gutter, sidewalk, streetlights, mtraffic signals, upgrade ADA rampsdrainage catch basins, a LIDs.

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
 From:
 To:
 Description: Reconstruction of Ward II including four locations: 21st Street NW, from O St to Mass Ave, Florida Ave, from Decatur St. to Mass Ave. NW, Mass Ave NW from 20th St to 23rd St., and Mass Ave NW from Decatur St to Belmont St. Pavement reconstruction including improvement of curb and gutter, sidewalk, streetlights, traffic signals, upgrade ADA ramps, drainage catch basins, LID's and replace trees.



SUBURBAN MARYLAND

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Federal Funding Programs and Non-Federal Match Requirements

Transportation agencies frequently use federal funds provided by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to cover the cost of implementing projects and programs included in the TIP. The federal funding programs administered by these two agencies usually require that a matching contribution of some level be provided from a non-federal source. Non-federal or “matching” funds are typically provided by the state and/or local governments.

In most sections of this TIP document, this funding arrangement is shown in a column to the right of the source name as a three-way split between Federal, State, and Local sources. For example, a funding amount of \$1 million shown with an 80/20/0 split would indicate that \$800,000 would be coming from the identified federal source, and \$200,000 in matching funds would be provided by the state government.

The data provided by the Maryland Department of Transportation State Highway Administration for this section of the FY 2017-2022 TIP shows the federal funding and non-federal matching funds as separate line items under each project.

SUBURBAN MARYLAND FY 2017-2022 TIP PROJECT TYPE INDEX

MDOT/State Highway Administration

Interstate

I-270 at Watkins Mill Road Interchange

3044 Agency ID: MO3511 Title: I-270 at Watkins Mill Road Interchange Construction

I-270/I-495 West Side Corridor

6444 Agency ID: MO0691 Title: I-270 Innovative Congestion Management

6432 Agency ID: MO8382 Title: I-495, Capital Beltway, American Legion Bridge Planning Study

I-270/US 15 Corridor

6431 Agency ID: FR1881 Title: US 15/US 40 Frederick Freeway Highway Reconstruction

I-70/US 40 at MD 144FA, Meadow Road, and Old National Pike Interchange

6411 Agency ID: FR5801 Title: I-70/US 40 at MD 144FA, Meadow Road, and Old National Pike Interchange Construction

I-95/I-495 at Greenbelt Metro Station Interchange

2894 Agency ID: PG3331 Title: I-95/I-495 at Greenbelt Metro Station Interchange Construction

MD 5 at I-95/I-495 Interchange

3554 Agency ID: PG4941 Title: MD 5 at I-95/I-495 Phase 2 Highway Reconstruction

Primary

MD 210 Corridor

4879 Agency ID: PG7001 Title: MD 210 at Kerby Hill Road/Livingston Road

MD 4 at Suitland Parkway Interchange

3547 Agency ID: PG6181 Title: MD 4 at Suitland Parkway Interchange Construction

MD 5 Corridor

6395 Agency ID: PG5971 Title: MD 5 at Linda Lane Intersection Improvements

4882 Agency ID: PG1751 Title: MD 5 at MD 373 and Brandywine Road Interchange Construction

3469 Agency ID: PG3916 Title: MD 5 Corridor Study

US 1 Corridor

3108 Agency ID: PG6241 Title: US 1 Highway Reconstruction

US 15 at Monocacy Boulevard Interchange

4892 Agency ID: FR5711 Title: US 15 at Monocacy Boulevard Interchange Construction

US 29 Corridor

6389 Agency ID: MO4253 Title: US 29 at Stewart Lane, Tech Road, Greencastle Road, and Blackburn Road Interchange

US 301 Corridor (Waldorf Area)

4881 Agency ID: CH2031 Title: US 301 Waldorf Area Project

US 50 Corridor

6398 Agency ID: PG0641 Title: US 50 Feasibility Study

Secondary

Joint Base Andrews BRAC Improvements

5759 Agency ID: PG7801 Title: Joint Base Andrews BRAC Improvements

6392 Agency ID: PG7802 Title: MD 337 at MD 218 and I-95/I-495 NB Off-Ramp BRAC Intersection Improvements

MD 124 Corridor

11/16/2016

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3057 Agency ID: MO6322 Title: MD 124 Phases 2-3 Highway Reconstruction

MD 180/MD 351 Corridor

6489 Agency ID: FR6781 Title: MD 180, Jefferson Pike - Urban Reconstruction

MD 28/MD 198 Corridor

3476 Agency ID: MO8861 Title: MD 28/MD 198 Corridor Study

MD 355 at Randolph Road/Montrose Parkway Interchange

3542 Agency ID: MO3441 Title: MD 355 Phase 2 Highway Reconstruction

MD 85 Corridor

6483 Agency ID: FRNEW3 Title: MD 85 Buckeystown Pike

MD 97 at Brookeville

3106 Agency ID: MO7461 Title: MD 97 at Brookeville Highway Construction

MD 97 at Randolph Road Interchange

3104 Agency ID: MO8541 Title: MD 97 at Randolph Road Interchange Construction

MD 97 Montgomery Hills Study

5420 Agency ID: MO2241 Title: MD 97 Montgomery Hills Study

Naval Support Activity Bethesda BRAC Improvements

6071 Agency ID: MO5938 Title: MD 185 at Jones Bridge Road and Kensington Parkway Phase 3 BRAC Intersection I
6072 Agency ID: MO5933 Title: MD 187 at West Cedar Lane/Oakmont Avenue BRAC Intersection Improvements
6077 Agency ID: MO5936 Title: MD 320 at Sligo Creek Parkway BRAC Improvements Mitigation
5998 Agency ID: MO5932 Title: MD 355 at Cedar Lane and Jones Bridge Road Phases 1-2 BRAC Intersection Improve
6122 Agency ID: MO5934 Title: MD 355 BRAC Highway Improvements
6384 Agency ID: MO5931 Title: Naval Support Activity Bethesda BRAC Improvements

Other

Bladensburg War of 1812 Archaeological/Historical Study

6399 Agency ID: PG7621 Title: Bladensburg War of 1812 Archaeological/Historical Study

System Preservation Projects

3081 Agency ID: AWBR Title: Bridge Replacement and Rehabilitation
6507 Agency ID: MO1741 Title: Complete Streets Near Metro Station S. Stonestreet Ave
6508 Agency ID: MO1751 Title: Complete Streets Near Metro Station Twinbrook Station
3085 Agency ID: AWCM Title: Congestion Management
5838 Agency ID: AWCE Title: Congressional Earmarks
3038 Agency ID: AWEN Title: Environmental Projects
6430 Agency ID: MO1881 Title: I-495 Inner Loop Resurfacing
6180 Agency ID: PG1291 Title: I-595/US 50 Resurfacing (Eastbound)
6514 Agency ID: PG9792 Title: I-595/US 50 Resurfacing (Westbound)
6433 Agency ID: PG8231 Title: I-95 Resurfacing
6521 Agency ID: PG1272 Title: I-95/I-495 at MD 214 Bridges Replacement
6522 Agency ID: PG1272 Title: I-95/I-495 at MD 214 Bridges Replacement
6438 Agency ID: PG6982 Title: I-95/I-495 Suitland Parkway Bridges Replacement
6437 Agency ID: PG6981 Title: I-95/I-495 Suitland Road Bridges Replacement

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6439	Agency ID:	FR5361	Title:	MD 140 Flat Run Bridge Replacement
6033	Agency ID:	MO5821	Title:	MD 193 I-495 Bridge Rehabilitation
6538	Agency ID:	MO2401	Title:	MD 195, Carroll Avenue at Sligo Creek and Sligo Creek Parkway Bridge Replacement
6529	Agency ID:	PG1061	Title:	MD 212 A Urban Reconstruction
6517	Agency ID:	CH2061	Title:	MD 234 Gilbert Swamp Run Bridge Replacement
6532	Agency ID:		Title:	MD 355 Frederick Road Bridge Replacement over Little Bennett Creek
6486	Agency ID:	FR5591	Title:	MD 355 Urbana Pike Bridge Replacement
6518	Agency ID:	FR1321	Title:	MD 355 Urbana Pike Bridge Replacement
6487	Agency ID:	PG0461	Title:	MD 381 Brandywine Road Bridge Replacement
6183	Agency ID:	PG7581	Title:	MD 4 Community Safety and Enhancement Improvements
6032	Agency ID:	PG6641	Title:	MD 4 MD 223 Bridges Replacement
6181	Agency ID:	PG9795	Title:	MD 5 Resurfacing
6150	Agency ID:	PG5461	Title:	MD 500 Community Safety and Enhancement Improvements
6482	Agency ID:	FR6471	Title:	MD 75 Green Valley Road Bridge Replacement
3082	Agency ID:	AWRR	Title:	Resurfacing and Rehabilitation
3084	Agency ID:	AWSS	Title:	Safety and Spot Improvements
2710	Agency ID:	AWTE	Title:	Transportation Alternatives
3083	Agency ID:	AWUR	Title:	Urban Reconstruction
6182	Agency ID:	PG5431	Title:	US 1 Drainage Improvements
6481	Agency ID:	FR1301	Title:	US 15 Catoctin Mountain Highway Bridge Replacement
6488	Agency ID:	FR3501	Title:	US 40 AL Urban Reconstruction

TERMs

Transportation Emissions Reduction Measures

3566	Agency ID:	AWCC	Title:	Commuter Connections Program
5773	Agency ID:	AWGR	Title:	Commuter Connections Program - Guaranteed Ride Home Baltimore/Saint Mary's C

Transit

MD 586 Bus Rapid Transit Study

6000	Agency ID:	MO2441	Title:	MD 586 Bus Rapid Transit Study
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MDOT/Maryland Transit Administration

Maintenance

Marc Improvements

6400	Agency ID:		Title:	MARC Improvements
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Transit

Large Urban Operating

6147	Agency ID:		Title:	Large Urban Systems - Preventive Maintenance
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Large Urban Systems- Capital

2713	Agency ID:	0892/0893	Title:	Large Urban Systems - Capital
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MARC Rolling Stock Overhauls and replacements

6401	Agency ID:		Title:	MARC Rolling Stock Overhauls and Replacements
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Purple Line

11/16/2016

SUBURBAN MARYLAND FY 2017-2022 TIP PROJECT TYPE INDEX

2795 Agency ID: Title: Purple Line

Ridesharing

3760 Agency ID: Title: Ridesharing - Statewide Program

Rural Transit - Capital Assistance

2602 Agency ID: Part of 0218 Title: Rural Transit - Capital Assistance

Rural Transit - Operating Assistance

2853 Agency ID: Part of 0218 Title: Rural Transit - Operating Assistance

Seniors and Individuals with Disabilities

6440 Agency ID: Title: Seniors and Individuals with Disabilities

Small Urban Systems - Capital

3012 Agency ID: Part of 0217 Title: Small Urban Systems - Capital

Small Urban Systems - Operating Assistance

2594 Agency ID: Part of 0217 Title: Small Urban Transit Systems - Operating Assistance

Frederick County

Secondary

Various Roads - County Capital Improvement Program

5494 Agency ID: Title: Study, Design, ROW, & Construction

Bike/Ped

Bikeways & Trails Program - County Capital Improvement Program

5495 Agency ID: F3 Title: Planning, Design & Construction

Bridge

Various Bridges - County Capital Improvement Program

3173 Agency ID: F3 Title: Study, Design, ROW, Construction, Inspection & Training

Montgomery County

Secondary

Burtonsville Access Road

3498 Agency ID: P500500 Title: Burtonsville Access Road

Clarksburg Transportation Connections

6020 Agency ID: P501315 Title: Clarksburg Transportation Connections

Goshen Road South

3049 Agency ID: P501107 Title: Goshen Road South

Montrose Parkway East

3703 Agency ID: P500717 Title: Montrose Parkway East

Snouffer School Road North

3062 Agency ID: P501119 Title: Snouffer School Road North

Snouffer School Road: Sweet Autumn Dr. to Centerway Road

6064 Agency ID: P501109 Title: Snouffer School Road: Sweet Autumn Dr. to Centerway Rd

Bike/Ped

Bethesda CBD Streetscape

11/16/2016

SUBURBAN MARYLAND FY 2017-2022 TIP PROJECT TYPE INDEX

5943	Agency ID: P500102	Title: Bethesda CBD Streetscape
Bicycle Pedestrian Priority Area Improvements		
6365	Agency ID: P501532	Title: Bicycle and Pedestrian Priority Area Improvements
Bikeway Program - Minor Projects		
3066	Agency ID: P507596	Title: Annual Bikeway Program
Capital Crescent Trail		
6015	Agency ID: P501316	Title: Capital Crescent Trail
Falls Road East Side Hiker/Biker Path		
3429	Agency ID: P500905	Title: Falls Road East Side Hiker/Biker Path
Frederick Road Bike Path: Stringtown to Milestone Manor		
6063	Agency ID: P501118	Title: Frederick Road Bike Path: Stringtown to Milestone Manor
MacArthur Boulevard Bikeway Improvements- Segment 2		
5729	Agency ID: P500718	Title: MacArthur Boulevard Bikeway Improvements
MD 355 Multimodal Crossing		
5724	Agency ID: P501209	Title: MD 355 Multimodal Crossing Project
Metropolitan Branch Trail		
5942	Agency ID: P501110	Title: Metropolitan Branch Trail
Needwood Road Bikepath		
6016	Agency ID: P501304	Title: Needwood Road Bikepath
Pedestrian Safety Program		
3642	Agency ID: P500333	Title: Pedestrian Safety Program
Seven Locks Bikeway & Safety Improvements		
6017	Agency ID: P501303	Title: Seven Locks Bikeway & Safety Improvements
Sidewalk & Infrastructure Revitalization		
5975	Agency ID: P508182	Title: Sidewalk & Curb Replacement
Sidewalk Program - Minor Projects		
3067	Agency ID: P506747	Title: Sidewalk Program - Minor Projects
Transportation Improvements for Schools		
6364	Agency ID: P509036	Title: Transportation Improvements for Schools
Bridge		
Beach Drive Bridge M-PK-24001		
5912	Agency ID: P509132	Title: Beach Drive Bridge M-PK-24001
Bridge Renovation		
5972	Agency ID: P509753	Title: Bridge Renovation
Brink Road Bridge M-0064001		
5913	Agency ID: P509132	Title: Brink Road Bridge M-0064001
Garrett Park Road Bridge M-PK-04001		
5916	Agency ID: P509132	Title: Garrett Park Road Bridge M-PK-04001
Piney Meetinghouse Road Bridge M-0021001		
5919	Agency ID: P501522	Title: Piney Meetinghouse Road Bridge M-0021001

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Enhancement

Silver Spring Green Trail

3125 Agency ID: P509975 Title: Silver Spring Green Trail

ITS

Advanced Transportation Management System

3065 Agency ID: P509399 Title: Advanced Transportation Management System

Traffic Signal System Modernization

3648 Agency ID: P500704 Title: Traffic Signal System Modernization

Other

East Gude Drive Roadway Improvements

6018 Agency ID: P501309 Title: East Gude Drive Roadway Improvements

Intersection & Spot Improvements

5980 Agency ID: P507017 Title: Intersection & Spot Improvements

Neighborhood Traffic Calming

5981 Agency ID: P509523 Title: Neighborhood Traffic Calming

Seminary Road Intersection Improvement

6019 Agency ID: P501307 Title: Seminary Road Intersection Improvement

Streetlight Enhancements - CBD /Town Center

5982 Agency ID: P500512 Title: Streetlight Enhancements - CBD / Town Center

Traffic Signals

6065 Agency ID: P507154 Title: Traffic Signals

White Flint District East - Transportation

5985 Agency ID: P501204 Title: White Flint District East - Transportation

White Flint District West: Transportation & Workaround

5986 Agency ID: P501116 & P50150 Title: White Flint District West: Transportation & West Workaround

White Flint Traffic Analysis and Mitigation

5987 Agency ID: P501202 Title: White Flint Traffic Analysis and Mitigation

Maintenance

Bridge Preservation Program

5971 Agency ID: P500313 Title: Bridge Preservation Program

Resurfacing: Primary/Arterial

5974 Agency ID: P508527 Title: Resurfacing: Primary / Arterial

Transit Park and Ride Lot Renovations

5976 Agency ID: P500534 Title: Transit Park and Ride Lot Renovations

Transit

ADA Compliance Transportation Access

3068 Agency ID: P509325 Title: ADA Compliance Transportation Access

Bethesda Metro South Entrance

5560 Agency ID: P500929 Title: Bethesda Metro South Entrance

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SUBURBAN MARYLAND FY 2017-2022 TIP PROJECT TYPE INDEX

Bus Stop Improvement Program

3063 Agency ID: P507658 Title: Bus Stop Improvement Program

RideOn Bus Fleet

3072 Agency ID: P500821 Title: Ride On Bus Fleet

Prince George's County

Primary

Contee Road Reconstruction

5425 Agency ID: Title: Construct Contee Road from I-95 to Old Gunpowder Road

5424 Agency ID: Title: Contee Road Reconstruction

Secondary

Addison Road

6367 Agency ID: Title: Addison Road I

Auth Road

5608 Agency ID: Title: Auth Road II

Cherry Hill Road

6369 Agency ID: Title: Cherry Hill Road III

Contee Road

3114 Agency ID: Title: Contee Road

Governor Bridge Road

6509 Agency ID: Title: Governor's Bridge Road Bridge Reconstruction

Livingston Road and Bridge

5806 Agency ID: Title: Bridge Replacement - Livingston Road

Old Gunpowder Road

5258 Agency ID: Title: Old Gunpowder Road II

Suitland Road

3157 Agency ID: Title: Suitland Road

Surratts Road

3159 Agency ID: Title: Surratts Road

Traffic Congestion Improvemets

6373 Agency ID: Title: Traffic Congestion Improvements

Wheeler Road

3166 Agency ID: Title: Wheeler Road

Bike/Ped

Pedestrian Safety Improvements

6370 Agency ID: Title: Pedestrian Safety Improvements

School access project

6026 Agency ID: Title: School Access Project

Bridge

Bridge Rehabilitation, Federal Aid

11/16/2016

SUBURBAN MARYLAND FY 2017-2022 TIP PROJECT TYPE INDEX

5401 Agency ID: Title: Bridge Replacement, Federal Aid

Enhancement

County Revitalization & Restoration 2

6023 Agency ID: Title: Coounty Revitalization & Restoration 2

Green Street Improvements

6003 Agency ID: Title: Green/Complete Street Improvements

Planning and site Acquisition 2

6371 Agency ID: Title: Planning and site acquisition 2

Transportation Enhancements 2

6374 Agency ID: Title: Transportation Enhancements 2

Other

Developer Contribution Projects

6024 Agency ID: Title: Developer Contribution Projects

Maintenance

ADA Right of Way Modifications

6012 Agency ID: Title: Modification of ADA Rights of Way County-Wide

Curb and Road Rehabilitation I & II

5609 Agency ID: Title: Curb and Road rehabilitation II

Transit

Bus Mass Transit/Metro Access 2

6375 Agency ID: Title: Bus Mass Transit/ Metro Access 2

Safety

Street Lights and Traffic Signals 2

6372 Agency ID: Title: Street Lights and Traffic Signals 2

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
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MDOT/State Highway Administration

TIP ID: 2710	Agency ID: AWTE	Title: Transportation Alternatives	Complete:	Total Cost:					
Facility:	State		68 a	67 a	69 a	69 a	127 a	400 a	13,322
From:			90 b	89 b	92 b	91 b	170 b	533 b	
To:			968 c	960 c	991 c	983 c	1,827 c	5,728 c	
<hr/>									
	STP/E		270 a	268 a	276 a	274 a	510 a	1,598 a	53,280
			360 b	357 b	369 b	366 b	680 b	2,131 b	
			3,870 c	3,839 c	3,963 c	3,932 c	7,307 c	22,910 c	
									Total Funds: 66,602

Description: Transportation Alternatives projects include areawide: Tree planting, native plant establishment, and integrated roadside vegetation management; in Frederick County: Ballenger Creek Trail Phase 1, Ballenger Creek Trail Phase 4, Carroll Creek Park Trail Phase 2, and Saving Maryland's Civil War Battlefields; in Montgomery County: Anglers Breach, Ethan Allen Gateway streetscape, Flower Avenue streetscape, I-270 stormwater management facilities functional upgrades, MTA's share of Capital Crescent Trail construction costs associated with the Purple Line, Olde Towne Gaithersburg rolling stock restoration, and Shady Grove Metro Access Road bikepath; and in Prince George's County: Bladensburg Archaeology, Bowie Heritage Trail Phase 1, College Park Trolley Trail Phase 4, North Gate Park at Paint Branch, and Scorpion 2010 Archaeology.

TIP ID: 2894	Agency ID: PG3331	Title: I-95/I-495 at Greenbelt Metro Station Interchange Construction	Complete: 2020	Total Cost: \$167,107					
Facility:	I 95 at Greenbelt Metro Station	NHPP	4,803 a	1,764 a	22,448 c	31,808 c	34,045 c	28,697 c	118,762
From:									
To:	State		1,277 a	498 a	2,000 b	3,232 b	3,225 b	8,095 c	42,240
			24 b	283 b	6,332 c	8,972 c	9,603 c		
			1 c						
									Total Funds: 161,002

Description: Construction of a full I-95/I-495 interchange at Greenbelt Metro Station.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3038 Agency ID: AWEN Title: Environmental Projects			Complete:			Total Cost:			
Facility:	HSIP		77 a	62 a	62 a	62 a	64 a	46 a	976
From:			2 b	2 b	2 b	2 b	99 c	1 b	
To:			124 c	99 c	99 c	99 c		74 c	
<hr/>									
	NHPP		1,190 a	725 a	274 a	274 a	643 a	629 a	9,828
			31 b	19 b	7 b	7 b	17 b	17 b	
			1,911 c	1,164 c	439 c	439 c	1,032 c	1,010 c	
<hr/>									
	NRT		155 a						408
			4 b						
			249 c						
<hr/>									
	State		644 a	451 a	212 a	212 a	483 a	473 a	6,532
			17 b	12 b	6 b	6 b	12 b	12 b	
			1,032 c	745 c	341 c	341 c	772 c	761 c	
<hr/>									
	STP		1,190 a	1,053 a	547 a	547 a	1,259 a	1,245 a	15,370
			31 b	28 b	14 b	14 b	33 b	33 b	
			1,911 c	1,691 c	878 c	878 c	2,020 c	1,998 c	
Total Funds:									33,114

Description: Environmental projects include environmental preservation, wetland replacement, reforestation, landscaping, environmental compliance, noise abatement and sound barriers, drainage improvements, total maximum daily load (TMDL) compliance, and bicycle facility retrofit improvements.

TIP ID: 3044 Agency ID: MO3511 Title: I-270 at Watkins Mill Road Interchange Construction			Complete: 2020			Total Cost: \$129,742			
Facility:	I 270 at Watkins Mill Road	Local	4,900 a						
From:			4,641 a	68 b	1,096 b	1,096 b	973 b		3,233
To:		NHPP	7,056 b						
<hr/>									
	State		1,278 a	30,422 c	42,317 c	35,892 c			108,631
			3 c						
Total Funds:									111,864

Description: Construction of a new I-270 interchange at Watkins Mill Road.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 3057 Agency ID: MO6322		Title: MD 124 Phases 2-3 Highway Reconstruction				Complete: 2020		Total Cost: \$113,500		
Facility: MD 124	HPP	18 b								
From: Midcounty Highway										
To: Warfield Road	Local				2,500 b	2,500 b			5,000	
	State	3,011 a 6 b	851 a	869 a	121 a				1,841	
Total Funds:									6,841	

Description: Reconstruction of MD 124 from Midcounty Highway to south of Airpark Road and north of Fieldcrest Road to Warfield Road.

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 3081 Agency ID: AWBR		Title: Bridge Replacement and Rehabilitation				Complete:		Total Cost:		
Facility:	NHPP		3,182 a	3,324 a	3,169 a	3,123 a	3,331 a	3,324 a	108,072	
From:			530 b	554 b	528 b	521 b	555 b	554 b		
To:			13,964 c	14,590 c	13,907 c	13,708 c	14,618 c	14,590 c		
	State		846 a 141 b 3,711 c	884 a 148 b 3,882 c	842 a 140 b 3,697 c	831 a 139 b 3,647 c	886 a 148 b 3,889 c	884 a 148 b 3,382 c	28,245	
	STP		201 a 33 b 882 c	214 a 36 b 939 c	201 a 33 b 882 c	201 a 33 b 882 c	214 a 36 b 939 c	214 a 36 b 939 c	6,915	
Total Funds:									143,232	

Description: Bridge replacement and rehabilitation projects include structural replacements, bridge deck rehabilitation, superstructure replacements, bridge parapet reconstruction, and painting.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3082 Agency ID: AWRR Title: Resurfacing and Rehabilitation			Complete:			Total Cost:			
Facility:	HSIP		26 a	23 a	26 a	26 a	23 a	23 a	2,067
From:			4 b	3 b	4 b	4 b	3 b	3 b	
To:			335 c	298 c	335 c	335 c	298 c	298 c	
<hr/>									
	NHPP		965 a	864 a	968 a	953 a	854 a	852 a	65,268
			138 b	123 b	138 b	136 b	122 b	122 b	
			13 c	11,360 c	12,718 c	12,519 c	11,228 c	11,195 c	
<hr/>									
	State		558 a	500 a	560 a	551 a	494 a	493 a	38,525
			80 b	71 b	80 b	79 b	71 b		
			7,332 c	6,566 c	7,357 c	7,241 c	6,492 c		
<hr/>									
	STP		1,255 a	1,124 a	1,260 a	1,240 a	1,111 a	1,109 a	101,413
			179 b	161 b	180 b	177 b	159 b	158 b	
			16,494 c	14,772 c	16,560 c	16,295 c	14,606 c	14,573 c	
Total Funds:									207,273

Description: Resurfacing and rehabilitation projects include pavement milling, pavement overlay, and concrete patching.

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3083 Agency ID: AWUR Title: Urban Reconstruction			Complete:			Total Cost:			
Facility:	NHPP		216 a	143 a	168 a	147 a	22 a	22 a	5,978
From:			36 b	24 b	28 b	24 b	4 b	4 b	
To:			1,548 c	1,022 c	1,207 c	1,053 c	155 c	155 c	
<hr/>									
	State		154 a	100 a	121 a	743 a	15 a	15 a	4,250
			26 b	17 b	20 b	104 b	3 b	3 b	
			1,107 c	719 c	867 c	18 c	109 c	109 c	
<hr/>									
	STP		402 a	259 a	315 a	2,188 a	39 a	39 a	11,017
			67 b	43 b	53 b	45 c	6 b	6 b	
			2,879 c	1,858 c	2,260 c		279 c	279 c	
Total Funds:									21,245

Description: Urban reconstruction projects include drainage improvements, curb and gutter replacement, pavement milling and resurfacing, streetscaping, sidewalks improvements, signage, marking, and lighting.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3084 Agency ID: AWSS Title: Safety and Spot Improvements			Complete:				Total Cost:			
Facility:	CMAQ			122 a	81 a	68 a	54 a	81 a	68 a	1,577
From:				8 b	5 b	5 b	4 b	5 b	5 b	
To:				275 c	184 c	153 c	122 c	184 c	153 c	
	HSIP			2,411 a	909 a	1,036 a	965 a	1,180 a	1,061 a	25,427
				161 b	61 b	294 b	64 b	78 b	70 b	
				5,464 c	2,060 c	2,349 c	2,188 c	2,673 c	2,403 c	
	NHPP			1,220 a	821 a	713 a	680 a	983 a	983 a	18,001
				81 b	55 b	48 b	45 b	66 b	66 b	
				2,766 c	1,860 c	1,616 c	1,542 c	2,228 c	2,228 c	
	State			1,280 a	915 a	831 a	798 a	1,314 a	1,014 a	20,506
				85 b	61 b	56 b	53 b	87 b	67 b	
				2,901 c	2,075 c	1,885 c	1,809 c	2,977 c	2,298 c	
	STP			4,908 a	2,774 a	2,660 a	2,111 a	3,911 a	2,606 a	63,666
				326 b	185 b	178 b	167 b	261 b	173 b	
				11,124 c	5,793 c	6,029 c	5,690 c	8,863 c	5,907 c	
Total Funds:										129,177

Description: Safety and spot improvements include roundabouts, geometric improvements, intersection capacity improvements, slope repairs, pedestrian crossings, sidewalks, rail crossings, safety improvements, intersection realignment, drainage improvements, pavement marking, joint sealing, truck weigh facilities, rest areas, crash prevention measures, guardrail end treatments, ADA retrofits, traffic management.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3085 Agency ID: AWCM Title: Congestion Management			Complete:			Total Cost:			
Facility:	CMAQ		433 a	433 a	516 a	400 a	383 a	366 a	6,841
From:			12 b	12 b	14 b	11 b	10 b	10 b	
To:			725 c	725 c	865 c	670 c	642 c	614 c	
<hr/>									
	NHPP		160 a	173 a	200 a	147 a	147 a	133 a	2,594
			4 b	5 b	5 b	4 b	4 b	4 b	
			268 c	290 c	335 c	246 c	246 c	223 c	
<hr/>									
	State		130 a	140 a	163 a	120 a	113 a	107 a	2,089
			3 b	4 b	4 b	3 b	3 b	3 b	
			218 c	234 c	274 c	201 c	190 c	179 c	
<hr/>									
	STP		360 a	386 a	453 a	333 a	306 a	293 a	5,759
			10 b	10 b	12 b	9 b	8 b	8 b	
			603 c	647 c	759 c	558 c	513 c	491 c	
									Total Funds: 17,283

Description: Congestion management projects include traffic management, new and reconstructed signals, signage, lighting, signal systemization, design and construction of park-and-ride facilities, CHART, design and construction of ITS projects, and design and construction of intersection capacity improvements.

TIP ID: 3104 Agency ID: MO8541 Title: MD 97 at Randolph Road Interchange Construction			Complete: 2017			Total Cost: \$78,017			
Facility:	MD 97 at Randolph Road	Local	13,573 b						
From:			1,573 c						
To:									
<hr/>									
	NHPP		4,275 b	2,697 b					19,565
			16,806 c	16,868 c					
<hr/>									
	State		1,647 a	806 b	700 b				5,584
			4,336 b	4,078 c					
			5,189 c						
<hr/>									
	STP		5,470 a						
									Total Funds: 25,149

Description: Construction of a new MD 97 interchange at Randolph Road.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 3106 Agency ID: MO7461 Title: MD 97 at Brookeville Highway Construction								Complete: 2020	Total Cost: \$42,771	
Facility: MD 97	Local	3,525 a	250 a	1,711 b	6,374 c	1,626 b			11,461	
From: Gold Mine Road		14 b	1,500 b							
To: North of Brookeville										
	NHPP	1,594 a								
	State	470 a	8,907 c	15,396 c	1,374 b				25,677	
		30 c								
									Total Funds: 37,138	

Description: Construction of new two-lane MD 97 from south of Brookeville, near Gold Mine Road, to north of Brookeville.

TIP ID: 3108 Agency ID: PG6241 Title: US 1 Highway Reconstruction								Complete: 2022	Total Cost: \$49,804	
Facility: US 1	State	379 a	2,000 b	4,829 b	1,421 b	8,709 c	9,826 c	10,107 c	40,481	
From: College Avenue		1,063 b			3,589 c					
To: I95										
	STP	4,887 a	1,200 a	994 a	800 a				2,994	
									Total Funds: 43,475	

Description: Reconstruction of US 1 between College Avenue and MD 193

TIP ID: 3469 Agency ID: PG3916 Title: MD 5 Corridor Study								Complete: 2025	Total Cost: \$715,700	
Facility: MD 5	NHPP	1,312 a								
From: US 301		6,372 b								
To: I95										
	State	4,373 a	130 a						130	
		1,797 b								
									Total Funds: 130	

Description: A study to upgrade MD 5 to a multi lane freeway from US 301 at T.B. to north of I-95/I-495.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3476 Agency ID: MO8861 Title: MD 28/MD 198 Corridor Study			Complete: 2025 Total Cost: \$356,600						
Facility: MD 28/198	State	1,990 a	1,125 a	710 a					1,835
From: MD 97		2 b							
To: I 95									
	STP	3,207 a							
									Total Funds: 1,835

Description: A study examining capacity improvements in the MD 28/MD 198 corridor between MD 97 and I-95.

TIP ID: 3542 Agency ID: MO3441 Title: MD 355 Phase 2 Highway Reconstruction			Complete: 2020 Total Cost: \$87,600						
Facility: Montrose Parkway	Local	3,491 a	5,509 a						5,509
From: Randolph Road									
To: East of Parklawn Drive	State	1,860 a							
									Total Funds: 5,509

Description: Construction of Montrose Parkway, including a CSX Railroad grade-separated crossing and interchange at Parklawn Drive.

TIP ID: 3547 Agency ID: PG6181 Title: MD 4 at Suitland Parkway Interchange Construction			Complete: 2022 Total Cost: \$140,314						
Facility: MD 4 at Suitland Parkway	HPP	5,684 a		10,000 c					10,000
From:									
To:	NHPP	1,019 a	257 a	1,135 b	2,500 b	29,049 c			55,124
		4,550 b	2,083 b	2,411 c	17,355 c				
		1 c	334 c						
	PL	990 b	5,000 c						5,000
	State	3,480 a	272 a	3,582 b	3,621 b	2,766 b			31,338
		2,773 b	3,376 b	2,063 c	3,305 c	10,559 c			
		1,378 c	1,794 c						
	STP	400 a	649 a						649
		990 b							
									Total Funds: 102,111

Description: Construction of a new MD 4 interchange at Suitland Parkway.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3554 Agency ID: PG4941		Title: MD 5 at I-95/I-495 Phase 2 Highway Reconstruction				Complete: 2020		Total Cost: \$48,154	
Facility: MD 5	NHPP	3,561 a	626 b	811 b	517 b	250 b			9,065
From: I95		1,562 b	6,861 c						
To: Branch Avenue Metro Station		22,869 c							
<hr/>									
State		1,795 a	291 b	291 b	121 b				2,443
		48 b	1,740 c						
		6,832 c							
									Total Funds: 11,508

Description: Construction of MD 5 Phase 2 improvements, improving access to Branch Avenue Metro Station, including access road improvements; MD 5 pedestrian bridge; and Auth Road, Auth Place, and Auth Way improvements.

TIP ID: 3566 Agency ID: AWCC		Title: Commuter Connections Program				Complete:		Total Cost:	
Facility:	State		2,788 e	3,046 e	2,962 e	3,065 e	3,333 e		15,194
From:									
To:									
									Total Funds: 15,194

Description: The Commuter Connections Program works to reduce the number of vehicle miles traveled, vehicle trips, and emissions. This program provides funding to TPB's Commuter Connections program for the following projects: Commuter Operations Center, Guaranteed Ride Home, marketing, monitoring and evaluation, employer outreach, and the telecommute project.

TIP ID: 4879 Agency ID: PG7001		Title: MD 210 at Kerby Hill Road/Livingston Road				Complete: 2020		Total Cost: \$115,389	
Facility: MD 210 at Kerby Hill Road/Livingston Road	HPP	4,808 a							
From:									
To:	NHPP	182 b	1,094 b	1,094 b	1,094 b	1,003 b			63,464
		13,224 c	15,798 c	17,807 c	23,593 c	1,981 c			
<hr/>									
State		1,203 a	1,174 b	526 b	274 b	251 b			23,121
		5,386 b	5,603 c	6,296 c	8,287 c	710 c			
		4,005 c							
									Total Funds: 86,585

Description: Construction of a new MD 210 interchange at Kerby Hill Road/Livingston Road.

TIP ID: 4881 Agency ID: CH2031		Title: US 301 Waldorf Area Project				Complete: 2040		Total Cost: \$175,600	
Facility: US 301	NHPP	8,269 a	1,000 a	1,000 a					2,000
From: MD 227									
To: MD 5 at T.B.	State	2,646 a			1,721 a				1,721
									Total Funds: 3,721

Description: A study examining alternatives, including grade-separated interchanges at MD 5 and MD 228, to upgrade US 301 through Waldorf from MD 227 to north of MD 5 at T.B.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 4882 Agency ID: PG1751		Title: MD 5 at MD 373 and Brandywine Road Interchange Construction					Complete: 2017		Total Cost: \$55,532	
Facility: MD 5 at MD 373 and Brandywine Road	HPP	5,267 a	2,820 c	3,928 c	4,121 c	2,989 c			13,858	
From:										
To:	NHPP	3 c	2,820 c	3,929 c	4,122 c	2,990 c			13,861	
	State	2,752 a	999 b	736 b	4,483 c	3,252 c			16,810	
		1,025 b	3,067 c	4,273 c						
		37 c								
	TCSP	1,633 b	192 b	95 b					287	
Total Funds:									44,816	

Description: Construction of a new MD 5 interchange at MD 373 and Brandywine Road. This project also includes construction of a park-and-ride lot.

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 4892 Agency ID: FR5711		Title: US 15 at Monocacy Boulevard Interchange Construction					Complete: 2017		Total Cost: \$60,792	
Facility: US 15 at Monocacy Boulevard	Local	2,800 a								
From:										
To:	NHPP	1,153 a	1,920 b	773 b	108 b				2,801	
		11,364 b								
	PL	209 a								
	State	855 a	1,040 b	561 b	27 b				26,919	
		3,519 b	13,410 c	11,881 c						
		11,172 c								
Total Funds:									29,720	

Description: Construction of a grade-separated US 15 interchange at Monocacy Boulevard, including a park-and-ride lot.

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 5420 Agency ID: MO2241		Title: MD 97 Montgomery Hills Study					Complete: 2030		Total Cost: \$63,000	
Facility: MD 97	Local	2,613 a	387 a						387	
From: MD 390										
To: MD 192										
Total Funds:									387	

Description: A study evaluate MD 97 safety and accessibility improvements between MD 390 and MD 192

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5759 Agency ID: PG7801 Title: Joint Base Andrews BRAC Improvements			Complete: 2016				Total Cost:		\$7,400
Facility:	PL	2,970 a	3,494 a						3,494
From:									
To:	State	26 a							
	STP	907 a							
									Total Funds: 3,494

Description: Overall design of improvements providing improved access to Joint Base Andrews. Parent project of PG7802 (TIP 6392) and PG7803 (TIP 6393).

TIP ID: 5773 Agency ID: AWGR Title: Commuter Connections Program - Guaranteed Ride Home Baltimo			Complete:				Total Cost:		
Facility:	State		150 e	150 e	150 e	150 e	170 e	150 e	920
From:									
To:									
									Total Funds: 920

Description: This project expands the Commuter Connections Program's Guaranteed Ride Home program to the Baltimore Metropolitan Area and to Saint Mary's County.

TIP ID: 5838 Agency ID: AWCE Title: Congressional Earmarks			Complete:				Total Cost:		
Facility:	Earmark		4,136 c						4,136
From:									
To:	HPP		1,600 c						1,600
	Local		400 c						400
									Total Funds: 6,136

Description: Congressional earmarks are non-SHA projects that receive federal funding through Congressional action, either a High Priority (HPP) earmark from reauthorization bill MAP-21 or an earmark in the annual appropriations omnibus bill. Since these earmarks are granted via a transportation spending bill, MDOT/SHA administer these funds. Individual projects are shown in the SHA portion of the CTP under the respective jurisdictions. The match amounts, which vary percentage-wise project by project, are provided by project sponsors.

TIP ID: 5998 Agency ID: MO5932 Title: MD 355 at Cedar Lane and Jones Bridge Road Phases 1-2 BRAC Int			Complete: 2016				Total Cost:		\$15,900
Facility:	MD 355 at Cedar Lane and Jones Bridge Road	NHPP	6,764 c						
From:									
To:		OEA	837 b	126 b	1,000 b	84 b			2,466
			3,549 c	1,256 c					
		State	116 b	405 c					405
			2,055 c						
									Total Funds: 2,871

Description: Construction of MD 355 Phase 1 and 2 intersection improvements at Cedar Lane and Jones Bridge Road to improve access to Naval Support Activity Bethesda.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6000 Agency ID: MO2441 Title: MD 586 Bus Rapid Transit Study			Complete: 2040 Total Cost: \$87,600						
Facility: MD 586	Local	3,611 a	2,389 a						2,389
From: MD 97									
To: MD 355									
Description: A study to evaluate roadway improvements necessary to implement Montgomery County's bus rapid transit system on MD 586 between Wheaton Metro Station and Rockville Metro Station.									Total Funds: 2,389

TIP ID: 6032 Agency ID: PG6641 Title: MD 4 MD 223 Bridges Replacement			Complete: 2015 Total Cost: \$22,400						
Facility: MD 4 at MD 223	NHPP	896 a	3,623 c						3,623
From:		16,574 c							
To:	State	224 a	31 c						31
		1,234 c							
Description: Replacement of MD 4 MD 223 bridges 1618101 and 1618102. The existing bridges are structurally deficient and functionally obsolete.									Total Funds: 3,654

TIP ID: 6033 Agency ID: MO5821 Title: MD 193 I-495 Bridge Rehabilitation			Complete: 2017 Total Cost: \$11,462						
Facility: MD 193 at I-495	BR	569 a							
From:	NHPP	9,525 c	302 c						302
To:	State	194 a	77 c						77
		795 c							
Description: Rehabilitation of MD 193 I-495 Bridge 15136 substructure and replacement of MD 193 I-495 Bridge 13136 superstructure. The existing structure is structurally deficient and functionally obsolete.									Total Funds: 379

TIP ID: 6071 Agency ID: MO5938 Title: MD 185 at Jones Bridge Road and Kensington Parkway Phase 3 BR			Complete: 2020 Total Cost: \$18,400						
Facility: MD 185 at Jones Bridge Road and Kensington	OEA	3,550 b	2,423 b	1,367 b	938 c	2,734 c	1,768 c		9,230
From:									
To:									
Description: Construction of MD 185 Phase 3 intersection improvements at Jones Bridge Road and Kensington Parkway to improve access to Naval Support Activity Bethesda.									Total Funds: 9,230

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 6072 Agency ID: MO5933 Title: MD 187 at West Cedar Lane/Oakmont Avenue BRAC Intersection Im			Complete: 2016 Total Cost: \$4,421							
Facility: MD 187 at West Cedar Lane/Oakmont Avenue	OEA	631 b	7 b	6 b					13	
From:		3,461 c								
To:										
State		160 b	80 b	66 b					146	
		10 c								
Total Funds:									159	

Description: Construction of MD 187 intersection improvements at West Cedar Lane/Oakmont Avenue to improve access to Naval Support Activity Bethesda.

TIP ID: 6077 Agency ID: MO5936 Title: MD 320 at Sligo Creek Parkway BRAC Improvements Mitigation			Complete: 2017 Total Cost: \$2,103							
Facility: MD 320 at Sligo Creek Parkway	OEA	81 c	1,419 c						1,419	
From:										
To:										
State		46 a	19 c						19	
		9 c								
STP		529 c								
Total Funds:									1,438	

Description: Construction of bicycle/pedestrian improvements, including a new Anacostia Tributary Trail System Sligo Creek bicycle/pedestrian bridge. This project serves as mitigation for BRAC improvements right-of-way effects to Maryland-National Capital Park and Planning Commission properties.

TIP ID: 6122 Agency ID: MO5934 Title: MD 355 BRAC Highway Improvements			Complete: 2020 Total Cost: \$4,299							
Facility: MD 355	OEA		444 c	1,409 c	1,571 c	875 c			4,299	
From: Woodmont Avenue/Glenbrook Parkway										
To: South Wood Road/South Drive										
Total Funds:									4,299	

Description: Construction of MD 355 intersection improvements between Woodmont Avenue/Glenbrook Parkway and South Wood Road/South Drive to improve access to Naval Support Activity Bethesda. This project is being designed and construction in conjunction with Montgomery County's MD 355 Crossing design/build project, which includes a MD 355 pedestrian underpass providing access to Medical Center Metro Station.

TIP ID: 6150 Agency ID: PG5461 Title: MD 500 Community Safety and Enhancement Improvements			Complete: 2016 Total Cost: \$10,489							
Facility: MD 500	State	96 a	4,198 c						4,198	
From: MD 208		252 b								
To: MD 410		4,010 c								
STP		1,933 a								
Total Funds:									4,198	

Description: Construction of MD 500 landscaped median with sidewalk and crosswalk improvements from MD 208 to MD 410.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6180 Agency ID: PG1291 Title: I-595/US 50 Resurfacing (Eastbound)			Complete: 2017				Total Cost:		\$10,421
Facility: I 595	NHPP	143 a	840 c						840
From: Lottsford Vista Road		7,838 c							
To: Anne Arundel County Line									
State		35 a	147 c						147
		1,418 c							
Total Funds:									987

Description: Resurfacing of eastbound I-595/US 50 from Lottsford Vista Road to the Anne Arundel County line.

TIP ID: 6181 Agency ID: PG9795 Title: MD 5 Resurfacing			Complete: 2016				Total Cost:		\$8,169
Facility: MD 5	NHPP	6,574 c	1 c						1
From: I 95		36 a	2 c						2
To: MD 223		1,365 c							
STP		191 a							
Total Funds:									3

Description: Resurfacing of MD 5 from south of I-95/I-495 to MD 223.

TIP ID: 6182 Agency ID: PG5431 Title: US 1 Drainage Improvements			Complete: 2017				Total Cost:		\$12,200
Facility: US 1	NHPP	905 a							
From: MD 212		1,176 b							
To: South of Ammendale Road									
State		368 a	2,432 c						2,432
		408 b							
		5,116 c							
STP		441 b							
Total Funds:									2,432

Description: Drainage improvements along US1 from MD 212 to south of Ammendale Road. This project includes the replacement of a culvert under US 1 at Ammendale Road.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6183 Agency ID: PG7581 Title: MD 4 Community Safety and Enhancement Improvements			Complete: 2017				Total Cost:		\$26,464
Facility: MD 4	NHPP	1,748 a							
From: Forestville Road									
To: MD 458	State	83 a	15,828 c						15,828
		309 b							
		8,496 c							
Total Funds:									15,828

Description: Construction of raised curb along the outside edge of MD 4, sidewalk along southbound MD 4, a 10-foot shared-use path along northbound MD 4, on-road bicycle accommodations, and other traffic calming measures between Forestville Road and MD 458.

TIP ID: 6384 Agency ID: MO5931 Title: Naval Support Activity Bethesda BRAC Improvements			Complete: 2020				Total Cost:		\$23,000
Facility:	OEA	1,941 c	1,732 c	1,023 c					2,755
From:									
To:	PL	2,753 a							
	State	8,715 a			1,204 c				1,204
	STP	800 a			4,816 a				4,816
Total Funds:									8,775

Description: Overall design and construction of improvements providing improved access to Naval Support Activity Bethesda. Parent project of MO5932 (TIP 5998), MO5933 (TIP 6072), MO5934 (TIP 6122), MO5935 (TIP 5988), MO5936 (TIP 6077), MO5937 (TIP 5992), and MO5938 (TIP 6071).

TIP ID: 6389 Agency ID: MO4253 Title: US 29 at Stewart Lane, Tech Road, Greencastle Road, and Blackburn			Complete: 2040				Total Cost:		\$390,900
Facility: US 29 at Stewart Lane, Tech Road, Greencastle	NHPP	2,262 a							
From:									
To:	PL				420 a				420
	State	4,460 a							
		545 b							
Total Funds:									420

Description: Construction of new US 29 interchanges at Stewart Lane, Tech Road, Greencastle Road, and Blackburn Road.



**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6392 Agency ID: PG7802 Title: MD 337 at MD 218 and I-95/I-495 NB Off-Ramp BRAC Intersection Im			Complete: 2016 Total Cost: \$5,850						
Facility: MD 337	NHPP	80 b	27 b						27
From: MD 218									
To: I 95 NB Off-Ramp	State	35 b 687 c	26 b 324 c	6 b					356
	STP	16 b 2,900 c	64 b 1,664 c	21 b					1,749
Total Funds:									2,132

Description: Construction of MD 337 intersection improvements at MD 218 to improve access to Joint Base Andrews.



TIP ID: 6395 Agency ID: PG5971 Title: MD 5 at Linda Lane Intersection Improvements			Complete: 2025 Total Cost: \$16,300						
Facility: MD 5 at Linda Lane	NHPP	608 a	1,000 a	750 a	742 a				2,492
From:									
To:									Total Funds: 2,492

Description: Construction of MD 5 intersection improvements at Linda Lane.



TIP ID: 6398 Agency ID: PG0641 Title: US 50 Feasibility Study			Complete: 2016 Total Cost: \$500						
Facility: I 595 /US 50	State	448 d	52 d						52
From: Maryland/District of Columbia line									
To: MD 704									Total Funds: 52


Description: A study to examine I-595/US 50 capacity and operational improvements between the Maryland/District of Columbia line and MD 704.

TIP ID: 6399 Agency ID: PG7621 Title: Bladensburg War of 1812 Archaeological/Historical Study			Complete: 2017 Total Cost: \$66						
Facility: US at Bladensburg	NPS	70 a	62 a						62
From:									
To:									Total Funds: 62

Description: An archaeological study of sites related to the Battle of Bladensburg during the War of 1812.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6411 Agency ID: FR5801 Title: I-70/US 40 at MD 144FA, Meadow Road, and Old National Pike Interc			Complete: 2022		Total Cost: \$32,800				
Facility: I 70 at MD 144FA	Local		300 b	300 b	8,250 c	8,250 c			23,600
From:				6,500 c					
To:									
	PRIV	3,000 a	2,000 a	900 a					2,900
	State	252 a							
Total Funds:									26,500

Description: Construction of two missing I-70/US 40 ramp movements at MD 144FA, Meadow Road, and Old National Pike, including entry ramp to westbound I-70/US 40 and exit ramp from eastbound I-70/US 40. 

TIP ID: 6430 Agency ID: MO1881 Title: I-495 Inner Loop Resurfacing			Complete: 2018		Total Cost: \$10,097				
Facility: I 495	State	344 a	7,606 c	2,142 c					9,748
From: I 270Y		5 c							
To: Seminary Road									
Total Funds:									9,748

Description: Resurfacing of I-495 inner loop between I-270 and Seminary Road.

TIP ID: 6431 Agency ID: FR1881 Title: US 15/US 40 Frederick Freeway Highway Reconstruction			Complete: 2030		Total Cost:				
Facility: US 15/US 40	State	526 a	1,000 a	1,674 a	1,250 a	550 a			4,474
From: I 70									
To: MD 26									
Total Funds:									4,474

Description: Reconstruction of US 15 and US40 between I-70 and MD 26.

TIP ID: 6432 Agency ID: MO8382 Title: I-495, Capital Beltway, American Legion Bridge Planning Study			Complete: 2030		Total Cost:				
Facility: I 495	State	1,430 a	1,250 a	1,250 a	1,250 a	820 a			4,570
From: Northern terminus of I-495 HOT lane facilities i									
To: I 270									
Total Funds:									4,570

Description: I-495 reconstruction between the Potomac River and I-270 and I-270 Spur reconstruction between I-495 and I-270.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 6433 Agency ID: PG8231 Title: I-95 Resurfacing			Complete: 2017 Total Cost: \$13,004							
Facility: I 95	NHPP	3,893 c	7,720 c						7,720	
From: I 495										
To: North of Old Gunpowder Road	State	403 a 305 c	683 c						683	
									Total Funds: 8,403	

Description: Resurfacing of I-95 from I-495 to north of Old Gunpowder Road.

TIP ID: 6437 Agency ID: PG6981 Title: I-95/I-495 Suitland Road Bridges Replacement			Complete: 2020 Total Cost: \$35,621							
Facility: I 95 /I 495 at Suitland Road	NHPP	1,330 a								
From:										
To:	State	390 a 25 c	10,635 c	12,899 c	10,240 c	102 c			33,876	
									Total Funds: 33,876	

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



TIP ID: 6438 Agency ID: PG6982 Title: I-95/I-495 Suitland Parkway Bridges Replacement			Complete: 2019 Total Cost: \$31,176							
Facility: I 95 /I 495 at Suitland Parkway	State	90 a	1,086 a	15,300 c	14,700 c				31,086	
From:										
To:										
									Total Funds: 31,086	

Description: Replacement of I-95/I-495 Suitland Parkway Bridges 1616005 and 1616006. The existing bridges are structurally deficient and functionally obsolete.



TIP ID: 6439 Agency ID: FR5361 Title: MD 140 Flat Run Bridge Replacement			Complete: 2018 Total Cost: \$5,784							
Facility: MD 140 at Flat Run	State	279 a	80 b	79 b	42 c				845	
From:		112 b	298 c	346 c						
To:		5 c								
	STP	937 a	1,569 c	1,817 c	220 c				3,606	
									Total Funds: 4,451	

Description: Replacement of MD 140 Flat Run Bridge 10062. The existing bridge is structurally deficient.



**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6444 Agency ID: MO0691 Title: I-270 Innovative Congestion Management			Complete: 2021 Total Cost: \$100,000						
Facility: I270	State	1,500 a	1,500 a	18,462 c	26,513 c	26,546 c	19,530 c		98,500
From: I495			5,949 c						
To: I70									
Total Funds:									98,500

Description: Pilot implementation of active traffic management (ATM) and innovative congestion mitigation (ICM) tools to reduce congestion on I-270, including the east and west spurs (31.5 miles).

TIP ID: 6481 Agency ID: FR1301 Title: US 15 Catoclin Mountain Highway Bridge Replacement			Complete: 2017 Total Cost: \$6,411						
Facility: US 15 at MD 26	BR	454 a							
From:									
To:	State	174 a	4,135 c	1,023 c					5,158
		625 c							
Total Funds:									5,158

Description: Replacement of US Cactoclin Mountain Highway bridge 1019701 over MD 26. The existing bridge is structurally deficient.

TIP ID: 6482 Agency ID: FR6471 Title: MD 75 Green Valley Road Bridge Replacement			Complete: 2017 Total Cost: \$2,848						
Facility: MD 75 at Haines Branch	BR	391 a							
From:									
To:	State	118 a	114 c						114
		93 b							
		2,132 c							
Total Funds:									114

Description: Replacement of MD 75 Green Valley Road Bridge 10172 over Haines Branch.



TIP ID: 6483 Agency ID: FRNEW3 Title: MD 85 Buckeystown Pike			Complete: 2021 Total Cost: \$106,951						
Facility: MD 85 Buckeystown Pike	HPP	1,826 a	351 a						351
From: Crestwood Boulevard /Shockley Drive									
To: Spectrum Drive	Local	1,478 a							
	State	2,318 a	99 a	2,900 b	1,684 b	1,332 b	31,573 c		97,409
		3,569 b	3,334 b	11,877 c	21,127 c	23,483 c			
Total Funds:									97,760

Description: Widen to a multilane divided highway from Crestwood Boulevard /Shockley Drive to Spectrum Drive, including MD 85 interchange reconstruction at I-270 and I-270 dual bridges replacement.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 6486 Agency ID: FR5591		Title: MD 355 Urbana Pike Bridge Replacement					Complete: 2021		Total Cost: \$9,187	
Facility: MD 355 over CSXT Railroad	BR	1,223 a	536 a						536	
From:										
To: State		401 a	192 a	152 b	152 b	152 b	114 b		7,322	
		13 b	152 b	2,413 c	2,413 c	843 c				
			739 c							
Total Funds:									7,858	

Description: Replacement of MD 355 Urbana Pike Bridge 10084 over CSXT railroad. The existing bridge is structurally deficient.



TIP ID: 6487 Agency ID: PG0461		Title: MD 381 Brandywine Road Bridge Replacement					Complete: 2018		Total Cost: \$3,176	
Facility: MD 381 at Timothy Branch	State	598 a	495 a	83 a					2,578	
From:			500 c	1,500 c						
To:										
Total Funds:									2,578	

Description: Replacement of MD 381 Brandywine Road Bridge 1630500 over Timothy Branch.



TIP ID: 6488 Agency ID: FR3501		Title: US 40 AL Urban Reconstruction					Complete: 2019		Total Cost: \$17,799	
Facility: US 40 Main Street AL	NHPP		2,162 c	4,533 c	2,211 c				8,906	
From: Ivy Hill Road										
To: Middletown Parkway	State	1,134 a	64 b	64 b	112 b				5,466	
		89 b	807 c	2,939 c	1,480 c					
		3 c								
	STP	2,201 a								
Total Funds:									14,372	

Description: Reconstruction of US 40 AL from Ivy Hill Drive to Middletown Parkway.



TIP ID: 6489 Agency ID: FR6781		Title: MD 180, Jefferson Pike - Urban Reconstruction					Complete: 2019		Total Cost: \$28,295	
Facility: MD 180 Jefferson Pike	State	350 a	1,120 a	825 a	3,456 c	9,671 c	12,873 c		27,945	
From: N. of I-70										
To: Structure No. 10140										
Total Funds:									27,945	

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



**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
PIP ID: 6507 Agency ID: MO1741 Title: Complete Streets Near Metro Station S. Stonestreet Ave			Complete:		Total Cost:				
Facility:	Local	39 c	39 c						39
From:									
To:	TCSP	156 c	184 c						184
									Total Funds: 223

Description: Implement a road diet on S. Stonestreet Avenue near the Rockville metro station to provide space for a sidewalk and bike lanes.

PIP ID: 6508 Agency ID: MO1751 Title: Complete Streets Near Metro Station Twinbrook Station			Complete:		Total Cost:				
Facility:	Local		122 c						122
From:									
To:	TCSP		488 c						488
									Total Funds: 610

Description: Improve pedestrian crossing locations on public roadways near the Twinbrook metro station

PIP ID: 6514 Agency ID: PG9792 Title: I-595/US 50 Resurfacing (Westbound)			Complete: 2019		Total Cost: \$11,554				
Facility:	I 595	State	17 a	7,515 c	2,737 c				10,252
From:	Lottsford Vista Road		841 c						
To:	Anne Arundel County Line	STP	298 a	65 a	65 a	16 a			146
									Total Funds: 10,398

Description: Resurfacing of westbound I-595/US 50 from Lottsford Vista Road to the Anne Arundel County line.

PIP ID: 6517 Agency ID: CH2061 Title: MD 234 Gilbert Swamp Run Bridge Replacement			Complete: 2018		Total Cost: \$5,044				
Facility:	MD 234 at Gilbert Swamp Run	BR	475 a	347 a					347
From:									
To:		State	139 a	87 a	3,100 c				4,087
									Total Funds: 4,434

Description: Replacement of MD 234 Bridge#08047 over Gilbert Swamp Run. The existing bridge is structurally deficient.



**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 6518 Agency ID: FR1321 Title: MD 355 Urbana Pike Bridge Replacement			Complete: 2018 Total Cost: \$8,789							
Facility: MD 355 at Bennett Creek	BR	606 a								
From:										
To:	State/Local	183 a	2,080 c	5,920 c					8,000	
									Total Funds: 8,000	

Description: Replacement of MD 355 UrbanaPike bridge 1008600 over Bennett Creek. The existing bridge is structurally deficient.

TIP ID: 6521 Agency ID: PG1272 Title: I-95/I-495 at MD 214 Bridges Replacement			Complete: 2020 Total Cost: \$36,863							
Facility: I 95 I-95/I-495 at MD 214	NHPP		274 c	274 c	9,334 c				9,882	
From:										
To:	State	168 a	694 a	314 a	2,334 c	2,333 c			5,817	
			71 c	71 c						
									Total Funds: 15,699	

Description: Replacement of I-95/I-495 bridges 1615305 and 1615306 over MD 214. The existing bridges are structurally deficient and functionally obsolete.

TIP ID: 6522 Agency ID: PG1272 Title: I-95/I-495 at MD 214 Bridges Replacement			Complete: 2020 Total Cost: \$36,863							
Facility: I 95 I-95/I-495 at MD 214	NHPP		274 c	274 c	9,334 c	9,333 c	9,330 c		28,545	
From:										
To:	State	168 a	694 a	314 a	2,334 c	2,333 c	2,333 c		8,150	
			71 c	71 c						
									Total Funds: 36,695	

Description: Replacement of I-95/I-495 bridges 1615305 and 1615306 over MD 214. The existing bridges are structurally deficient and functionally obsolete.

TIP ID: 6529 Agency ID: PG1061 Title: MD 212 A Urban Reconstruction			Complete: 2020 Total Cost: \$13,000							
Facility: MD	State	48 a	127 a	189 b	90 b	39 b	35 b		4,205	
From: Pine Street		1,174 b	601 b	546 c	1,332 c	709 c	226 c			
To: US 1			311 c							
			2,677 a	877 a	1,939 c	4,723 c	2,514 c	802 c	11,958	
				1,103 c						
									Total Funds: 16,163	

Description: Reconstruction of MD 212A fromPine Street to US 1

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6532 Agency ID:			Title: MD 355 Frederick Road Bridge Replacement over Little Bennett Cr				Complete: 2018	Total Cost: \$5,215	
Facility: MD 355 at Little Bennett Creek	BR	313 a							
From:									
To:	State	227 a	450 a	225 a					4,675
			1,420 c	2,580 c					
Total Funds:									4,675

Description: Replacement of MD 355 Bridge 15053 over Little Bennett Creek.

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6538 Agency ID: MO2401			Title: MD 195, Carroll Avenue at Sligo Creek and Sligo Creek Parkway Bri				Complete: 2019	Total Cost: \$12,254	
Facility: MD 195 at Sligo Creek and Sligo Creek Parkw	BR	893 a	8 a						8
From:									
To:	State	243 a	2 a	42 b	42 b	18 b			1,933
		118 b	42 b	768 c	15 c				
		476 c	1,004 c						
	STP	1,882 c	3,831 c	2,870 c					6,701
Total Funds:									8,642

Description: Replace Bridge 15033 over Sligo Creek and Sligo Creek Parkway.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
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MDOT/Maryland Transit Administration

TIP ID: 2594	Agency ID: Part of 0217	Title: Small Urban Transit Systems - Operating Assistance	Complete:	Total Cost:						
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Facility:	Sect. 5307	50/25/25	8,652 e	8,652 e	8,652 e	8,652 e	8,652 e	8,652 e	8,652 e	51,912
From:										
To:										
									Total Funds:	51,912

Description: Operating assistance to small urban transit systems in Charles and Frederick Counties

TIP ID: 2602	Agency ID: Part of 0218	Title: Rural Transit - Capital Assistance	Complete:	Total Cost:						
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Facility:	Sect. 5311	80/10/10	407 e	70 e	70 e	70 e	70 e	70 e	70 e	420
From:										
To:										
									Total Funds:	420

Description: Capital assistance for rural transit service in Frederick County

TIP ID: 2713	Agency ID: 0892/0893	Title: Large Urban Systems - Capital	Complete:	Total Cost:						
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Facility:	Sect. 5307	80/20/0	7,820 e	2,820 e	2,500 e	2,500 e	2,500 e	2,500 e	2,500 e	15,320
From:										
To:										
									Total Funds:	15,320

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

TIP ID: 2795	Agency ID:	Title: Purple Line	Complete: 2022	Total Cost: \$2,410,000						
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Facility:	Purple Line	P3	0/0/0	29,880 c	17,330 c	17,330 c	17,330 c	17,330 c	17,330 c	17,330 c	103,980
From:	Bethesda										
To:	New Carrollton	Sect. 5307	80/20/0	11,000 c	13,750 c	12,500 c	12,500 c	6,250 c	6,250 c	6,250 c	57,500
		Sect. 5309-NS	80/20/0	83,000 a	395,000 c	145,000 c	145,000 c	145,000 c	145,000 c	145,000 c	1,120,000
				110,000 b							
				10,000 c							
		State	0/100/0	107,884 c	73,287 c	26,903 c	26,903 c	26,903 c	26,903 c	26,903 c	207,802
		TIFIA	100/0/0		890,000 c					890,000	

Total Funds: 2,379,282

Description: Construction of a 16 mile transitway that would operate between Bethesda and Silver Spring in Montgomery County and extend into Prince Georges County to connect with the Metrorail system at College Park and NewCarrolton. The Bethesda to Silver Spring portion would include a parallel hiker/biker trail. The project would provide direct connections to both branches of the Metrorail Red Line, Green Line and Orange Line. The Purple Line would also link to all three MARC lines, AMTRAK and regional/local bus services. The project would include 21 stations. Ridership for 2040 is estimated at approximately 74,000 daily boardings. A TIFIA loan of \$890 million was obligated in 2016 and utilized by the P3 concessionaire from 2016-2022.



**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 2853 Agency ID: Part of 0218 Title: Rural Transit - Operating Assistance			Complete:			Total Cost:			
Facility:	Sect. 5311	50/25/25	1,374 e	1,374 e	1,374 e	1,374 e	1,374 e	1,374 e	8,244
From:									
To:									
Total Funds:									8,244
Description: Operating assistance for rural service in Charles, Frederick, Montgomery, and Prince George's counties									

TIP ID: 3012 Agency ID: Part of 0217 Title: Small Urban Systems - Capital			Complete:			Total Cost:			
Facility:	Sect. 5307	80/10/10	6,444 e	3,272 e	3,272 e	3,272 e	3,272 e	3,272 e	19,632
From:									
To:	Sect. 5339	80/10/10	1,800 e						
Total Funds:									19,632
Description: Capital Assistance for Small Urban Transit services in Charles and Frederick counties.									

TIP ID: 3760 Agency ID: Title: Ridesharing - Statewide Program			Complete:			Total Cost:			
Facility:	CMAQ	100/0/0	1,865 e	873 e	873 e	873 e	873 e	873 e	5,238
From:									
To:									
Total Funds:									5,238
Description: To promote and encourage the establishment of carpools and vanpools. The ridesharing project covers the activities of the ridesharing unit of the Statewide Transportation Program with coordinators in Frederick, Prince George's, Montgomery Counties, and the Tri-County Council of Southern Maryland.									

TIP ID: 6147 Agency ID: Title: Large Urban Systems - Preventive Maintenance			Complete:			Total Cost:			
Facility:	Sect. 5307	80/20/0	5,555 e	11,110 e	5,555 e	5,555 e	5,555 e	5,555 e	38,885
From:									
To:									
Total Funds:									38,885
Description: Large Urban Operating Preventative Maintenance for Montgomery County.									

TIP ID: 6400 Agency ID: Title: MARC Improvements			Complete:			Total Cost:			
Facility:	Sect. 5307	80/20/0		204 e	603 e	2,966 e	7,653 e	5,000 e	16,426
From:									
To:	Sect. 5337-SGR	80/20/0	24,093 e	680 e	12,295 e	12,900 e	750 e	8,100 e	58,818
Total Funds:									75,244
Description: This is an ongoing improvement program of the MARC Camden, Brunswick, and Penn Lines to ensure safety and quality of service. This program is implemented through CSX and Amtrak construction agreements. CSX efforts include projects such as interlocking replacements and other track improvements. Amtrak efforts include projects such as passenger upgrades at Washington Union Station, interlocking work, and other track improvements.									

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 6401 Agency ID: _____ Title: MARC Rolling Stock Overhauls and Replacements			Complete:			Total Cost:				
Facility:	Sect. 5307	80/20/0	2,786 e	0 e	0 e	0 e	4,024 e	188 e	0 e	4,212
From:										
To:	Sect. 5337-SGR	80/20/0	28,439 e	28,682 e	23,373 e	2,484 e	3,505 e	0 e	3,900 e	61,944
Total Funds:										66,156

Description: This is an ongoing project for the overhaul and replacement of MARC rolling stock. Overhaul of MARC coaches and locomotives are performed in accordance with "10-year Minor" and "20-year Midlife" schedules, and/or the manufacturer's schedule. Upgrade MARC vehicles with federally-mandated Positive Train Control safety features. The project also includes funding for multi-level coaches that will be used to replace coaches that have reached the end of their useful life and provide additional capacity for the MARC system.

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 6440 Agency ID: _____ Title: Seniors and Individuals with Disabilities			Complete:			Total Cost:				
Facility:	Sect. 5310	50/50/0	148 e	0 e	148 e	0 e	148 e	0 e	0 e	444
From:										
To:	Sect. 5310.	80/20/0	501 e	0 e	501 e	0 e	501 e	0 e	0 e	1,503
Total Funds:										1,947

Description: Will enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and ADA complementary paratransit services.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
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Frederick County

TIP ID: 3173	Agency ID: F3	Title: Study, Design, ROW, Construction, Inspection & Training					Complete: 2020	Total Cost: \$9,090
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Facility: Various Bridges	BR	35/0/65				450 c			450
From:	BR 1	37/0/63	3,392 c						
To:	BR 2	94/0/6		2,447 c					2,447
	Local	0/0/100	600 c		348 c		1,854 c		2,202
	NHCBP	80/0/20	2,478 c						
Total Funds:									5,099

Description: Rehabilitate, construct (replace) & inspect bridges or culverts at the following locations: Blacks Mill Rd; Lewistown Rd; Ball Road; Gas House Pike; Pete Wiles Rd.; Bretheren Church Rd; Hessong Bridge Rd; Reels Mill Rd; Dixon Rd; Hoovers Mill Rd; Hornets Nest Rd; deck replacements on Old Frederick Rd & Thurston Rds.; and covered bridge preservation projects Work may include bridge inspection training.

TIP ID: 5494	Agency ID:	Title: Study, Design, ROW, & Construction					Complete: 2020	Total Cost: \$26,688
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Facility: Various Roads	Local	0/0/100	4,061 c	1,608 c	5,716 c	2,508 c	12,795 c		22,627
From: Various Roads									
To:	Total Funds: 22,627								

Description: Upgrade and improvements to Boyers Mill Road; Gas House Pike; Ijamsville Road; Old National Pike; Opossumtown Pike; Reels Mill Road; Reichs Ford Road; Yeagertown Rd; English Muffin Way & Shockley Drive/Spectrum Drive. Portions of Boyers Mill Road, and all of Ijamsville Road, & Old National Pike, will include bicycle accomodations.

TIP ID: 5495	Agency ID: F3	Title: Planning, Design & Construction					Complete: 2018	Total Cost: \$2,854
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Facility: Varous Trails	Local	0/0/100	189 e	189 e					189
From:	State/Local	0/40/60	1,238 e		1,238 e				1,238
To:	Total Funds: 1,427								

Description: Various Trails including the Ballenger Creek Corridor

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
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Montgomery County

TIP ID: 3049	Agency ID: P501107	Title: Goshen Road South	Complete:	Total Cost:	\$128,630
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Facility: Goshen Road South	Local	0/0/100	4,155 a	127 a	126 a	2,579 a	2,290 a		57,900
From: South of Girard Street			4,932 b	5,016 b	619 b	6,429 b	28,158 c		
To: 1000 feet north of Warfield Road						8,520 e	4,036 e		

Total Funds: 57,900

Description: This project provides for the design of roadway improvements along Goshen Road from south of Girard Street to 1000 feet North of Warfield Road, a distance of approximately 3.5 miles. The improvements will widen Goshen Road from the existing 2-lane open section road to a 4-lane divided, closed section roadway using 12-foot inside lanes, 11-foot outside lanes, 18-foot median, and 5-foot on-road bike lanes. A 5-foot concrete sidewalk and an 8-foot bituminous hiker/biker path along the east and west side of the road, respectively, are also proposed along with storm drain improvements, street lighting and landscaping. The project also entails construction of approximately 6,000 linear feet of retaining wall. The project is needed to reduce existing and future congestion, improve vehicular and pedestrian safety. It will improve roadway network efficiency, provide for alternate modes of transportation, and will significantly improve pedestrian safety by constructing a sidewalk and a hiker/biker path. A pedestrian impact analysis has been completed for this project. Construction completion is scheduled for FY 22, and funded in the CIP in the "Beyond 6 Years" period.

TIP ID: 3062	Agency ID: P501119	Title: Snouffer School Road North	Complete:	Total Cost:	\$13,482
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Facility: Snouffer School Road	Local	0/0/100	2,157 a	300 a					3,300
From: MD Woodfield Road			105 b	3,000 c					
To: Centerway Road			6,960 c						
			751 e						

Total Funds: 3,300

Description: This project provides for the design, land acquisition and construction of 1,300 linear feet of roadway widening and resurfacing along Snouffer School Road between Centerway Road and Fessenden Lane and a new traffic signal at Alliston Hollow Way, as well as providing for grading for two northern lanes and resurfacing two southern lanes from Fessenden Lane to Alliston Hollow Way. The closed-section roadway typical section consists of two through lanes southbound and one through lane northbound separated by a raised median, an 8-foot shared use path on the northern side, and a 5-foot sidewalk on the southern side within a 100 foot right-of-way. The sidewalk and shared use path will extend 2,500 linear feet from Centerway Road to Alliston Hollow Way. The project will include a bridge for the northbound traffic lanes and replacement of the existing bridge for the southbound traffic lane over Cabin Branch, street lights, storm drainage, stormwater management, and landscaping and utility relocations. This project is needed to meet the existing and future traffic and pedestrian demands in the area. It will improve traffic flow by providing additional traffic lanes and encourage alternative means of mobility through proposed bicycle and pedestrian facilities. A pedestrian impact analysis has been completed for this project.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3063 Agency ID: P507658 Title: Bus Stop Improvement Program			Complete:		Total Cost:		\$6,387		
Facility: Bus Stop Improvement Program	Local	0/0/100	1,503 a	151 a	155 a				1,324
From:			1,855 b	345 b	357 b				
To:			1,393 c	155 c	161 c				
Total Funds:									1,324

Description: This project provides for the installation and improvement of capital amenities at bus stops in Montgomery County to make them safer, more accessible, and attractive to users and to improve pedestrian safety for County transit passengers. These enhancements can include items such as sidewalk connections, improved pedestrian access, pedestrian refuge islands and other crossing safety measures, area lighting, and paved passenger standing areas. In prior years, this project included funding for the installation and replacement of bus shelters and benches along Ride-On and County Metrobus routes; benches and shelters are now in the operating budget.

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3065 Agency ID: P509399 Title: Advanced Transportation Management System			Complete:		Total Cost:		\$59,233		
Facility: Advanced Transportation Management System	Local	0/0/100	708 a	177 a	177 a	177 a	177 a		8,032
From:			7,324 e	1,831 e	1,831 e	1,831 e	1,831 e		
To:									
Total Funds:									8,032

Description: This project provides for Advanced Transportation Management Systems (ATMS) in the County. The ATMS deploys the infrastructure to conduct real-time management and operations of the County's transportation system. Twenty-two National Intelligent Transportation Architecture market packages have been identified for deployment of the ATMS. Each of these market packages is considered a subsystem of the ATMS program and may include several elements. These subsystems are identified in the ATMS Strategic Deployment Plan, dated February 2001, and revised July 2011. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected technologies and ensuring ADA compliance.

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3066 Agency ID: P507596 Title: Annual Bikeway Program			Complete:		Total Cost:		\$4,897		
Facility: Annual Bikeway Program	Local	0/0/100	420 a	169 a	11 a	11 a	11 a		2,120
From:			30 b	11 b	169 b	169 b	169 b		
To:			1,300 c	350 c	350 c	350 c	350 c		
State	0/100/0		250 c						
State/Local	0/50/50		140 a						
			10 b						
			350 c						
Total Funds:									2,120

Description: This program provides funds to plan, design and construct bikeways, trails, and directional route signs throughout Montgomery County. The purpose of the program is to develop the bikeway network specified by master plans, and those requested by the community to provide access to commuter rail, mass transit, major employment centers, recreational and educational facilities, and other major attractions. Bikeway types include shared-use paths, designated lanes, and signed shared routes along existing roads. There is a continuing and increasing need to develop a viable and effective bikeway and trail network throughout the County to increase bicyclist safety and mobility, provide an alternative to the use of automobiles, reduce traffic congestion, reduce air pollution, conserve energy, enhance quality of life, provide recreational opportunities, and encourage healthy life styles.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
PIP ID: 3067 Agency ID: P506747 Title: Sidewalk Program - Minor Projects			Complete:				Total Cost:			\$20,238
Facility: Sidewalk Program - Minor Projects	Local	0/0/100	1,884 a	520 a	520 a	520 a	520 a			9,656
From:			24 b	6 b	6 b	6 b	6 b			
To:			7,446 c	1,874 c	1,874 c	1,874 c	1,874 c			
			56 e	14 e	14 e	14 e	14 e			

Total Funds: 9,656

Description: This pedestrian access improvement program provides sidewalks on County-owned roads and some State-maintained roadways. Some funds from this project will go to support the Renew Montgomery program. The Montgomery County Department of Transportation maintains an official list of all outstanding sidewalk requests. Future projects are evaluated and selected from this list, which is continually updated with new requests. In addition, projects identified by the Citizens' Advisory Boards are placed on this list. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected engineering technologies and ensuring Americans with Disabilities Act (ADA) compliance. In addition to connecting existing sidewalks, these projects increase pedestrian safety and facilitate walking to: Metrorail stations, bus stops, shopping and medical centers, employment, recreational, and school sites. The average rate of requests for sidewalks has been 80 to 100 per year over the last two years. This program also complements and augments the bikeways that are included in road projects.

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
PIP ID: 3068 Agency ID: P509325 Title: ADA Compliance Transportation Access			Complete:				Total Cost:			\$12,068
Facility: ADA Compliance Transportation Access	Local	0/0/100	450 a	283 a	283 a	283 a	283 a			6,100
From:			3,726 c	1,214 c	1,214 c	1,214 c	1,214 c			
To:			84 e	28 e	28 e	28 e	28 e			

Total Funds: 6,100

Description: This project provides both curb ramps for sidewalks and new transportation accessibility construction in compliance with the Americans with Disabilities Act (ADA). This improvement program provides for planning, design and reconstruction of existing infrastructure Countywide to enable obstruction-free access to public facilities, public transportation, Central Business Districts (CBDs), health facilities, shopping centers, and recreation. Curb ramp installation at intersections along residential roads will be constructed based on population density. Funds are provide for the removal of barriers to wheelchair users such as signs, poles, and fences, and for intersection improvements, such as the reconstruction of median breaks and new curb ramps, crosswalks and, sidewalkconnectors to bus stops. Curb ramps are needed to enable mobility for physically-impaired citizens; for the on-call transit program, "Accessible Ride On" and for County-owned and leased facilities. A portion of this project will support the Renew Montgomery Program. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected engineering technologies, and ensuring ADA compliance.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source		Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
PIP ID: 3072 Agency ID: P500821		Title: Ride On Bus Fleet			Complete:			Total Cost:		\$190,352
Facility: Ride On Bus Fleet	Local	0/0/100	34,776 e	6,873 e	15,247 e	19,591 e	15,260 e			56,971
From: Countywide	Sect. 5307	100/0/0	6,400 e	1,600 e	1,600 e	1,600 e	1,600 e			6,400
To:	Sect. 5308	100/0/0	3,066 e							
	State	0/100/0	15,600 e	400 e	400 e	400 e	400 e			1,600
Total Funds:										64,971

Description: This project provides for the purchase of replacement buses in the Ride On fleet in accordance with the Division of Transit Services' bus replacement plan. The FY 15-20 plan calls for the following:

- FY 15: 26 full-size buses & 1 small diesel
- FY 16: 25 full-size buses
- FY 17: 15 full-size buses
- FY 18: 28 full-size buses
- FY 19: 9 full-size buses & 31 small diesel buses
- FY 20: 32 full-size buses

PIP ID: 3125 Agency ID: P509975		Title: Silver Spring Green Trail			Complete:			Total Cost:		\$4,279
Facility: Silver Spring Green Trail	Local	0/0/100	440 c		1,259 c					1,259
From: Fenton Street	State/Local	0/40/60		1,221 c						1,221
To: Sligo Creek Hiker-Biker Trail										
Total Funds:										2,480

Description: This project provides for an urban trail along the selected Purple Line alignment along Wayne Avenue in Silver Spring. A Memorandum of Understanding will be established between the County and the Maryland Transit Administration (MTA) to incorporate the design and construction of the trail as a part of the design and construction of the Purple Line. The pedestrian and bicycle use along this trail supplements the County transportation program. The funding provided for the trail includes the design, property acquisition, and construction of the trail through the Silver Spring CBD, along the northern side of Wayne Avenue from Fenton Street to the Sligo Creek Hiker-Biker Trail. This trail is part of a transportation corridor and is not a recreation area of State or local significance. The trail will include an 8-10 foot wide bituminous shared use path, lighting, and landscaping. The trail will provide access to the Silver Spring Transit Station, via the Metropolitan Branch Trail, and the future Capital Crescent Trail. A pedestrian impact analysis has been completed for this project. Will be design and built at part of Purple Line project. Final cost and cashflows will be determined based on final design and MOU agreement between MTA and County.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3429 Agency ID: P500905 Title: Falls Road East Side Hiker/Biker Path			Complete:			Total Cost:			\$24,830
Facility: Falls Road Bikeway	Local	0/0/100		119 a	489 a	1,165 e			3,395
From: River Road					1,622 b				
To: Dunster Road									
Total Funds:									3,395

Description: This project provides funds to develop final design plans and to acquire right-of-way, and construct approximately 4 miles of an 8-foot bituminous hiker/biker path along the east side of Falls Road from River Road to Dunster Road. The path will provide pedestrian and cyclist access to communities along the project corridor and will provide connection to existing pedestrian facilities to the north (Rockville), and to the south (Potomac).

The path is a missing link between existing bicycle facilities within the City of Rockville and the existing path along Falls Road south of River Road. The path provides much needed access to public transportation along Falls Road. The path will provide pedestrian access to the following destinations: bus stops along Falls Road, Bullis School, Ritchie Park Elementary School, Potomac Community Center, Potomac Library, Potomac Village Shopping Center, Potomac Promenade Shopping Center, Heritage Farm Park, Falls Road Golf Club, Falls Road Park, and a number of religious facilities along Falls Road.

TIP ID: 3498 Agency ID: P500500 Title: Burtonsville Access Road			Complete:			Total Cost:			\$6,890
Facility: Burtonsville Access Road	Local	0/0/100		335 a	145 a	70 a			2,412
From: MD Spencerville Road					1,077 b	785 b			
To: School Access Road in Burtonsville									
Total Funds:									2,412

Description: This project provides for a new roadway between Spencerville Road (MD 198) and the School Access Road in Burtonsville. This roadway will consist of two 12' lanes, closed section, for a length of approximately 1,400 linear feet. The project also includes an eight-foot parking lane, curb and gutter, five-foot sidewalks, landscaping and street lighting. The new road will serve as a local access road north of and parallel to MD 198 and the entrance to Burtonsville Shopping Center on the east side of US 29. This new road will provide an important alternative access for existing businesses on the north side of MD 198 and to the Burtonsville Elementary School. The project will create a more unified and pedestrian-friendly downtown Burtonsville and improve circulation in this area.

TIP ID: 3642 Agency ID: P500333 Title: Pedestrian Safety Program			Complete:			Total Cost:			\$19,512
Facility: Pedestrian Safety Program	Local	0/0/100	400 a	146 a	146 a	100 a	100 a		6,622
From: Countywide			5,015 c	1,250 c	1,380 c	1,250 c	1,250 c		
To:			1,000 e	250 e	250 e	250 e	250 e		
Total Funds:									6,622

Description: This project provides for the review and analysis of existing physical structures and traffic controls in order to make modifications aimed at improving safety and the walking environment for pedestrians. This project provides for the construction of physical structures and/or installation of traffic control devices which include, but are not limited to: new crosswalks; pedestrian refuge islands; sidewalks; bus pull-off areas; fencing to channel pedestrians to safer crossing locations; relocating, adding, or eliminating bus stops; accessible pedestrian signals (countdown) or warning beacons; improving signage, etc. The improvements will be made in compliance with the requirements of the Americans with Disabilities Act (ADA). This project supports the construction of improvements at and around schools identified in the Safe Routes to School program. The project also includes performing pedestrian safety audits at High Incidence Areas, and implementing identified physical improvements, education, and outreach.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source		Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3648 Agency ID: P500704		Title: Traffic Signal System Modernization			Complete:			Total Cost:		\$40,849
Facility: Traffic Signal System Modernization	Local	0/0/100		100 a	100 a	100 a	100 a			4,952
From:				1,138 e	1,138 e	1,138 e	1,138 e			
To:										
	State	0/100/0	1,096 a 2,904 e							
Total Funds:										4,952

Description: This project provides for the modernization of the county's aged traffic control system. Phase I consists of planning, requirements development, systems engineering, and testing. Phase II consists of acquisition of central system hardware and software, acquisition and implementation of control equipment and communications for intersections, as well as reconfiguration of the communications cable plant. Phase 1 is complete.

TIP ID: 3703 Agency ID: P500717		Title: Montrose Parkway East			Complete:			Total Cost:		\$119,890
Facility: Montrose Parkway East	Local	0/0/100	479 a	880 b	134 b	2,436 a	4,000 a			42,441
From: Eastern Limit of MD 355/Montrose Interchange			13,109 b		866 e	15,695 c	12,256 c			
To: Veirs Mill Road/Parkland Road Intersection			400 e			6,174 e				
Total Funds:										42,441

Description: This project provides for a new four-lane divided parkway as recommended in the North Bethesda / Garrett Park and Aspen Hill Master Plans. The roadway will be a closed section with 11-foot wide lanes, a 10-foot wide bikepath on the north side and a 5-foot wide sidewalk on the south side. The project includes a 350-foot bridge over Rock Creek. The roadway limits are between the eastern limit of the MD 355/Montrose interchange on the west, and the intersection of Veirs Mill Road and Parklawn Drive on the east. The project includes a bridge over CSX, a grade-separated interchange at Parklawn Drive, and a tie-in to Veirs Mill Road. This project will relieve traffic congestion on roadways in the area through increased network capacity. The project also provides improved safety for motorists, pedestrians, and bicyclists, as well as a greenway.

TIP ID: 5560 Agency ID: P500929		Title: Bethesda Metro South Entrance			Complete:			Total Cost:		\$57,610
Facility: Bethesda Metro South Entrance	Local	0/0/100	7,200 a	12,624 c	12,262 c	10,162 c	6,437 c			41,485
From: Elm Street west of Wisconsin Avenue			7,425 c							
To:										
Total Funds:										41,485

Description: This project provides access from Elm Street west of Wisconsin Avenue to the southern end of the Bethesda Metrorail Station. The Metrorail Red Line runs below Wisconsin Avenue through Bethesda more than 120 feet below the surface, considerably deeper than the Purple Line right-of-way. The Bethesda Metrorail Station has one entrance, near East West Highway. The station was built with accommodations for a future southern entrance.

The Bethesda light rail transit (LRT) station would have platforms located just west of Wisconsin Avenue on the Georgetown Branch ROW. This platform allows a direct connection between LRT and Metrorail, making transfers as convenient as possible. Six station elevators would be located in the Elm Street ROW, which would require narrowing the street and extending the sidewalk.

The station would include a new south entrance to the Metrorail Station, including a new mezzanine above the Metrorail platform, similar to the existing mezzanine at the present station's north end. The mezzanine would use the existing knock-out panel in the arch of the station and the passageway that was partially excavated when the station was built, in anticipation of the future construction of a south entrance. Specific dollar amounts and flows will be based on final design estimate and MOU between MTA and County.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5724 Agency ID: P501209 Title: MD 355 Multimodal Crossing Project			Complete:			Total Cost:			\$72,980
Facility: MD MD 355 Multimodal Crossing	DOD	100/0/0	5,819 a						
From: MD Medical Center Metrorail Station/NIH			17,780 c						
To: MD Walter Reed National Military Medical Ce			7,184 e						
OEA	100/0/0	3,536 a	1,352 a	305 a					6,139
		13 b	264 c	2,603 c					
		38,532 c	1,410 e	205 e					
		13,135 e							
State	0/100/0		4,806 c						4,806
Total Funds:									10,945

Description: This project provides for right-of-way negotiations, utility relocations, and the design and construction of a multimodal grade separated connection between the Walter Reed National Military Medical Center (WRNMMC) and the Medical Center Metro Rail station. The project consists of two major elements: (1) a shallow pedestrian and bicycle underpass below Rockville Pike, MD 355, just south of the South Wood Road/South Drive intersection. Access to the underpass will be provided by elevators, escalators and stairs; and (2) a bank of three high speed elevators, on the eastern side of MD 355 that will provide a direct connection from the WRNMMC to the existing Metro station mezzanine, about 120 feet below the elevation of MD 355. Canopies will cover the stairs and escalators. The project also includes extension of the southbound MD 355 left turn lane in the existing median to provide additional queuing for vehicles turning to the WRNMMC hospital entrance at South Wood Road; expansion of the curb radius at the northwestern corner of MD 355 / South Drive to improve bus access to the Metrorail station; and stormwater management. The scope of the work is included in the National Environmental Policy Act (NEPA) document prepared earlier by the County Department of Transportation (DOT) and approved by the Federal Highway Administration. A pedestrian impact analysis has been completed for this project

TIP ID: 5729 Agency ID: P500718 Title: MacArthur Boulevard Bikeway Improvements			Complete:			Total Cost:			\$17,300
Facility: MacArthur Boulevard	Local	0/0/100	1,869 a		506 a	754 a			1,460
From: I Capital Beltway			5,389 c			200 b			
To: DC Line			260 e						
Total Funds:									1,460

Description: Phase I of project provides bikeway improvements along 13,800' of MacArthur Boulevard from I-495 to Oberlin Avenue. Phase II extends the bikeway from Oberlin Ave to the DC Line. Phase to be completed in FY 15. Design for Phase 2 will start in FY19 with construction to start in FY21 and FY 22. To encourage alternative modes of travel and enhance pedestrian safety, the pavement will be widened to provide 2-3 foot shoulders to accommodate the needs of on-road commuters and experienced bicyclists. The existing shared-use path will be upgraded to current standards to promote usage and enhance safety for all users. This project will also provide for spot improvements to MacArthur Boulevard to enhance safety for pedestrians, cyclists and motorists. This project will improve safety and accessibility for pedestrians and bicyclists of all experience levels and enhances connectivity with other bikeways in the vicinity. A pedestrian impact analysis had been completed for this project.

TIP ID: 5912 Agency ID: P509132 Title: Beach Drive Bridge M-PK-24001			Complete:			Total Cost:			
Facility: Beach Drive Bridge	BR	80/0/20	800 a	200 a					200
From: Over Silver Creek									
To:									
Total Funds:									200

Description: Replace bridge on Beach Drive over Silver Creek, and reconstruct Roadway Approaches

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5913 Agency ID: P509132 Title: Brink Road Bridge M-0064001			Complete: 2019 Total Cost:						
Facility: Brink Road Bridge M-0064001	BR	80/0/20	700 a	200 a					200
From: Over Great Seneca Creek									
To:									
Total Funds:									200

Description: This project provides for the rehabilitation of the Brink Road Bridge, over Great Seneca Creek, as well as the reconstruction of the roadway approaches.

TIP ID: 5916 Agency ID: P509132 Title: Garrett Park Road Bridge M-PK-04001			Complete: Total Cost:						
Facility: Garrett Park Road Bridge M-PK-04001	BR	80/0/20	800 a	200 a					200
From: Over Rock Creek									
To:									
Total Funds:									200

Description: This project provides for the rehabilitation of Garrett Park Road Bridge M-PK-04001 over Rock Creek, and the reconstruction of roadway approaches

TIP ID: 5919 Agency ID: P501522 Title: Piney Meetinghouse Road Bridge M-0021001			Complete: Total Cost: \$4,025						
Facility: Piney Meetinghouse Road Bridge M-0021001	BR	70/0/30		258 a					1,996
From: Over Watts Branch				1,595 c					
To:				143 e					
Total Funds:									1,996

Description: This project provides for the preliminary engineering for the rehabilitation or reconstruction of the bridge on Piney Meetinghouse Road over Watts Branch, and reconstruction roadway approaches.

TIP ID: 5942 Agency ID: P501110 Title: Metropolitan Branch Trail			Complete: Total Cost: \$12,147						
Facility: Metropolitan Branch Trail	Local	0/0/100	1,080 a	100 a	361 a				6,087
From: End of existing trail in Takoma Park			4,960 b	500 c	4,795 c				
To: Silver Spring Transit Center			1,000 c		331 e				
			50 e						
Total Funds:									6,087

Description: This project provides for completion of the preliminary engineering and final engineering necessary to obtain CSX and WMATA approvals for the 0.62-mile segment of this trail in Montgomery County between the end of the existing trail in Takoma Park, and the Silver Spring Transit Center. The trail will be designed to be 8 feet to 10 feet in width. This project also includes the land acquisition, site improvements, utility relocations and construction of the project from the Silver Spring Transit Center to the east side of Georgia Avenue, including a new or expanded pedestrian bridge over Georgia Avenue, as well as the segment along Fenton Street, from King Street to the north end of the existing trail. The design will also include a grade-separated crossing of Burlington Avenue, the narrowing of Selim Road, the trail segment on King Street, and the construction of new retaining walls and reconstruction of existing retaining walls. A pedestrian impact analysis has been completed for this project. This trail is to be part of a larger system of trails to enable non-motorized travel around the Washington Region. The trail is to be an off-road facility serving pedestrians, bicyclists, joggers and skaters and will be Americans with Disabilities Act (ADA) accessible.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5943 Agency ID: P500102 Title: Bethesda CBD Streetscape			Complete:			Total Cost:		\$8,214	
Facility: Bethesda CBD Streetscape	Local	0/0/100	500 a	400 a	497 a	490 a	262 a		7,301
From: Bethesda CBD					1,286 c	1,982 c	1,188 c		
To: Bethesda CBD							1,196 e		
Total Funds:									7,301

Description: This project provides for the design and construction of pedestrian improvements to complete unfinished streetscapes along approximately 5,425 feet of streets in the Bethesda CBD as identified in the Bethesda CBD Sector Plan. This includes:

Element 1

1,125 feet along Woodmont Avenue between Old Georgetown Road and Cheltenham Drive.

Element 2

3,550 feet along Wisconsin Avenue between Cheltenham Drive and the northern end of the CBD.

Element 3

750 feet along East-West Highway between Waverly Street and Pearl Street.

This project is intended to fill in the gaps between private development projects that have been constructed or are approved in the CBD. Design elements include the replacement and widening, where possible, of sidewalks, new vehicular and pedestrian lighting, street trees, street furniture, roadway signs. The county will coordinate with the utility company for installation of aesthetic covering over existing utility poles within the project area. This project addresses streetscape improvements and does not assume the undergrounding of utilities.

TIP ID: 5971 Agency ID: P500313 Title: Bridge Preservation Program			Complete:			Total Cost:		\$9,807	
Facility: Bridge Preservation Program	Local	0/0/100	568 a	152 a	152 a	152 a	152 a		2,056
From: County-wide			8 b	2 b	2 b	2 b	2 b		
To: County-wide			1,440 c	360 c	360 c	360 c	360 c		
Total Funds:									2,056

Description: This project includes actions or strategies that prevent, delay or reduce deterioration of bridges or bridge elements, restore the function of existing bridges, keep bridges in good condition and extend their useful lives. Preservation actions may be preventive or condition driven.

TIP ID: 5972 Agency ID: P509753 Title: Bridge Renovation			Complete:			Total Cost:		\$8,211	
Facility: County-wide	Local	0/0/100	360 a	90 a	90 a	90 a	90 a		360
From:									
To:	State/Local	0/16/84	2,440 c	610 c	610 c	610 c	610 c		2,440
Total Funds:									2,800

Description: This project provides for the renovation of County roadway and pedestrian bridges that have been identified as needing repair work beyond routine maintenance levels to assure continued safe functioning.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5974 Agency ID: P508527 Title: Resurfacing: Primary / Arterial			Complete:		Total Cost:		\$59,518		
Facility: County-wide	Local	0/0/100	4,230 a	915 a	915 a	915 a	915 a		24,400
From:			23,970 c	5,185 c	5,185 c	5,185 c	5,185 c		
To: County-wide									
Total Funds:									24,400

Description: Montgomery County maintains approximately 966 lane miles of primary and arterial roadways. This project provides for the systematic milling, repair, and bituminous concrete resurfacing of selected primary and arterial roads and revitalization of others. This project provides for a systematic full-service, and coordinated revitalization of the primary and arterial road infrastructure to ensure viability of the primary transportation network, and enhance safety and ease of use for all users. One aspect of this project will focus on improving pedestrian mobility by creating a safer walking environment, utilizing selected engineering technologies, and ensuring compliance with the Americans with Disabilities Act (ADA).

TIP ID: 5975 Agency ID: P508182 Title: Sidewalk & Curb Replacement			Complete:		Total Cost:		\$56,059		
Facility: Countywide	Local	0/0/100	4,125 a	1,005 a	1,005 a	1,005 a	1,005 a		26,800
From:			23,375 c	5,695 c	5,695 c	5,695 c	5,695 c		
To:									
Total Funds:									26,800

Description: This project provides for the removal and replacement of damaged or deteriorated sidewalks, curbs, and gutters in business districts and residential communities. MCDOT currently maintains about 1,034 miles of sidewalks and about 2,098 miles of curbs and gutters. This project includes: overlay of existing sidewalks with asphalt; base failure repair and new construction of curbs; and new sidewalks with handicapped ramps to fill in missing sections. A significant aspect of this project has been and will be to provide safe pedestrian access and ensure compliance with the Americans with Disabilities Act (ADA).

TIP ID: 5976 Agency ID: P500534 Title: Transit Park and Ride Lot Renovations			Complete:		Total Cost:		\$3,039		
Facility: Transit Park and Ride Lot Renovations	Local	0/0/100	465 a	125 a	125 a				1,352
From:			1,303 c	718 c	384 c				
To:									
Total Funds:									1,352

Description: This project provides repairs and renovations to parking lots at transit Park and Ride lots, transit centers, and MARC Rail lots to allow them to continue functioning as transit facilities and comply with the Americans with Disabilities Act (ADA) requirements. In FY 08 and FY 09, an evaluation and assessment of all park and ride facilities, including ADA accessibility and pedestrian safety, was completed to provide scope and detailed cost estimates for the restoration and upgrades. The County operates 10 transit park and ride lots in major transportation corridors. Several County park and ride lots have had major failures, resulting from the age and use of the facilities. Some of the lots were constructed more than 20 years ago. Pavement and the entrances were not constructed to support heavy bus traffic. Additionally, the County is responsible for the maintenance of eight MARC Park and Ride lot facilities. The same ADA and lot failure issues exist with these lots.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5980 Agency ID: P507017 Title: Intersection & Spot Improvements			Complete:		Total Cost:		\$10,117		
Facility: Intersection & Spot Improvements	Local	0/0/100	1,000 a	322 a	322 a	336 a	1,344 e		5,224
From: County-wide			40 b	10 b	10 b	10 b			
To: County-wide			2,460 c	700 c	772 c	798 c			
			800 e	200 e	200 e	200 e			

Total Funds: 5,224

Description: This project provides for the planning and reconstruction of various existing intersections in Montgomery County, and for an annual congestion study to identify locations where there is a need for congestion mitigation. The project includes the identification and implementation of corridor modifications and traffic calming treatments to enhance pedestrian safety. At these identified locations either construction begins immediately or detailed design plans are prepared and developed into future projects. A pedestrian impact analysis will be performed during design or is in progress.

TIP ID: 5981 Agency ID: P509523 Title: Neighborhood Traffic Calming			Complete:		Total Cost:		\$2,801		
Facility: Neighborhood Traffic Calming	Local	0/0/100	296 a	74 a	74 a	74 a	74 a		1,240
From: Residential Neighborhoods County-wide			944 e	236 e	236 e	236 e	236 e		
To:									

Total Funds: 1,240

Description: This project provides for the planning, design, and construction of physical traffic control features in residential neighborhoods. Traffic calming features such as traffic circles and islands, curb extensions, speed humps, physical and painted lane narrowing devices, etc., are used to maintain and improve the safety and livability of residential neighborhoods by addressing issues of aggressive driving and excessive speeds and volumes.

TIP ID: 5982 Agency ID: P500512 Title: Streetlight Enhancements - CBD / Town Center			Complete:		Total Cost:		\$3,930		
Facility: Streetlight Enhancements - CBD / Town Cente	Local	0/0/100	200 a	50 a	50 a	50 a	50 a		1,000
From: CBDs and Town Centers			760 e	200 e	200 e	200 e	200 e		
To:									

Total Funds: 1,000

Description: This project provides for the evaluation and enhancement of street lighting within and around the Central Business Districts (CBDs) and town centers where current lighting does not meet minimum Illuminating Engineering Society of North America (IESNA) standards. This project will fill in street lighting; standardize streetlight types; and replace sodium vapor lighting. This project is needed to provide visibility and safety improvements in areas where there is a high concentration of pedestrians, bicyclists, and vehicles.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 5985 Agency ID: P501204 Title: White Flint District East - Transportation			Complete:					Total Cost:		\$29,690	
Facility: White Flint District East	Local	0/0/100	4,070 a	460 a	400 a					7,800	
From:			6,267 c	3,300 c	3,300 c						
To:			1,000 e	340 e							
Total Funds:										7,800	

Description: This project provides for completion of preliminary engineering to 35% plans for three new roads and one bridge in the White Flint District East side area as follows:

PROJECT 1

Executive Blvd. Extended East (B-7): MD 355 (Rockville Pike) to New Private Street
(Construct 1100' of 4-lane roadway)

PROJECT 2

Executive Blvd. Extended East (B-7): New Private Street to new Nebel Street Extended.
(Construct 600' of 4-lane roadway)

PROJECT 3

Nebel Street (B-5): Nicholson Lane South to combined property
(Construct 1,200' of 4-lane roadway)

PROJECT 4

Bridge across White Flint Metro Station on future MacGrath Boulevard between MD 355 and future Station Street.
(Construct 80' long 3-lane bridge)

The vision for the White Flint District is for a more urban core with a walkable street grid, sidewalks, bikeways, trails, paths, public use space, parks and recreational facilities, mixed-use development, and enhanced streetscape to improve the areas for pedestrian circulation and transit oriented development around the Metro station.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5986 Agency ID: P501116 & P50 Title: White Flint District West: Transportation & West Workaround			Complete:		Total Cost:		\$133,784		
Facility: White Flint District West: Transportation & We	Local	0/0/100	4,537 a	2,057 a	2,313 a	2,944 a	2,570 a		59,515
From:			1,200 b	8,978 c	13,897 c	5,120 c	208 b		
To:			6,245 e	12,529 e	6,699 e	950 e	1,250 c		
Total Funds:									59,515

Description: This project provides for engineering, utility design, and land acquisition for one new road, one relocated road, improvements to three existing roads, and one new bikeway in the White Flint District area for Stage 1. The project also includes both design and future construction expenditures for the reconstruction of Rockville Pike and Hoya Street. Various improvements to the roads will include new traffic lanes, shared-use paths, undergrounding of overhead utility lines where required, other utility relocations and streetscaping. The new White Flint West Workaround project (CIP #501506) continues funding for several western workaround road projects. The following projects are funded through FY14 for final design:

1. Main Street/Market Street (B-10) – Old Georgetown Road (MD 187) to Woodglen Drive – new two-lane 1,200 foot roadway
 2. Main Street/Market Street (LB-1) – Old Georgetown Road (MD 187) to Woodglen Drive – new 1,200 foot bikeway
 3. Executive Boulevard Extended (B-15) – Marinelli Road to Old Georgetown Road (MD 187) – 900 feet of relocated four-lane roadway.
 4. Intersection of Hoya Street (formerly 'Old' Old Georgetown Road) (M-4A), Old Georgetown Road, and Executive Boulevard, including the approaches to Old Georgetown Road.
- The following projects are proposed for both design and construction in the FY19-20 and Beyond 6-Years periods:
5. Rockville Pike (MD 355) (M-6) – Flanders Avenue to Hubbard Drive – 6,300 feet of reconstructed 6-8 lane roadway
 6. Hoya Street (M-4A) – Montrose Parkway to the intersection of Old Georgetown Road – 1,100 feet of reconstructed four-lane roadway.

This project also provides for analysis and studies necessary to implement the district. Design is underway on all road projects in the western workaround, with the exception of the Rockville Pike segment, and will conclude in FY15 (FY15 design is funded through White Flint West Workaround). Design of the Rockville Pike section will begin in FY19 and will conclude in FY21 in order to coordinate with the implementation of the Rapid Transit System (RTS) (CIP #501318). Some property acquisition may occur on this section in FY20. The current expenditure/funding schedule assumes that land needed for road construction will be dedicated by the developers.

TIP ID: 5987 Agency ID: P501202 Title: White Flint Traffic Analysis and Mitigation			Complete:		Total Cost:		\$1,787		
Facility: White Flint Traffic Analysis and Mitigation	Local	0/0/100	1,004 a	81 a	81 a	81 a	81 a		324
From: White Flint Sector Plan and Surrounding Area									
To:									
Total Funds:									324

Description: This project is programmed in direct response to requirements of the Approved White Flint Sector Plan. It is composed of three components with the overall goal of mitigating the traffic impacts on communities and major intersections outside of, and surrounding, the White Flint Sector Plan area that will occur as a result of the redevelopment densities approved under the Approved White Flint Sector Plan. These components include:

- A. Cut-through traffic monitoring and mitigation
 - B. Capacity improvements to address congested intersections
 - C. A study of strategies and implementation techniques to achieve the Sector Plan's modal split goals. The modal split study will identify specific infrastructure projects to create an improved transit, pedestrian, and biking infrastructure; and programs needed to accomplish the mode share goals; determine funding sources for these strategies; and determine the scope and cost of project components.
- Transit, pedestrian, bicycle access, safety studies, and TDM planning and implementation efforts are required to facilitate White Flint's transition from a highly automobile oriented environment to a more transit, pedestrian, and bicycle friendly environment. Once specific improvements are identified and concepts developed, detailed design and construction will be programmed in a stand alone PDF.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
PIP ID: 6015 Agency ID: P501316 Title: Capital Crescent Trail			Complete:		Total Cost:		\$95,856		
Facility: Capital Crescent Trail	Local	0/0/100	3,000 a	12,795 c	3,000 a	700 b	700 b		65,916
From: Elm Street Park in Bethesda			8,440 c		15,111 c	16,805 c	16,805 c		
To: Silver Spring									
Total Funds:									65,916

Description: This project provides for the funding of the Capital Crescent trail, including the main trail from Elm Street Park in Bethesda to Silver Spring, as a largely 12-foot wide hard-surface hiker-biker path, connector paths at several locations, a new bridge over Connecticut Avenue, a new underpass beneath Jones Mill Road, supplemental landscaping and amenities, and lighting at trail junctions, underpasses and other critical locations. This trail will connect to the existing Capital Crescent Trail from Bethesda to Georgetown, the Metropolitan Branch Trail from Silver Spring to Union Station, and the Rock Creek Bike Trail from northern Montgomery County to Georgetown. This trail will serve pedestrians, bicyclists, joggers, and skaters, and will be compliant with the Americans with Disabilities Act of 1990 (ADA), the Bethesda CBD Sector Plan, and the Purple Line Functional Master Plan. Schedule: 1) The interim trail along the Georgetown Branch right-of-way between Bethesda and Lyttonsville will be upgraded to a permanent rail between FY 16 and FY 18, concurrent with the Purple Line construction schedule in that segment; 2) the new extension of the trail on the northeast side of the Metropolitan Branch Trail, between Lyttonsville and the Silver Spring Transit Center will be built in FY 19 and FY 20; 3) the Metropolitan Branch segment will be opened concurrently with the planned opening of the Purple Line in 2020. Final funding flows and costs subject to final design cost and completion of MOU between MTA and County.

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
PIP ID: 6016 Agency ID: P501304 Title: Needwood Road Bikepath			Complete:		Total Cost:		\$4,200		
Facility: Needwood Road Bikepath	Local	0/0/100	626 a	62 a					632
From: Deer Lake Road			100 b	280 c					
To: Muncaster Mill Road			80 e	290 e					
	State/Local	0/25/75	2,450 c						
Total Funds:									632

Description: This project provides for the design and construction of a new 8-foot wide shared use path along the south side of Needwood Road, a distance of approximately 1.7 miles, between Deer Lake Road and Muncaster Mill Road (MD 115) in order to provide a safe and continuous pedestrian and bike connection to the Shady Grove Metro Station, Colonel Zadok Magruder High School, the Inter-County Connector (ICC) Shared Use Path, Rock Creek Trail, future North Branch Trail, and Rock Creek Regional Park (Lake Needwood). The project will also include the design and construction of the crossing of Muncaster Mill Road at Needwood Road intersection and a new 6-foot sidewalk along the east side of Muncaster Mill Road, a distance of approximately 450 feet, from Needwood Road to Colonel Zadok Magruder High School.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 6017 Agency ID: P501303			Title: Seven Locks Bikeway & Safety Improvements				Complete:		Total Cost:		\$27,944
Facility:	Seven Locks Bikeway & Safety Improvements	Local	0/0/100		1,723 a	1,334 a	20 a			6,993	
From:	Montrose Road					346 b	3,570 b				
To:	Bradley Boulevard										
Total Funds:										6,993	

Description: This project provides for pedestrian and bicycle improvements for dual bicycle facilities (on-road and off-road), and enhanced, continuous pedestrian facilities along Seven Locks Road from Montrose Road to Bradley Boulevard (3.3 miles), plus a bike path on Montrose Road between Seven Locks Road and the I-270 ramp, plus northbound and eastbound auxiliary through lanes with on-road bike lanes at the intersection of Seven Locks Road and Tuckerman Lane. This project is needed to address bicycle facility disconnects along Seven Locks Road. The roadway lacks adequate north-south, on road/off-road bicycle facilities necessary to provide continuity and connection between existing and future bike facilities. Continuous bicycle and pedestrian facilities are needed to allow safe access to residential, retail and commercial destinations, as well as existing religious and educational facilities. The project is broken down into three phases: Phase I provides dual bikeway and pedestrian facilities for the segment of Seven Locks Road from Montrose Road to Tuckerman Lane including the bike path on Montrose and the improvements to the Tuckerman Lane intersection. This project currently provides funding for Phase 1 improvements only. Phase 2 provides a dual bikeway and pedestrian facilities for the segment of Seven Locks Road from Tuckerman Lane to Democracy Boulevard. Phase III provides a dual bikeway and pedestrian facilities for the segment of Seven Locks Road from Democracy Boulevard to Bradley Boulevard.

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 6018 Agency ID: P501309			Title: East Gude Drive Roadway Improvements				Complete:		Total Cost:		\$6,027
Facility:	East Gude Drive Roadway Improvements	Local	0/0/100	749 a	367 a	26 a	100 a			2,586	
From:	Crabbs Branch Way				50 b	179 b	1,115 c				
To:	Southlawn Lane										
Total Funds:										2,586	

Description: This project provides for the design, land acquisition, and construction of roadway improvements along East Gude Drive from Crabbs Branch Way to Southlawn Lane to increase roadway capacity, and to improve vehicular and pedestrian safety. The improvements will: (1) add a westbound lane (800 linear feet) from Calhoun Drive to Crabbs Branch Way; (2) extend the length of the eastbound taper east of Calhoun Drive (500 linear feet) to west of Incinerator Lane; (3) provide an east-to-northbound left turn lane (300 Feet) at Dover Road; (4) construct the missing section of sidewalk on the north side of East Gude Drive from west of Incinerator Lane to east of Calhoun Drive (550 linear feet); and (5) install 6 foot sidewalk connectors from each bus stop on the north side of East Gude Drive to the nearest intersection. A pedestrian impact analysis has been completed for this project. This project is needed to reduce existing and future congestion and improve pedestrian and vehicular safety. Planning and Design begin in FY 17; construction is to be completed by FY 21, and is funded in the "Beyond 6 Years" period", which begins on July 1, 2018.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6019 Agency ID: P501307 Title: Seminary Road Intersection Improvement			Complete:		Total Cost:		\$7,258		
Facility: Seminary Road Intersection Improvement	Local	0/0/100	408 a	363 a	289 a	473 a	318 e		6,792
From: Brookeville Road Seminary Place Intersection			58 b	170 b	377 b	2,691 c			
To: Linden Lane/Second Avenue Intersection					1,859 c	252 e			

Total Funds: 6,792

Description: This project provides for the design, land acquisition and construction of an approximate 40 foot segment of Seminary Road between the Brookeville Road/Seminary Place, and Linden Lane / Second Avenue intersections on a new alignment; reconstruction of 650 feet of Seminary Place from Seminary Road to 450 Feet east of Riley Place with a vertical alignment revision at Riley Place: increasing the Linden Lane curb lane widths along the 250 foot section between Brookeville Road and Second Avenue to provide two 15-foot shared use lanes to accommodate bicyclists; and reconstruction of the 350 foot segment Brookeville Road between Linden Lane and Seminary Road. Seminary Road will be a closed-section roadway with two 15-foot shared use lanes and a sidewalk along the northern side. Brookeville Road will be a closed-section roadway with one southbound 16-foot shared use lane, sidewalks, and a parking lane on the western side. The project includes streetlights, landscaping and stormwater management. The project will simplify vehicle movements and improve traffic congestion by eliminating the Seminary Road "sweep" between Brookeville Road and Second Avenue, and pedestrian and bicyclist safety will be improved. The proposed Seminary Place vertical alignment revision at Riley Place will increase intersection sight distance. A pedestrian impact analysis has been completed for this project.

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6020 Agency ID: P501315 Title: Clarksburg Transportation Connections			Complete:		Total Cost:		\$10,000		
Facility: Clarksburg Transportation Connections	Local	0/0/100	2,000 e	2,000 e	2,000 e	2,000 e	2,000 e		8,000
From: Snowden Farm Parkway/Little Seneca Parkway									
To: Ridge Road/									

Total Funds: 8,000

Description: This project provides for the County contribution to the developers design, partial land acquisition, and construction of the:

- 1) The 2400' long section of Snowden Farm Parkway from 300' north of Morning Star Drive to Ridge Road (MD 27)
- 2) The 3,400' section of Little Seneca Parkway from Snowden Farm Parkway to Frederick Road (MD 355)
- 3) The Intersection of Brink Road@ MD 355

Both parkways will include four-lane divided roadways, an 8' wide bikeway along the north/west sides, and a 5' sidewalk along the south/east sides within the 120' right-of-way. The Brink Road intersection will include improvements to the intersection as required by the Planning Board's opinion in the approval of the Clarksburg Village and Greenway Village Subdivisions. The project will also include street lighting, stormwater management, landscaping and reforestation. Appropriate auxiliary lanes and traffic signals will also be provided. A pedestrian impact analysis will be performed during design or is in progress. These roads will provide congestion relief to the Clarksburg area by providing direct tie-ins to MD 355 and MD 27, thus providing better access to I-270. These roads will provide congestion relief to the Clarksburg Area by providing direct tie-ins to MD 355 and MD 27 and thus better access to I-270.

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6063 Agency ID: P501118 Title: Frederick Road Bike Path: Stringtown to Milestone Manor			Complete:		Total Cost:		\$7,193		
Facility: Frederick Road Bike Path	Local	0/0/100	649 a	178 a					2,670
From: Stringtown Road			1,254 b	1,895 c					
To: Milestone Manor Lane			1,878 c	597 e					
			40 e						

Total Funds: 2,670

Description: This project provides for the design, land acquisition, and construction of a new 10-foot wide hiker-biker path along the west side of Frederick Road (MD 355) between Stringtown Road and the existing hiker-biker path near Milestone Manor Lane, a distance of approximately 2.5 miles. The entire project will replace about 0.9 miles of existing sidewalk segments in order to provide a continuous route serving two schools, two parks, and a church. The project includes streetlights and street trees.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6064 Agency ID: P501109 Title: Snuffer School Road: Sweet Autumn Dr. to Centerway Rd			Complete:		Total Cost:		\$23,710		
Facility: Snuffer School Road	Local	0/0/100	1,784 a	944 a	393 a	142 a			16,141
From: Sweet Autumn Drive			3,898 b	6,620 c	2,812 c	3,515 c			
To: Centerway Road			1,586 c			1,715 e			

Total Funds: 16,141

Description: This project provides for the design, land acquisition, and construction of 5,850 linear feet of roadway widening along Snuffer School Road between Sweet Autumn Drive and Centerway Road. The roadway typical section consists of two through lanes in each direction, a continuous center turn lane and 5.5 foot bike lanes in each direction with an 8-foot shared use path on the north side and a 5-foot sidewalk on the south side within a 90' right-of-way. The project will require approximately 1.44 acres of land acquisition and will include street lights, storm drainage, stormwater management, and landscaping. The Maryland State Highway Administration (MSHA) MD 124 Phase II project will widen the approximate 900 linear foot segment on Snuffer School Road between Sweet Autumn Drive and Woodfield Road.


TIP ID: 6065 Agency ID: P507154 Title: Traffic Signals			Complete:		Total Cost:		\$40,889		
Facility: Various	Local	0/0/100	3,069 a	725 a	725 a	725 a	725 a		19,340
From:			17,441 e	4,110 e	4,110 e	4,110 e	4,110 e		
To:									

Total Funds: 19,340

Description: This project provides for the design, construction and maintenance of vehicular and pedestrian traffic signals and signal systems including: new and existing signals; reconstruction / replacement of aged and obsolete signals and components; auxiliary signs; accessible pedestrian signals (APS); updates of the County's centrally-controlled computerized traffic signal system; communications and interconnect into the signal system. Increases in congestion levels and the number of accidents necessitate a continued investment in the traffic signal system to: increase intersection safety; accommodate changes in traffic patterns and roadway geometry; reduce intersection delays, energy consumption and air pollution; and provide coordinated movement on arterial routes through effective traffic management and control, utilizing modern traffic signal technologies.

TIP ID: 6364 Agency ID: P509036 Title: Transportation Improvements for Schools			Complete:		Total Cost:		\$1,775		
Facility: Various	Local	0/0/100	400 e	209 e	209 e	209 e	209 e		836
From:									
To:									

Total Funds: 836

Description: This project provides for transportation improvements such as intersection modifications, sidewalks, traffic signals, streetlights etc. for safe pedestrian and vehicular circulation identified in the Montgomery County Public Schools Capital Program. Schools include but are not limited to: Page Elementary, Sligo Middle School, Cloverly Elementary School and Glenhaven Elementary School. Specific SafeRoutes to School studies and assessments are included separately in the MCDOT operating budget. 

TIP ID: 6365 Agency ID: P501532 Title: Bicycle and Pedestrian Priority Area Improvements			Complete:		Total Cost:		\$5,375		
Facility: Various	Local	0/0/100	525 a	150 a	150 a	150 a	1,000 e		4,000
From:			850 c	850 c	850 c	850 c			
To:									

Total Funds: 4,000

Description: The project provides for the design and construction of bicycle and pedestrian capital improvements in the 28 Bicycle-Pedestrian Priority Areas (BPPAs) identified in County master plans. Examples of such improvements include, but are not limited to: sidewalk, curb, and curb ramp reconstruction to meet ADA best practices, bulb-outs, cycle tracks, streetlighting, and relocation of utility poles. A study in FY15 will identify sub-projects in the following BPPAs: Glenmont, Grosvenor, Silver Spring Central Business District, Veirs Mill/Randolph Road, and Wheaton Central Business District. Design and construction of sub-projects will begin in FY16.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
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Prince George's County

TIP ID: 3114	Agency ID:	Title: Contee Road	Complete: 2017						Total Cost: \$25,467	
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Facility: Contee Road	Local	0/0/100	1,250 a	28 a					1,052
From: US 1			5,515 b	1,024 c					
To: MD 201 Extended/Virginia Manor Road/Contee			17,650 c						

Total Funds: 1,052

Description: This project will include the reconstruction of Contee Road from US 1 to the proposed Virginia Manor Road eas (MD 201/Kenilworth Avenue extended). The improvements will include the construction of a 4 lane divided roadway with median, bicycle lanes, sidewalks, street lights, traffic signal, curb and gutter and landscaping. This improvement is necessary to serve planned development in the area and to improve access to the Laurel Regional Hospital.

TIP ID: 3157	Agency ID:	Title: Suitland Road	Complete: 2018						Total Cost: \$8,295	
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Facility: Suitland Road	Local	0/0/100		50 a	20 a				8,608
From: MD Allentown Road				80 b	43 b				
To: Suitland Parkway				4,208 c	4,207 c				

Total Funds: 8,608

Description: Redevelopment and reconstruction to provide a four-lane facility to support local development and to improve safety and area traffic flow.

TIP ID: 3159	Agency ID:	Title: Surratts Road	Complete: 2017						Total Cost: \$6,018	
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Facility: Surratts Road	Local	0/0/100	400 a	700 b	2,000 c				2,700
From: Beverly Ave.			2,918 c						
To: Brandywine Road									

Total Funds: 2,700

Description: This project consists of upgrading Surratts Road to a collector-type roadway from the general vicinity of Beverly Abenue westward to Brandywine Road and improvements to Brandywine Road from Thrift Road to approximately 500 feet north of Surratts Road. A portion of Surratts Road will be relocated to improve the alignment of the intersection at Brandywine Road. Phase 2, which is not programmed at this time will provide improvements from Summit Creek Drive to Beverly Avenue. This project will be partially funded with developer contributions. This project will improve existing traffic service and provide sufficient capacity for projected area development. It will tie into developer improvements on Surratts Road, and will enable a continuous collector-type roadway to be in place from the vicinity of MD 5 to Brandywine Road

TIP ID: 3166	Agency ID:	Title: Wheeler Road	Complete: 2018						Total Cost: \$4,170	
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Facility: Wheeler Road	Local	0/0/100	200 a	40 a	19 a				868
From: Owens Road			3,102 c	238 b	571 b				
To: St. Barnabas Road									

Total Funds: 868

Description: This project consists of providing geometric improvements at the intersection of Wheeler Road at Owens Road and Saint Barnabas Road. The project limits extend from Saint Brnabas Road to west of Owens Road. This modification will eliminate congestion caused by traffic at Owens Road.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5258 Agency ID:			Title: Old Gunpowder Road II			Complete: 2018		Total Cost: \$17,764	
Facility: Old Gunpowder Road	Local	0/0/100	300 a	150 a	100 a				11,450
From: Powder Mill Road			3,510 b	1,400 b	5,000 c				
To: Greencastle Road			2,000 c	4,800 c					

Total Funds: 11,450

Description: This project is composed of two phases. Phase I consists of designing the ultimate, four lane divided urban collector section from Greencastle Road to Denim Road. A developer will construct two lanes of the four-lane divided section from 400 feet south of Greencastle Road to Briggs Chaney Road. Phase II consists of constructing the remaining unbuilt portion of the ultimate full collector section from Greencastle Road to Denim Road. Included is the construction of an additional bridge over I-95. "Developer" funding consists of potential contributions from area developments that have traffic impacts to the roadway. The improvements are needed to serve planned development in the area.

TIP ID: 5401 Agency ID:			Title: Bridge Replacement, Federal Aid			Complete: 2020		Total Cost: \$2,050	
Facility: Bridge Replacement Federal Aid	BR	80/0/20			300 a	200 a			2,050
From: various locations					900 c	650 c			
To: various locations									

Total Funds: 2,050

Description: This project will rehabilitate deteriorated bridges exceeding 20 feet in length where the current deteriorated condition of the bridges does not warrant replacement. Federal Aid funding will be utilized for design and construction of the projects at an 80/20 federal/local ratio.

TIP ID: 5424 Agency ID:			Title: Contee Road Reconstruction			Complete: 2017		Total Cost: \$21,367	
Facility: Contee Road	Local	0/0/100	800 a	28 a					1,052
From: US 1 Baltimore Avenue			1,865 b	1,024 c					
To: MD 201 Kenilworth Avenue / Virginia Manor R			17,650 c						

Total Funds: 1,052

Description: This project will include the reconstruction of Contee Road from US 1 to the proposed Virginia Manor Road east (MD 201/ Kennilworth Avenue extended). The improvements will include the construction of a 4 lane divided roadway with median, bicycle lanes, sidewalks, street lights, traffic signals, curb and gutter and landscaping. The improvement is needed to serve planned development in the area and to improve access to the Laurel regional Hospital

TIP ID: 5425 Agency ID:			Title: Construct Contee Road from I-95 to Old Gunpowder Road			Complete: 2017		Total Cost: \$21,367	
Facility: Contee Road	Local	0/0/100	800 a	28 a					1,052
From: US 1 Baltimore Avenue			1,865 b	1,024 c					
To: MD 201 Extended/Virginia Manor Road/Contee			24,985 c						

Total Funds: 1,052

Description: Construction a new segment of Contee Road from west of the proposed I-95 interchange (SHA Project) to Old Gunpowder Road and reconstruct/relocate Contee Road from US 1 to Kenilworth Avenue extended west/existing Virginia Manor Road.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5608 Agency ID:			Title: Auth Road II				Complete: 2021		Total Cost: \$16,100
Facility: Auth Road	Local	0/0/100	500 a	100 a	200 a	200 a			500
From: Allentown Road									
To: Metro Access Road (Woods Way)									
Description: Auth Road, Phase II consists of reconstructing Auth Road from Henderson Way to Allentown Road. This project will resolve storm drainage problems and enhance pedestrian access and safety. Traffic signals, sidewalks, street lighting and landscaping will be installed.									Total Funds: 500

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5609 Agency ID:			Title: Curb and Road rehabilitation II				Complete: 2020		Total Cost: \$73,000
Facility: various locations	Local	0/0/100	5,000 a	2,000 a	2,000 a	2,000 a	1,000 a		42,000
From:			26,000 c	10,000 c	8,000 c	8,000 c	9,000 c		
To:									
Description: This Project provides funding for rehabilitating County streets, curbs and sidewalks, various safety improvements, installing new sidewalks, construction of sidewalk ramps in accordance with the Americans with Disabilities Act, landscaping, traffic calming improvements, revitalization improvements and the installation of guardrails. The project also includes funding to urbanize and revitalize older subdivisions. An ongoing resurfacing and safety program provides increased vehicular and pedestrian safety remedies to address hazardous conditions and upgrade the appearance of neighborhoods.									Total Funds: 42,000

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5806 Agency ID:			Title: Bridge Replacement - Livingston Road				Complete: 2017		Total Cost: \$6,758
Facility: Bridge Replacement - Livingston Road	BR	80/0/20	158 a	1,200 c					1,200
From:			5,400 c						
To: Over Piscataway Creek									
Description: This project will replace the existing Livingston Road Bridge over Piscataway Creek, reconstruct the approach roadways and install sidewalks, street lights, and landscaping. Funding for the bridge replacement is anticipated to be 80% Federal Aid for design and construction. Right of way, wetland, mitigation, and necessary roadway rehabilitation beyond the bridge and approach limits are anticipated to be Countyfunded. the bridge is currently load restricted to 58,000 pounds and was originally constructed in 1932.									Total Funds: 1,200

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6003 Agency ID:			Title: Green/Complete Street Improvements				Complete: 2020		Total Cost: \$28,355
Facility: Various locations County-wide	Local	0/0/100	1,800 a	350 a	84 a				9,305
From:			800 b	250 b	2,321 c				
To:			16,500 c	6,300 c					
Description: This project provides funding for a variety of street improvements along major roadways and at key intersections to improve their appearance, safety and functionality while addressing environmental issues. These improvements include but are not limited to roadway and intersection modifications, tree planting, bio retention facilities or stormwater management related water quality and quantity measures necessary to improve the environment, bicycle lane installation and the construction of sidewalks and paths.									Total Funds: 9,305

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6012 Agency ID:			Title: Modification of ADA Rights of Way County-Wide					Complete: 2018 Total Cost:	
Facility: ADA Rights of Way Modifications County-Wide	Local	0/0/100	2,000 c	500 c	500 c				1,000
From:									
To: Various Locations									Total Funds: 1,000
Description: This Prroject will modify existing curb, gutters and sidewalks throughout the County to bring the existing infrastructure into compliance with current Americans with Disabilities Act (ADA) design standards.									

TIP ID: 6023 Agency ID:			Title: Coounty Revitalization & Restoration 2					Complete: 2020 Total Cost: \$5,300	
Facility: Various locations County-wide	Local	0/0/100	300 a	200 a	100 a	100 a	100 a		3,100
From:			1,900 c	800 c	600 c	600 c	600 c		
To: Various locations County-wide									Total Funds: 3,100
Description: This project provides for infrastructure improvements and reconstruction in areas targeted for revitalization. Funding is provided for street improvements along major and minor roadways and at key interstecions to improve their function, safety and appearance while also improving access and addressing environmental issues. Improvements will include the installation of traffic signals, intersections modifications, drainage structures, street lighting, landscaping, water quality and quantity measures, bicycle lanes, sidewalks, and other amenities necessary to improve or expand roadway infrastructure while enhancing the appearance of the community. This project will accommodate critical improvements associated with the County's revitalization and economic development efforts. In particular, the area inside the beltway between MD 214 and Southern Avenue is a priority.									

TIP ID: 6024 Agency ID:			Title: Developer Contribution Projects					Complete: 2015 Total Cost: \$7,168	
Facility: Various locations County-wide	PRIV	0/0/0	100 a	50 a					3,000
From:			4,068 c	2,950 c					
To:									Total Funds: 3,000
Description: This project provides funding for a variety of street improvements necessitated by new development. These improvements include, but are not limited to, traffic signals, intersection modifications, roadway widening, new construction, resurfacing, landscaping and contributions to a variety of State highway projects.									

TIP ID: 6026 Agency ID:			Title: School Access Project					Complete: Total Cost: \$1,900	
Facility: Various locations County-wide	Local	0/0/100	100 c	100 c	100 c	100 c	100 c		400
From:									
To: SRTS		70/0/30	1,400 c						Total Funds: 400
Description: This project provides funding for vehicular and pedestrian access improvements, in conjunction with the construction of new schools or renovations and additions to existing school buildings. This project provides sidewalks, crosswalks and other enhancements for students walking within 1 to 1.5 miles of their respective schools in accordance with the current Prince George's County Board of Education policy. In addition, Federal funding through the State of Maryland is for the Safe Routes to School (SRTS) program), to engage and encourage children to safely walk or bike to school including children with disabilities within two miles of school (K-8)									

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6367 Agency ID:			Title: Addison Road I				Complete: 2021		Total Cost: \$20,510
Facility: Addison road	Local	0/0/100	1,039 a	300 a	64 a	1,000 c	5,000 c		7,364
From: Walker Mill Road			500 b	500 b					
To: MD 214 (Central Avenue)									
Total Funds:									7,364

Description: The project consists of reconstructing Addison Road from Walker Mill Road to MD 214. Initially four travel lanes with a median will be constructed. Improvements will include roadway widening, the construction of crosswalks, sidewalks, landscaping, street lighting and a roadway median to improve the safety, function, capacity and appearance of the roadway. The cost shown does not reflect current prices and is based on over 10 year old project scope. Current preliminary engineering has estimated that the cost could go up to \$32 million.



TIP ID: 6369 Agency ID:			Title: Cherry Hill Road III				Complete: 2021		Total Cost: \$1,200
Facility: Cherry Hill Road	Local	0/0/100		300 a	400 a	500 a			1,200
From: Selman Road									
To: US 1									
Total Funds:									1,200

Description:

TIP ID: 6370 Agency ID:			Title: Pedestrian Safety Improvements				Complete: 2020		Total Cost: \$26,250
Facility: Various locations County-wide	Local	0/0/100	900 a	800 a	800 a	800 a	400 a		23,000
From:			4,350 c	6,200 c	6,200 c	6,200 c	1,600 c		
To:									
Total Funds:									23,000

Description: This project will involve the creation of multiple projects to provide for roadway improvements that are oriented toward the enhancement of pedestrian safety, particularly along roadways or at intersections which have a history of crashes. Priority will be given to the correction of problems where there is a high incidence of pedestrian related crashes. This is a project intended for sub-projects with no right-of-way cost, and with a construction cost of \$750,000 each or less.

TIP ID: 6371 Agency ID:			Title: Planning and site acquisition 2				Complete: 2020		Total Cost: \$4,500
Facility: Various locations County-wide	Local	0/0/100	550 a	200 a	200 a	200 a	200 a		2,000
From:			450 b	300 b	300 b	300 b	300 b		
To:			1,500 e						
Total Funds:									2,000

Description: This project provides funding for acquiring land for road rights-of-way, reforestation mitigation and wetland banking in developing areas of the County. The demolition of structures on acquired land is also included. It also provides funding for future project planning studies in order to verify need, determine scope and develop preliminary cost estimates.

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6372 Agency ID:			Title: Street Lights and Traffic Signals 2				Complete: 2020	Total Cost: \$18,750	
Facility: Various locations County-wide	Local	0/0/100	150 a	150 a	150 a	150 a	150 a		10,000
From:			5,450 c	2,350 c	2,350 c	2,350 c	2,350 c		
To:									
	PRIV	0/0/0	150 a						
Total Funds:									10,000

Description: This project consists of installing traffic control signals and new street lights at various locations throughout the county. The program includes installing new signals, upgrading of existing signals, replacement of aging signals, the Energy Abatement program, installation of traffic surveillance cameras and communications equipment, and the upgrade of existing street lighting on County roadways. This project also provides some funding for the TRIP (traffic Response and Information Partnership) Center.

TIP ID: 6373 Agency ID:			Title: Traffic Congestion Improvements				Complete: 2020	Total Cost: \$17,842	
Facility: Various locations County-wide	Local	0/0/100	3,000 a	1,000 a	1,000 a	1,000 a	1,000 a		13,000
From:			1,767 c	1,500 c	2,500 c	2,500 c	2,500 c		
To:									
	PRIV	0/0/0	75 b						
Total Funds:									13,000

Description: This project provides funding for roadway enhancements including turning lanes, improved approaches, traffic signals, signage at various intersections, bus stop pads, traffic calming devices, landscaping, pedestrian facilities and thermoplastic markings. This project will also provide for roadway improvements that are oriented toward enhancement of pedestrian safety, particularly along roadways or at intersections which have a history of crashes. Included in the work to be performed is the acquisition of right-of-way along the Leeland Road approach to be the Leeland Road/Moores Plains Boulevard intersection. FY 2015 "other" funding includes \$75k from developer contributions.



TIP ID: 6374 Agency ID:			Title: Transportation Enhancements 2				Complete: 2020	Total Cost: \$7,366	
Facility: Various locations County-wide	Local	0/0/100	200 a	100 a	100 a	100 a	100 a		3,760
From:			3,406 c	1,120 c	1,120 c	1,120 c			
To:									
Total Funds:									3,760

Description: This project provides funding for nonstandard transportation improvements which are time sensitive. Work may entail, but will not be limited to requirements associated with the Americans with Disabilities Act, bus stop pads, traffic calming devices, landscaping, pedestrian facilities, thermoplastic pavement markings to provide maximum safety and nighttime visibility, spot safety road improvements and installation and repair of guardrail.

TIP ID: 6375 Agency ID:			Title: Bus Mass Transit/ Metro Access 2				Complete: 2020	Total Cost: \$250	
Facility: Various locations County-wide	Local	0/0/100	50 c	50 c	50 c	50 c	50 c		200
From:									
To:									
Total Funds:									200

Description: Funds from this project may be used to purchase buses, construct related capital facilities for both bus and rail activities, roadway improvements and provide pedestrian and vehicular access improvement to metro stations and bus stops.



**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 6509 Agency ID:		Title: Governor's Bridge Road Bridge Reconstruction					Complete: 2020		Total Cost:		\$4,210
Facility:	Governor's Bridge Road Bridge Reconstructio	BR		150 a	300 a	300 a	50 a			3,700	
From:	west of Patuxent River				50 b	1,500 c					
To:	east of Patuxant river				1,500 c						
	Local	0/0/100			180 e	180 e				360	
Total Funds:										4,060	

Description:



NORTHERN VIRGINIA

NORTHERN VIRGINIA FY 2017-2022 TIP PROJECT TYPE INDEX

VDOT

Interstate

Boundary Chanel Drive Modifications

5965 Agency ID: 104323 Title: Boundary Chanel Drive Modifications

I-495 HOT Lanes- South of GW Pkwy to South of Old Dominion Drive

6361 Agency ID: 106025 Title: I-495 Northern Section Shoulder Use Debt Service

I-66 Corridor Improvements Project

6540 Agency ID: 108826 Title: Transform 66 Outside of Beltway

I-66 Multimodal Improvement Project, inside the Beltway

6513 Agency ID: 108336 Title: I-66 Inside the Beltway Tolling Infrastructure

6512 Agency ID: 108337 Title: I-66 Inside the Beltway Tolling Systems Integration

I-66 Study / Access Improvements(Outside the Beltway)

6347 Agency ID: 54911, 105239 , 10 Title: I 66 Preliminary Engineering for EIS

I-95 HOT/HOV Lanes Construction

6265 Agency ID: 103222 [T11619] Title: I-95 HOV/HOT Lanes Debt Service

Primary

Route 1 Improvements

6446 Agency ID: 104303 Title: Route 1 Widening from Featherstone Road to Mary's Way

Route 7 (Leesburg Pike) Widening (VA 267 to Reston Ave.)

6519 Agency ID: 99478 Title: RTE 7 CORRIDOR IMPROVEMENTS HB 2 FY17

Rte. 28 Widening

6298 Agency ID: 96721 Title: Route 28 Widening

US 1, Widen, Reconstruct Interchange, Study

6296 Agency ID: 104303 Title: WIDEN ROUTE 1 TO SIX LANES - PE & RW ONLY

VA 28 Centreville Road

6450 Agency ID: 108720 Title: VA Route 28 Widening (Prince William County Line to Route 29)

VA 28 PPTA, Upgrade, Construct

6457 Agency ID: 106652 Title: Route 28 Widening (SB from the Dulles Toll Road to Route 50)

VA 7

6301 Agency ID: 99478 Title: Route 7 - Widen to Six Lanes

VA 7, Widen, Upgrade

6539 Agency ID: 106917 Title: RTE 7 CORRIDOR IMPROVEMENTS

Secondary

Jones Branch Dr. Connector

6080 Agency ID: 103907 Title: Jones Branch Drive Connector

Neabsco Mills Road

6541 Agency ID: 107947 Title: NEABSCO MILLS ROAD - Widen to 4 lanes

Reconstruct and widen Rte. 659 - Belmont Ridge Road

6447 Agency ID: -16861 Title: Belmont Ridge Road (Route 659), South of the Dulles Greenway

11/16/2016

NORTHERN VIRGINIA FY 2017-2022 TIP PROJECT TYPE INDEX

Rogues Road Reconstruction

6429 Agency ID: 104300 Title: Rogues Road Reconstruction

Rolling Road Widening

6248 Agency ID: 102905 Title: Rolling Road Widening

Rte 659 - Belmont Ridge Road Reconstruction to four lanes

6335 Agency ID: 76244 Title: VA 659 Reconstruct to 4 Lanes

Telegraph Road

6336 Agency ID: 104802 Title: TELEGRAPH RD - RTE 611- WIDEN TO 4 LANES (PE Only)

VA 638 Rolling Road Widening

6247 Agency ID: 5559 Title: Rolling Road

Urban

Evergreen Mill Road Widening

6256 Agency ID: 104380 Title: Evergreen Mill Road Widening

Spring Street

6537 Agency ID: 105521 Title: Widen East Spring Street

Sycolin Road

6203 Agency ID: 102895 Title: Sycolin Road

Wellington Rd. Overpass Phase III

6332 Agency ID: 104374 Title: Wellington rd. Overpass Phase II

Bridge

Construction: Bridge Rehabilitation/Replacement/Reconstruction

5503 Agency ID: TIPGRP001 Title: Construction: Bridge Rehabilitation/Replacement/Reconstruction

TIP Grouping for Preventive Maintenance for Bridges

5525 Agency ID: TIPGRP006 Title: TIP Grouping for Preventive Maintenance for Bridges

Enhancement

Colechester Road

6316 Agency ID: 76256 Title: Colchester Road - RTE 612

TIP Grouping project for Construction: Transportation Enhancement Byway Non-Traditional

5523 Agency ID: TIPGRP004 Title: TIP Grouping project for Construction: Transportation Enhancement Byway Non-Tra

ITS

TIP Grouping project for Maintenance: Traffic and Safety Operations

5526 Agency ID: TIPGRP007 Title: TIP Grouping project for Maintenance: Traffic and Safety Operations

Other

Embark Richmond Highway (Study)

6542 Agency ID: Title: Embark Richmond Highway Comprehensive Plan Amendment

TIP Grouping project for Construction: Safety/ITS/Operational Improvements

5506 Agency ID: TIPGRP003 Title: TIP Grouping project for Construction: Safety/ITS/Operational Improvements

Virginia Statewide Vehicle Fuel Conversion Program

6041 Agency ID: T11802 Title: Virginia Statewide Vehicle Fuel Conversion Program

11/16/2016

NORTHERN VIRGINIA FY 2017-2022 TIP PROJECT TYPE INDEX

Maintenance

TIP Grouping project for Preventive Maintenance and System Preservation

5524 Agency ID: TIPGRP005 Title: TIP Grouping project for Preventive Maintenance and System Preservation

Transit

CSX RF &P Rail Corridor Third Track

6402 Agency ID: VRE0018 Title: Phase II - Work related potomac shores station

Dulles Corridor Metrorail Extension Phase II

6362 Agency ID: 102891 and FFX0 Title: Route 28 Metrorail Station (Innovation Station)

Dulles Corridor Metrorail Project

4272 Agency ID: DUL0002 Title: Dulles Corridor Metrorail Project - Phase 2

Franconia-Springfield Parkway Park-and-Ride Lots

6281 Agency ID: 106274 Title: Springfield CBD Commuter Parking Garage

PRTC - Bus Acquisition / Replacement Program

4506 Agency ID: PRTC0005 Title: PRTC - Bus Acquisition / Replacement Program

PRTC - Capital Cost of Contracting

5601 Agency ID: PRTC0004 Title: PRTC - Preventive Maintenance

PRTC Security Enhancements

5707 Agency ID: PRTC0006 Title: PRTC Security Enhancements

TIP Grouping for Transit Vehicles

6331 Agency ID: Title: Transit : Vehicles

TIP Grouping project for Transit Access

6333 Agency ID: Title: Transit : Access

TIP Grouping project for Transit Amenities

6328 Agency ID: Title: Amenities

Transit: Ridesharing

6330 Agency ID: Title: Transit Ridesharing

VRE - Administration / Studies / Training

4802 Agency ID: VRE0002 Title: Fare Collection System/Comm. Improvements

4489 Agency ID: VRE0008 Title: Grant and Project Management

4277 Agency ID: VRE0003 Title: Security Enhancements Systemwide

VRE - Rolling Stock Acquisition

4534 Agency ID: VRE0009 Title: Rolling Stock Acquisition

4818 Agency ID: VRE0001 Title: Rolling Stock Modifications and Overhauls

VRE - Stations and Facilities

6320 Agency ID: T10671 Title: VRE Rippon Platforms

6404 Agency ID: Title: VRE Stations and Facilities

4310 Agency ID: VRE0011 Title: VRE Stations and Facilities

VRE - Tracks and Storage Yards

4070 Agency ID: VRE0007 Title: VRE Storage Yards Improvements

VRE Track Lease Improvements

11/16/2016

**NORTHERN VIRGINIA
FY 2017-2022 TIP PROJECT TYPE INDEX**

5489 Agency ID: VRE0012

Title: VRE Track Lease Improvements

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

			Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 4070	Agency ID: VRE0007	Title: VRE Storage Yards Improvements							Complete: 2030	Total Cost: \$44,801			
Facility:		Sect. 5307	62/34/4			5,100 c	4,636 c					9,736	
From: Systemwide													
To:		Sect. 5337-SGR	62/34/4			18,794 c						18,794	
												Total Funds: 28,530	

Description: As additional cars are added to accommodate ridership demand, storage yards and maintenance facilities must be obtained and/or upgraded. Improvements to the yards and maintenance facilities will allow additional maintenance to be performed by VRE contractors and additional vehicles to be stored.

TIP ID: 4272	Agency ID: DUL0002	Title: Dulles Corridor Metrorail Project - Phase 2							Complete: 2018	Total Cost: \$2,937,421			
Facility:		Local	0/0/100			856,129 c	24,699 c	13,175 c				37,874	
From: Wiehle Avenue													
To: VA		State	0/100/0			300,000 c							
		TIFIA	0/0/100			1,875,697 c							
												Total Funds: 37,874	

Description: Continue the extension of the Metrorail system for another 11.5 miles to Route 772 in Loudoun County with additional stations at Reston Parkway, Monroe Street (Herndon), VA 28, Dulles Airport and VA 606. Direct access will be provided to Dulles Airport terminal.

TIP ID: 4277	Agency ID: VRE0003	Title: Security Enhancements Systemwide							Complete: 2040	Total Cost: \$2,100			
Facility:		Sect. 5307	80/16/4			105 c	105 c	105 c	105 c			420	
From: Systemwide													
To:													
												Total Funds: 420	

Description: Grantees must certify that at least 1% of 5307 funding received each fiscal year is being used for transit security projects

TIP ID: 4310	Agency ID: VRE0011	Title: VRE Stations and Facilities							Complete:	Total Cost: \$4,612			
Facility: VRE Stations and Facilities		Sect. 5337-SGR	80/16/4			3,930 c	946 c	946 c	946 c			6,768	
From: Districtwide													
To:													
												Total Funds: 6,768	

Description: Involves the addition of second platforms, canopy and platform extensions, replacement of signage and other related improvements at various VRE stations in order to keep the stations in good repair. This work will be done at various stations including Fredericksburg, Leeland Road, Brooke, Manassas, Manassas Park, Woodbridge, Rippon, Rolling Road, Broad Run, Burke and other stations to be determined.

TIP ID: 4489	Agency ID: VRE0008	Title: Grant and Project Management							Complete:	Total Cost: \$2,450			
Facility: System Wide		Sect. 5307	80/20/0			2,546 a	650 a	650 a	650 a	650 a		2,600	
From: Northern Virginia													
To:													
												Total Funds: 2,600	

Description: The costs of grants and project management, as well as staff participation in federal grants management seminars, will be capitalized to the grants, reserving operating funds for service provision.

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

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 4506 Agency ID: PRTC0005 Title: PRTC - Bus Acquisition / Replacement Program								Complete:	Total Cost:	\$10,338
Facility: PRTC - Bus Acquisition	Sect. 5309	80/20/0	572 a							
From: NOVA Districtwide										
To:	Sect. 5339	80/16/4		10,338 c						10,338
Total Funds:										10,338

Description: Replacement of sixteen commuter buses manufactured in 2002 that have reached the end of their useful life.

TIP ID: 4534 Agency ID: VRE0009 Title: Rolling Stock Acquisition								Complete:	Total Cost:	\$58,761
Facility: VRE Rolling Stock	Sect. 5307 2	80/16/4		2,726 c	2,726 c	2,726 c	2,726 c			10,904
From: Systemwide										
To:	Sect. 5337-SGR	80/16/4		3,878 c	3,878 c	3,878 c	3,878 c			15,512
Total Funds:										26,416

Description: VRE has purchased from Sumitomo 11 cab cars (base order), 50 cab and trailers (option order) and an additional 10 cars. This project includes funding for a new procurement of up to 42 railcars with of base order of eight cars and option orders of seven, five and nine cars.

TIP ID: 4802 Agency ID: VRE0002 Title: Fare Collection System/Comm. Improvements								Complete: 2030	Total Cost:	\$18,728	
Facility:	Sect. 5307	80/16/4		1,200 c						1,200	
From: Systemwide											
To:										Total Funds:	1,200

Description: Ongoing maintenance of the fare collection equipment and the next generation of fare equipment. Fare Collection III

TIP ID: 4818 Agency ID: VRE0001 Title: Rolling Stock Modifications and Overhauls								Complete:	Total Cost:	\$35,765	
Facility:	Sect. 5337-SGR	80/16/4		4,900 c						4,900	
From: Systemwide											
To:										Total Funds:	4,900

Description: Technological developments and safety mandates from the Federal Railroad Administration (FRA), may require ongoing improvements to the VRE fleet. Projects that bring VRE into compliance with future federal mandates will be given the highest funding priority. Implementing PTC as required by FRA.

TIP ID: 5489 Agency ID: VRE0012 Title: VRE Track Lease Improvements								Complete:	Total Cost:	\$229,971	
Facility: VRE Track	STP	50/34/16		17,024 c	17,490 c	18,190 c				52,704	
From: NoVA and District of Columbia											
To:										Total Funds:	52,704

Description: Provides capitalized access fees in the form of long term and related capital improvements on the railroad systems that VRE operates on, railroad systems owned by Amtrak, CSX, and Norfolk Southern.

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

Source		Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5503 Agency ID: TIPGRP001		Title: Construction: Bridge Rehabilitation/Replacement/Reconstruction				Complete:		Total Cost:		\$322,673
Facility: District-wide Bridges	AC 4	85/15/0		9,714 c	29,818 c					39,532
From:	BR 1	90/10/0		1,752 c	837 c					2,589
To:	BR 3	100/0/0			200 a					200
Total Funds:										42,321

Description: TIP Grouping project for Construction: Bridge Rehabilitation/Replacement/Reconstruction. See CLRP for the derivation of STIP Grouping and how they are part of the TIP. Individual projects within STIP Group are shown on Appendix A.

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

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 5506		Agency ID: TIPGRP003		Title: TIP Grouping project for Construction: Safety/ITS/Operational Improve				Complete:		Total Cost: \$832,121	
Facility: Safety/ITS/Operational Projects	AC	95/5/0		507 a	895 a					29,034	
From: Districtwide				711 b	1,142 b						
To:				15,070 c	10,709 c						
	AC 1	86/14/0		649 a	894 a					1,543	
	AC 2	83/17/0		1,008 b						1,008	
	AC 3	85/15/0		189 a						189	
	AC Conversion	80/20/0		700 a	560 a					1,260	
	AC Conversion 1	81/19/0		1,209 c	736 c					1,945	
	BR	80/20/0		769 b						769	
	CMAQ	75/25/0		107 a	107 a					214	
	CMAQ 1	81/19/0		11,263 c						11,263	
	CMAQ 2	74/26/0		108 a	108 a					216	
	EB/MG	80/20/0		387 b						387	
	EB/MG 1	81/19/0		840 c	679 c					1,519	
	EB/MG 2	84/16/0		109 c						109	
	HSIP	98/2/0		9,379 c	2,044 c					11,423	
	HSIP 1	52/48/0		96 a						96	
	HSIP 2	100/0/0		999 b						999	
	IM	94/6/0		3,581 c						3,581	
	NHPP	100/0/0		47 c						47	
	RSTP	80/20/0		2,601 b	7,005 c					11,754	
				2,148 c							
	RSTP 1	79/21/0		1,957 a	760 a					2,717	
	State	0/100/0			300 a					300	

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
State/Local	0/50/50			300 a 1,250 b					1,550
STP	100/0/0		40 b 2,627 c						2,667
STP 1	83/17/0		31 a	542 a					573
STP 3	80/20/0		22,334 c	16,092 c					38,426
STP 6	84/16/0		967 b	2,700 b					3,667
STP 7	98/2/0		835 c						835
STP/E	80/20/0		41 b						41
Total Funds:									128,132

Description: TIP Grouping project for Construction: Safety/ITS/Operational Improvements. See Appendix A for specific projects and UPC information.

TIP ID: 5523 Agency ID: TIPGRP004 Title: TIP Grouping project for Construction: Transportation Enhancement By		Complete:	Total Cost:	\$112,321
Facility: Transportation Enhancement Byway Non-Tra	AC	80/20/0	496 c	496
From: NoVA District	AC Conversion	80/20/0	79 c	79
To:	BR	80/20/0	380 c	380
	CMAQ	80/20/0	559 c	559
	RSTP	80/20/0	1,000 a 151 b 4,564 c	6,050
	State	0/100/0	100 a 50 b	150
	State/Local	100/0/0	100 a	100
	STP	80/20/0	1 c 1 c	2
Total Funds:				7,816

Description: TIP Grouping project for Construction: Transportation Enhancement Byway Non-Traditional. See CLRP for the derivation of STIP Grouping and how they are part of the TIP. See Appendix A to see individual projects within this STIP Group.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5524 Agency ID: TIPGRP005 Title: TIP Grouping project for Preventive Maintenance and System Preservati			Complete:		Total Cost:		\$341,997		

Facility: Preventive Maintenance and System Preserv	STP	100/0/0	17,265 c	19,132 c					36,397
From: NoVA District									
To:									Total Funds: 36,397

Description: This listing covers a number of projects/programs throughout Northern Virginia District. The nature/scope of these projects are Preventive Maintenance and System Preservation. These projects have been determined to be exempt from conformity requirements and are eligible for a Categorical Exclusion (CE) under NEPA and hence may be grouped as per April 9, 2008 MOA between FHWA, FTA, VDOT & VDRPT which was subsequently adopted by the NCR-TPB. Individual projects within the STIP Group are found in Appendix A.

TIP ID: 5525 Agency ID: TIPGRP006 Title: TIP Grouping for Preventive Maintenance for Bridges			Complete:		Total Cost:		\$184,481		
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Facility: Bridges	STP/E	100/0/0	2,905 c	3,047 c					5,952
From: NoVA District									
To:									Total Funds: 5,952

Description: TIP Grouping for Preventive Maintenance for Bridges. See CLRP for the derivation of STIP Grouping and how they are part of TIP. See Appendix A for listing of individual STIP Grouped projects.

TIP ID: 5526 Agency ID: TIPGRP007 Title: TIP Grouping project for Maintenance: Traffic and Safety Operations			Complete:		Total Cost:		\$127,389		
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Facility: Traffic and Safety Operations	STP 1	100/0/0	4,047 c	4,278 c					8,325
From: NoVA District									
To:									Total Funds: 8,325

Description: TIP Grouping project for Maintenance: Traffic and Safety Operations. See CLRP for the derivation of STIP Grouping and how they are part of TIP. Individual projects within the STIP Group are found in Appendix A.

TIP ID: 5601 Agency ID: PRTC0004 Title: PRTC - Preventive Maintenance			Complete:		2040		Total Cost:		
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Facility:	Sect. 5307	80/0/20	10,015 c	1,513 c	1,600 c	1,650 c	1,700 c	1,750 c	8,213
From:									
To:	Sect. 5337-SGR	80/0/20	3,933 c	1,157 c	1,300 c	1,450 c	1,600 c	1,650 c	7,157
	Sect. 5339	80/0/20		161 c	177 c	194 c	213 c	234 c	979
	STP	80/16/4		938 c					938
									Total Funds: 17,287

Description: Maintenance of the Omniride and Omnilink fleet.

TIP ID: 5707 Agency ID: PRTC0006 Title: PRTC Security Enhancements			Complete:		Total Cost:		\$846		
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Facility: PRTC Transit Center	Sect. 5307	80/16/4	15 c	16 c	17 c	17 c	18 c		83
From:									
To:									Total Funds: 83

Description: Ongoing
Improves safety and security at the PRTC Transit Center. Grantees must certify that at least 1% of Formula funding received each fiscal year is being used for transit security projects. Projects include cameras, additional lighting, drills, communications systems, facility access, System Safety Security Plan, etc.

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

Source		Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 5965 Agency ID: 104323		Title: Boundary Chanel Drive Modifications					Complete: 2020		Total Cost:		\$9,335
Facility:	AC	0/100/0		5,537	c					5,537	
From:											
To:	Local	0/0/100	8,000								
	REVSH	0/50/50	1,440	1,458						1,458	
			900	b							
Total Funds:										6,995	

Description: This project involves modifications to the intersection of Boundary Channel Drive and Old Jefferson Davis Highway immediately off of the I-395/Boundary Channel Drive Interchange. The project is part of the County's Long Bridge Park redevelopment initiative which includes the construction of a large regional aquatic Center.

TIP ID: 6041 Agency ID: T11802		Title: Virginia Statewide Vehicle Fuel Conversion Program					Complete:		Total Cost:		
Facility:	AC	80/20/0	21,094	c							
From:											
To:	AC Conversion	80/20/0		1,227	c	600	c			1,827	
	CMAQ	80/20/0	2,818	c							
Total Funds:										1,827	

Description: The project is for implementing the Statewide Vehicle Fuel Conversion Program.

TIP ID: 6080 Agency ID: 103907		Title: Jones Branch Drive Connector					Complete:		Total Cost:		\$56,000
Facility:	Scotts Crossing Rd	AC Conversion	80/20/0	7,594	c					7,594	
From:	Dolly Madison Blvd										
To:	Jones Branch Dr										
Total Funds:										7,594	

Description: The proposed connector is intended to provide a connection between Route 123 and the I-495 Express Lane (HOV/HOT lanes) ramps. By building this connection, the project will connect Route 123 via the extended Scotts Crossing Rd, ultimately to Jones Branch Dr since the segment between I-495 Express lane (HOV/HOT lanes) ramps and Jones Branch Dr is currently being built as part of the I-495 Express lane (HOV/HOT lanes) project.

TIP ID: 6203 Agency ID: 102895		Title: Sycolin Road					Complete:		Total Cost:		\$13,500
Facility:	Sycolin Road	AC	100/0/0			3,481	c			3,481	
From:	Tolbert lane										
To:	Leesburg S Corporate Limits	REVSH	0/50/50	1,000	a	3,500	c			3,500	
				1,500	b						
		RSTP	80/20/0	2,019	c					2,019	
Total Funds:										9,000	

Description: Widen Sycolin Road from two to four lanes between the above cited limits. This segment is part of a larger project included in the regional air quality conformity analysis (VU33: Widen Sycolin Rd. between VA 7/US 15 Bypass and Leesburg SCL).

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 6247 Agency ID: 5559 Title: Rolling Road			Complete: 2019						Total Cost: \$35,199	
Facility: VA 638 Rolling Road	AC	100/0/0		1,580	c				1,580	
From: VA 286 Fairfax Co. Pkwy (0.369 mi N. of Pkw	CMAQ	80/20/0	560	a						
To: VA 644 Old Keene Mill Road	NVTA-BOND	0/100/0	5,000	a						
	REVSH	0/100/0	941	a	4,204	c			4,204	
			4,856	b						
	RSTP	80/20/0		3,500	c				3,500	
Total Funds:									9,284	

Description: Widening to 4 lanes - PE Only

TIP ID: 6248 Agency ID: 102905 Title: Rolling Road Widening			Complete:						Total Cost: \$25,500	
Facility: VA 638 Rolling Road	RSTP	80/20/0		3,500	a				3,500	
From: VA 5297 Delong Dr.										
To: VA 4502 Fullerton Rd.										
Total Funds:									3,500	

Description: Widen to 4 lanes - total of 1.12 miles
Between Delong Rd. and 0.01 mi N. of Fullerton Rd.

TIP ID: 6256 Agency ID: 104380 Title: Evergreen Mill Road Widening			Complete:						Total Cost: \$11,300	
Facility: VA 621 Evergreen Mill Road	State/Local	0/98/2	351	a	649	a			1,000	
From: US S. King Street										
To: City Corp. Limits										
Total Funds:									1,000	

Description: Widening Evergreen Mill Road to 4 Lanes

TIP ID: 6265 Agency ID: 103222 [T1161 Title: I-95 HOV/HOT Lanes Debt Service			Complete:						Total Cost: \$112,940	
Facility: I 95 Interstate 95	AC	100/0/0	97,879	c						
From: Garrisonville Rd.	AC Conversion 1	100/0/0	11,431	c	7,808	c	7,458	c	15,266	
To: 1 mi. N. of Edsall Rd.										
Total Funds:									15,266	

Description: Debt service

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

			Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6281	Agency ID: 106274	Title: Springfield CBD Commuter Parking Garage					Complete:			Total Cost:		\$58,236
Facility:	644 Old Keene Mill Road	CMAQ	80/20/0	5,500 a		37,789 c						37,789
From:				3,110 b								
To:		Local	0/0/100			11,838 c						11,838
											Total Funds:	49,626

Description: Springfield CBD Commuter Parking Garage

TIP ID: 6296	Agency ID: 104303	Title: WIDEN ROUTE 1 TO SIX LANES - PE & RW ONLY					Complete:			Total Cost:		\$25,900
Facility:	US 1	AC	80/20/0			891 a						891
From:	Feathersotne Rd.											
To:	Mary's Way	RSTP	80/20/0			5,409 a						5,409
											Total Funds:	6,300

Description: Reduce congestion and improve safety by increasing capacity and providing multimodal facilities for pedestrians and bicycles.

TIP ID: 6298	Agency ID: 96721	Title: Route 28 Widening					Complete: 2017			Total Cost:		\$13,778
Facility:	VA 28 Nokesville Rd	AC	80/20/0			488 c	488 c					976
From:	Godwin Drive											
To:	City Southern Corporate Limits	NVTA-BOND	0/100/0			3,294 c						3,294
		REVSH	50/50/0			2,538 c						2,538
		RSTP	80/20/0	650 a		2,908 c						2,908
				2,500 b								
											Total Funds:	9,716

Description: Widen to six lanes

TIP ID: 6301	Agency ID: 99478	Title: Route 7 - Widen to Six Lanes					Complete:			Total Cost:		\$11,000
Facility:	RT 7 Leesburg Pike	RSTP	80/20/0			1,200 b						1,200
From:	Reston Ave. (mm 51.5)											
To:	Reston Parkway (mm 52)											
											Total Funds:	1,200

Description: Increase capacity and safety by widening Route 7 to six lanes and correcting existing profile deficiencies. Increase mobility by providing pedestrian and bicycle facilities.

TIP ID: 6316	Agency ID: 76256	Title: Colchester Road - RTE 612					Complete:			Total Cost:		\$445,000
Facility:	VA 612 Colchster Road	AC	100/0/0			60 a						60
From:	VA 641 Chapel Road											
To:	VA 641 0.24 Mile N. W. Of VA 641											
											Total Funds:	60

Description: Reconstruct & Pave Gravel Road

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

			Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6320	Agency ID: T10671	Title: VRE Rippon Platforms					Complete:			Total Cost:		\$10,890
Facility: US 1		AC	100/0/0			3,034 c						3,034
From: Farm Creek Drive		AC Conversion	80/20/0				1 c					1
To: Rippon Blvd.		CMAQ	80/20/0		2,100 a	5,755 c						5,755
											Total Funds:	8,790

Description: Project includes additional funding for environmental review, PE/final design and construction to lengthen the existing platform at the VRE Rippon station from 400 feet to 650 feet and extend the canopy by 100 feet and design and construction of a second, 650 platform, canopy and elevator.

TIP ID: 6328	Agency ID:	Title: Aminities					Complete:			Total Cost:		\$9,364
Facility:		AC Conversion	90/10/0			958 c	524 c					1,482
From:												
To:												
											Total Funds:	1,482

Description:

TIP ID: 6330	Agency ID:	Title: Transit Ridesharing					Complete:			Total Cost:		\$20,431
Facility:		AC Conversion	85/15/0			4,850 a	4,917 a					9,767
From:												
To:												
											Total Funds:	9,767

Description:

TIP ID: 6331	Agency ID:	Title: Transit : Vehicles					Complete:			Total Cost:		\$27,559
Facility:		AC Conversion	85/15/0			1,317 c	8,414 c					9,731
From:												
To:												
											Total Funds:	9,731

Description:

TIP ID: 6332	Agency ID: 104374	Title: Wellington rd. Overpass Phase II					Complete:			Total Cost:		\$60,000
Facility: Wellington Rd.		AC	100/0/0			1,000 a						1,000
From: Dean Drive												
To: Dean Park Dr.												
											Total Funds:	1,000

Description: Improve emergency response times, increase capacity and safety and facilitate pedestrian and bicycle access.
See also CLRP# 1951.



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

Source		Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6333 Agency ID:		Title: Transit : Access				Complete:		Total Cost:		\$22,500
Facility:	AC	85/15/0	14,255 c							
From:										
To:	AC Conversion	80/20/0			5,249 c					5,249
Total Funds:										5,249

Description:

TIP ID: 6335 Agency ID: 76244		Title: VA 659 Reconstruct to 4 Lanes				Complete: 2015		Total Cost:		\$61,031
Facility:	VA 659 Belmont Ridge Rd.	AC	100/0/0	1,600 a						
From:	Va Hay Rd			28,394 c						
To:	VA Gloucester Pkwy	Local	0/0/100	2,100 a						
				26,000 c						
		NVTA-BOND	0/100/0	3,660 b	13,805 c					13,805
				13,340 c						
		NVTA-BOND	100/0/0	3,660 b	13,805 c					13,805
				13,340 c						
		STP	80/20/0	1,477 a						
				1,771 b						
Total Funds:										13,805

Description: Reconstruct VA 659 (Belomnt Ridge Rd) to 4 lanes Urban Collector

TIP ID: 6336 Agency ID: 104802		Title: TELEGRAPH RD - RTE 611- WIDEN TO 4 LANES (PE Only)				Complete:		Total Cost:		\$2,920
Facility:	Telegraph Rd.	State	0/100/0		928 a	1,992 a				2,920
From:	Prince William Parkway									
To:	Minnieville Rd.									
Total Funds:										2,920

Description: WIDEN TELEGRAPH RD TO 4 LANE DIVIDED SECTION WITH BIKE/PED FACILITIES. Associatated with CLRP project numbers 1931 and 1837.

TIP ID: 6347 Agency ID: 54911, 105239 ,		Title: I 66 Preliminary Engineering for EIS				Complete: 2017		Total Cost:		\$55,656
Facility:	I 66	AC	100/0/0	37,106 a		1,000 a				1,000
From:	I 495									
To:	VA 15	AC Conversion	100/0/0	2,685 a		500 a				500
Total Funds:										1,500

Description: I-66 Study/Preliminary Engineering for EIS

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6361 Agency ID: 106025 Title: I-495 Northern Section Shoulder Use Debt Service			Complete:		Total Cost:				
Facility: I-495	AC	100/0/0	20,704 c						
From: South of Old Dominion Drive Overpass	AC Conversion	100/0/0	2,829 c	1,428 c	1,428 c	1,428 c	1,428 c		5,712
To: George Washington Memorial Highway	NHPP	100/0/0	714 c						
									Total Funds: 5,712

Description: Debt service line item for I-495 Northern Section Shoulder Use. Associated with construction project UPC 105130.

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6362 Agency ID: 102891 and F Title: Route 28 Metrorail Station (Innovation Station)			Complete: 2018		Total Cost: \$83,000				
Facility: 28 Innovation Station	CMAQ	80/20/0	2,085 c	7,166 c	1,773 c	45 c			11,069
From: Silver Line at Route 28	NVTA-BOND	0/100/0	48,000 c						
To:	NVTA-PAYGO	0/100/0	21,000 c						
									Total Funds: 11,069

Description: This metrorail station, part of PH II of the Silver Line extension, is vital to support the increase in development that has been approved. It will include pedestrian and bicycle improvements, bus bays and bus stop improvements, and park-and-ride and kiss-and-ride facilities. There is \$69 million in prior years (FY 2014) NVTA funding allocated to this project.

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6402 Agency ID: VRE0018 Title: Phase II - Work related potomac shores station			Complete:		Total Cost:				
Facility: CSX RF&P Rail Corridor	State/Local	0/50/50	90 c	10,000 c	10,800 c	10,000 c			30,800
From: CF 557 Hamilton Interlocking (HA)									
To: CF 1063 Control Point Slaters Lane (CP)									
									Total Funds: 30,800

Description: Track, Signal and Switch work and second platforms that support capacity expansion, operational flexibility and service expansion for the VRE Potomac Shores Station

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6404 Agency ID: Title: VRE Stations and Facilities			Complete:		Total Cost:				
Facility:	AC Conversion	80/15/0	4,923 c						4,923
From:									
To:									
									Total Funds: 4,923

Description: Additions of 2nd platforms, signage, related improvements at various VRE stations

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6429 Agency ID: 104300 Title: Rogues Road Reconstruction			Complete: 2020		Total Cost: \$9,391				
Facility: Rogues Road	STP	80/20/0	767 a	1,250 b					1,250
From: Fauquier/Prince William County Line									
To: RT 605									
									Total Funds: 1,250

Description: Reconstruction without added capacity. Reconstruct and widen travel lanes and shoulders, improve drainage and safety of road and minimize maintenance.

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6446 Agency ID: 104303 Title: Route 1 Widening from Featherstone Road to Mary's Way			Complete: 2019		Total Cost: \$96,391				
Facility: US 1 Route 1	AC Conversion	80/20/0		5,185 b					5,185
From: Featherstone Road	NHPP	100/0/0	2,500 b						
To: Mary's Way	NVTA-PAYGO	0/100/0	4,100 a						
			51,479 b						
	RSTP	80/20/0	300 a						
Total Funds:									5,185

Description: Widen from a 4 lane undivided highway to a 6 lane divided highway

TIP ID: 6447 Agency ID: -16861 Title: Belmont Ridge Road (Route 659), South of the Dulles Greenway			Complete: 2018		Total Cost: \$19,500				
Facility: VA 659 Belmont Ridge Road	Local	0/0/100	1,080 a						16,963
From: VA 625 Truro Parish Road			1,283 b						
To: VA 645 Croson Road			14,600 c						
	NVTA-BOND	0/100/0		19,500 c					19,500
Total Funds:									36,463

Description: Widen from a substandard 2-lane rural section to a 4-lane arterial standard with the appropriate auxiliary turn lanes and signalization

TIP ID: 6450 Agency ID: 108720 Title: VA Route 28 Widening (Prince William County Line to Route 29)			Complete: 2020		Total Cost: \$68,829				
Facility: VA 28 Centreville Road	AC	100/0/0		2,072 b					2,072
From: PW County Line	NHPP	100/0/0	5,859 a						
To: Old Centreville Road	NVTA-PAYGO	0/100/0	5,000 a						
	REVSH	0/50/50	1,800 a		4,351 b				4,351
Total Funds:									6,423

Description: Widen from 4 to 6 lanes including intersection improvements and pedestrian/bicycle facilities.

TIP ID: 6457 Agency ID: 106652 Title: Route 28 Widening (SB from the Dulles Toll Road to Route 50)			Complete: 2017		Total Cost: \$20,000				
Facility: VA 28 Sully Road	NVTA-BOND	0/100/0	14,785 c	5,215 c					5,215
From: VA 267 Dulles Toll Road									
To: US 50 Lee Jackson Memorial Highway									
Total Funds:									5,215

Description: Widening from 3 to 4 lanes

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

			Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 6512	Agency ID: 108337	Title: I-66 Inside the Beltway Tolling Systems Integration					Complete: 2017		Total Cost:		\$25,000		
Facility: I-66		AC	0/100/0	5,000 a	20,000 c							20,000	
From: I-495													
To: Route 29 Near Roslyn, Arlington County												Total Funds: 20,000	
Description: Design, build, operate, & maintain rush hour tolling systems to manage traffic in I-66 Corridor													

TIP ID: 6513	Agency ID: 108336	Title: I-66 Inside the Beltway Tolling Infrastructure					Complete: 2017		Total Cost:		\$30,000		
Facility: I-66		AC	0/100/0	5,000 a	1,000 b	24,000 c						25,000	
From: I-495													
To: Route 29 Near Roslyn, Arlington County												Total Funds: 25,000	
Description: Construct tolling gantries, signage, and related on I-66 inside the Beltway													

TIP ID: 6519	Agency ID: 99478	Title: RTE 7 CORRIDOR IMPROVEMENTS HB 2 FY17					Complete: 2022		Total Cost:		\$135,872		
Facility: RT 7 Leesburg Pike		AC	0/100/0	2,400 a	17,668 b							17,668	
From: Reston Ave													
To: Jarrett Valley Drive		RSTP	20/80/0		9,331 b							9,331	
												Total Funds: 26,999	
Description: Rt 7 Corridor Improvements to add one travel lane both EB and WB; upgrade intersections; and construct pedestrian and bicycle facilities EB and WB.													

TIP ID: 6537	Agency ID: 105521	Title: Widen East Spring Street					Complete: 2019		Total Cost:		\$6,705		
Facility: Spring Street		AC	100/0/0	705 a									
From: Herndon Parkway													
To: Fairfax County Parkway		AC 1	100/0/0		2,000 b	4,000 c						6,000	
		AC 1	96/4/0		2,000 b	4,000 c						6,000	
												Total Funds: 6,000	
Description: Widen Spring Street from 4 lanes to 6 lanes, FXCO PKWY ramp improvements, intersection improvements, sidewalk													

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

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6539 Agency ID: 106917 Title: RTE 7 CORRIDOR IMPROVEMENTS						Complete: 2024		Total Cost: \$98,000	
Facility: VA 7 Leesburg Pike	AC	0/100/0	957	a					957
From: Reston Avenue									
To: 500 ft. E of Colvin Forest Drive	RSTP	80/20/0	43	a					43
									Total Funds: 1,000

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

Reconstruction w/ Added Capacity - FROM: Reston Avenue TO: 500 ft. E of Colvin Forest Drive (3.2500 MI)

TIP AMD - add \$34,658 (RSTP) & \$956,677 (AC-Other GARVEE) FFY17 PE phase. (lco 9/27/16)

child project of UPC 99478

TIP ID: 6540 Agency ID: 108826 Title: Transform 66 Outside of Beltway						Complete: 2021		Total Cost: \$600,000	
Facility: I 66	AC	0/100/0	300,000	c					300,000
From: US 15 Haymarket									
To: I 495 Beltway									
									Total Funds: 300,000

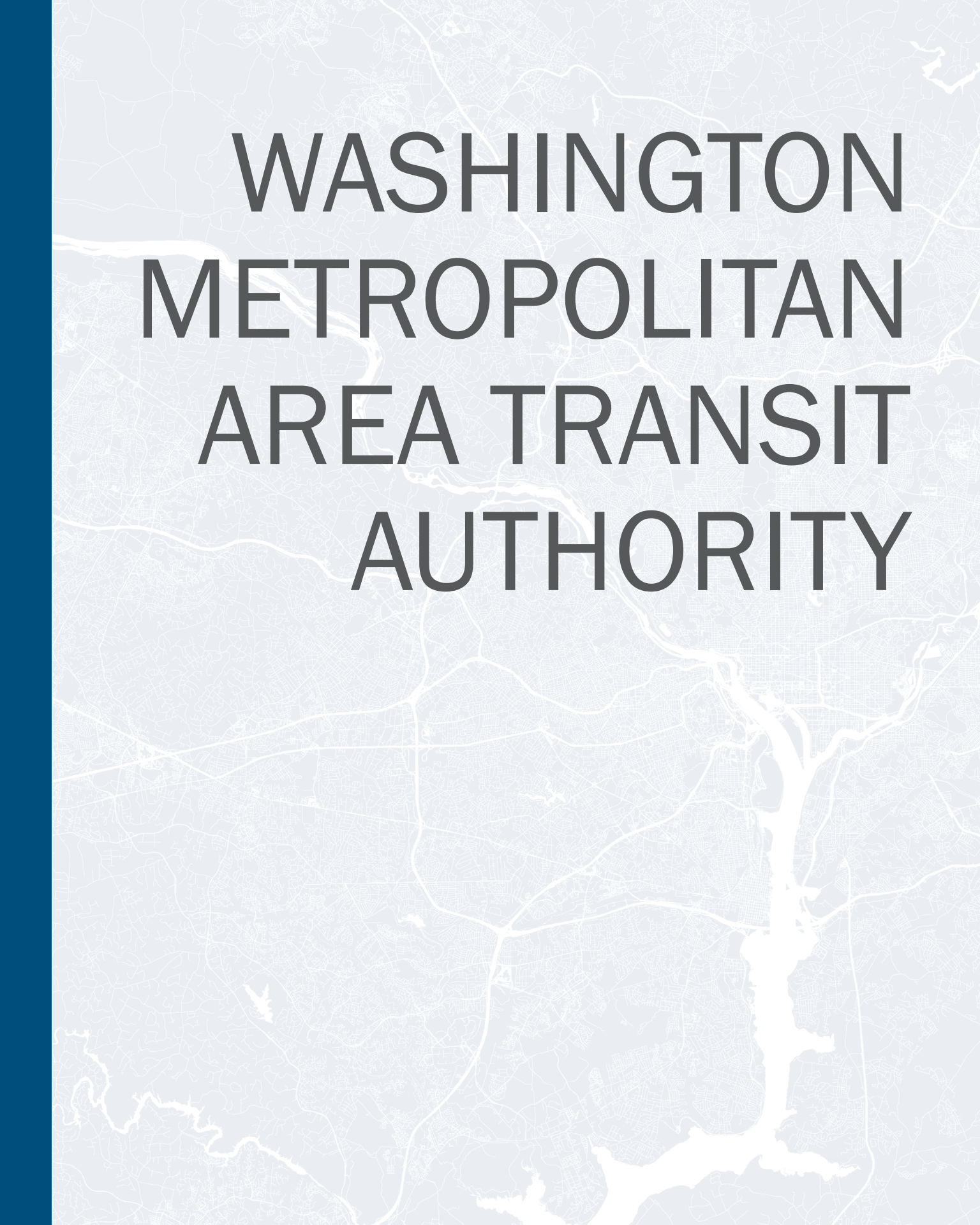
Description: The Transform 66 Outside the Beltway Project is a multimodal project which will provide 2 Express Lanes & 3 general purpose lanes in each direction, with a median width designed to accommodate future high quality transit.

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

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

TIP ID: 6542 Agency ID: Title: Embark Richmond Highway Comprehensive Plan Amendment						Complete:		Total Cost: \$800	
Facility: US 1 Richmond Highway	Sect. 5309	50/25/25	800	d					800
From:									
To:									
									Total Funds: 800

Description: The County of Fairfax will receive funding to expand an ongoing comprehensive plan amendment process to improve access to transit and enable high quality mixed-use development around future BRT stations along Richmond Highway (Route 1). The planning work will support the continued expansion of Fort Belvoir, which currently has over 50,000 employees, by improving transit access to the facility and mitigating traffic congestion. Final outcomes will include station area concept plans, urban design guidelines, and a conceptual street grid layout.



WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source		Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5853 Agency ID:		Title: Rail Cars - Replacement, Rehabilitation, Expansion, & Enhancements								
Facility:	Local	0/0/100	11,629 e	5,380 e						5,380
From:	PRIIA	50/0/50	265,887 e	124,349 e	172,539 e	158,438 e	141,875 e			597,200
To:	Sect. 5307	80/0/20	47,093 e							
	Sect. 5337-SGR	80/0/20	76,376 e	110,000 e	25,663 e	1,426 e	36,439 e			173,529
	WIP	0/0/100	10,517 e							
Total Funds:										776,109

Description: Provides funds for:
 a. Replacement of Rail Cars: replacement of the rail fleet, including the 1000-Series and 4000-Series rail cars.
 b. Rehabilitation of Rail Cars: mid-life rehabilitation of rail fleet.
 c. Rail Fleet Expansion: expansion of the rail fleet to meet ridership growth.
 d. Rail Enhancements: enhancements to the rail fleet that improve safety, reliability, and passenger comfort.

TIP ID: 5854 Agency ID:		Title: Buses - Replacement, Rehabilitation, Expansion, & Enhancements								
Facility:	CMAQ	80/0/20	34,252 e	808 e	6,911 e	7,399 e	4,500 e			19,618
From:	Local	0/0/100	6,067 e	900 e	1,728 e	5,211 e	38,483 e			46,321
To:	Sect. 5307	80/0/20	211,013 e	135,326 e	124,866 e	156,046 e	132,212 e			548,450
	Sect. 5337-SGR	80/0/20			4,283 e	4,283 e	4,283 e			12,849
	Sect. 5339	80/0/20	24,259 e	10,549 e	12,199 e	12,199 e	10,699 e			45,645
Total Funds:										672,883

Description: Provides funds for
 a. Replacement of Buses: replacement of the bus fleet.
 b. Rehabilitation of Buses: mid-life rehabilitation of the bus fleet.
 c. Bus Enhancements: purchase and/or replacement of equipment that upgrades or enhances the capability of the bus fleet.
 d. Bus Fleet Expansion: expansion of the bus fleet to meet ridership growth.

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5855		Agency ID:		Title: MetroAccess and Service Vehicles							
Facility:	Local	0/0/100		760 e							24,319
From:											
To:	Sect. 5307	80/0/20		29,545 e	10,941 e	22,907 e			25,119 e		58,967
	WIP	100/0/0			10,000 e						10,000
Total Funds:											93,286

Description: Provides funds for
a. MetroAccess Vehicles: purchase/ replacement of Metro Access vehicles.
b. Replacement of Service Vehicles: purchase/ replacement of vehicles that will be used Authority-wide for service activities.

TIP ID: 5856		Agency ID:		Title: Rail Line Segment Rehabilitation							
Facility:	Local	0/0/100		46,963 e	8,812 e						8,812
From:											
To:	PRIIA	50/0/50		74,822 e	50,002 e	40,582 e	45,722 e	64,632 e			200,938
	Sect. 5337-SGR	80/0/20		34,149 e	29,005 e	9,000 e	4,873 e				42,878
	Section 5324	75/0/25		8,776 e	9,500 e	3,752 e					13,252
	WIP	0/0/100		17,736 e							
Total Funds:											265,879

Description: Provides funds for rehabilitation of segments of Metrorail system, particularly the Red, Orange and Blue lines.

TIP ID: 5857		Agency ID:		Title: Bus Garages - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement							
Facility:	Local	0/0/100		843 e	1,455 e	18,852 e	11,469 e	8,000 e			39,776
From:											
To:	Sect. 5307	80/0/20		38,149 e	27,470 e	19,189 e	13,032 e	8,500 e			68,190
	Sect. 5337-SGR	80/0/20		11,263 e							
	WIP	0/0/100		941 e	26,871 e						26,871
Total Funds:											134,837

Description: Provides funds for:
a. Rehabilitation and Replacement of Bus Garages: upgrades, rehabilitation, and/or replacement of bus garages and maintenance facilities, including the rehabilitation of the Bladensburg bus facility and the replacement of the Southern Avenue, Royal Street (Cinder Bed Road), Shepard Parkway bus garages.
b. Maintenance of Bus Garages: maintenance of bus garages/maintenance facilities.
c. Expansion of Bus Garages: expansion of bus garages to meet storage and maintenance needs of growing fleet.

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source		Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5858 Agency ID:		Title: Systems and Technology								
Facility:	Local	0/0/100	162,417 e	50,317 e	69,312 e	58,602 e	61,300 e			239,531
From:										
To:	PRIIA	50/0/50		2,445 e						2,445
	Sect. 5307	80/0/20	16,789 e			2,846 e	10,691 e			13,537
	Sect. 5333(b)	80/0/20			6,872 e					6,872
	Sect. 5337-SGR	80/0/20	21,405 e	1,521 e		38,035 e	23,784 e			63,340
	WIP	0/0/100	26,550 e	14,750 e						14,750
Total Funds:										340,474

Description: Provides funds for
 a. Rail Power Systems: upgrade of rail system's power supply.
 b. Operations Support Software: purchase and/or replacement of software that supports the transit system.
 c. Business Support Software & Equipment: purchase and/or replacement of software and equipment that supports the agency's mission.
 d. Rail Fare Equipment: purchase and/or replacement of fare equipment for the transit system.

TIP ID: 5859 Agency ID:		Title: Track and Structures								
Facility:	Local	0/0/100	1,661 e	7,799 e		64 e				7,863
From:										
To:	PRIIA	50/0/50	95,036 e	52,194 e	50,628 e	63,402 e	56,798 e			223,022
	Sect. 5307	80/0/20		10,000 e						10,000
	Sect. 5337-SGR	80/0/20	36,940 e	31,870 e	28,491 e	18,138 e	28,513 e			107,011
Total Funds:										347,896

Description: Provides funds for:
 a. Track Rehabilitation: maintain and rehabilitate track and track infrastructure including aerial structures.
 b. Station/Tunnel Rehabilitation: repair of water leaks in stations, vent shafts, air ducts, tunnels, tunnel liners, and other areas in the system.

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source		Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5860 Agency ID:		Title: Passenger Facilities								
Facility:	ARRA/TIGER	100/0/0	6,703 e							
From:	Local	0/0/100	14,913 e	25,448 e	5,129 e	2,715 e	2,992 e			36,284
To:	PRIIA	50/0/50	47,482 e	43,934 e	23,021 e	32,438 e	36,696 e			136,089
	Sect. 5307	80/0/20	7,028 e		6,231 e	2,741 e	4,643 e			13,614
	Sect. 5309-B	80/0/20	2,923 e							
	Sect. 5317	80/0/20	1,245 e							
	Sect. 5337-SGR	80/0/20	119,479 e	11,647 e	91,951 e	91,065 e	64,644 e			259,306
	WIP	0/0/100		6,761 e						6,761
Total Funds:										452,054

Description: Provides funds for

- a. Elevator/ Escalator Facilities: rehabilitation of elevator and escalators and expansion of elevator capacity.
- b. Maintenance of Rail Station Facilities: upgrade, rehabilitation, and/or replacement of station area components.
- c. Bicycle/ Pedestrian Facilities: rehabilitation, replacement and expansion of bicycle and pedestrian facilities.
- d. Rail Station Capacity/ Enhancements: expand the capacity of rail stations, improve passenger access, and protect exposed assets.
- e. Bus Priority Corridor Improvements: bus stops, runningway enhancements, street operations management and safety strategies to produce more reliable bus.
- f. Rail Station Equipment: purchase of equipment to be used in rail stations, including police emergency management equipment and other related.

TIP ID: 5861 Agency ID:		Title: Maintenance Equipment								
Facility:	Local	0/0/100	5,391 e	802 e	41,428 e	35,820 e	15,805 e			93,855
From:	PRIIA	50/0/50	31,935 e							
To:	Sect. 5307	80/0/20	6,212 e		3,665 e					3,665
	Sect. 5337-SGR	80/0/20	7,962 e		3,627 e	9,512 e	12,224 e			25,363
Total Funds:										122,883

Description: Provides funds for

- a. Rail Maintenance Equipment: purchase and/or replacement of equipment to maintain the rail system.
- b. Bus Repair Equipment: purchase and/or replacement of repair equipment.
- c. Business Facilities Equipment: purchase and/or replacement of equipment that supports the business process of the agency.

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5862		Agency ID:		Title: Other Support Facilities							
Facility:		Local	0/0/100	10,503 e	2,564 e	15,430 e	3,284 e	6,100 e			27,378
From:											
To:		Sect. 5307	80/0/20	11,283 e		1,733 e	5,000 e				6,733
		Sect. 5337-SGR	80/0/20	4,423 e			2,555 e				2,555
		WIP	0/0/100	775 e							
Total Funds:											36,665

Description: Provides funds for:

- a. Business Support Facilities: facilities that support business operations functions.
- b. Metro Transit Police Department (MTPD) Support Facilities Rehabilitation: upgrade and rehabilitation of MTPD facilities.
- c. MTPD Support Facilities Expansion: expansion of MTPD to meet new ridership and facility demands, to include the new District 2, police training facility, and special operations division facility.

TIP ID: 5863		Agency ID:		Title: Credit Facility							
Facility:		Local	0/0/100	18,233 e	6,104 e	3,500 e	2,500 e	2,500 e			14,604
From:											
To:		Sect. 5307	80/0/20				1,500 e				1,500
		Sect. 5339	80/0/20					1,500 e			1,500
Total Funds:											17,604

Description: Provides funds to maintain a line of credit to meet cash flow needs.

TIP ID: 5866		Agency ID:		Title: Rail Yards - Systemwide Maintenance, Expansion, Rehabilitation and Replacement							
Facility:		Local	0/0/100		4,924 e						4,924
From:											
To:		PRIIA	50/0/50	26,793 e	24,076 e	13,231 e					37,307
		Sect. 5337-SGR	80/0/20	442 e							
Total Funds:											42,231

Description: Provides funds for

- a. Maintenance of Rail Yards: maintenance and/or rehabilitation of rail maintenance yards.
- b. Rail Maintenance Facilities: construction and/or replacement of rail maintenance facilities.

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source		Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5867 Agency ID:		Title: Facilities Maintenance Support – Systemwide Support Equipment, Environmental Compl Projects and Adm Support								
Facility:	DHS	100/0/0	10,613 e	871 e						871
From:	Local	0/0/100	48,414 e	7,631 e	5,792 e	6,651 e	7,830 e			27,904
To:	PRIIA	50/0/50	21,071 e							
	Sect. 5307	80/0/20			2,500 e	3,000 e	3,000 e			8,500
	Sect. 5337-SGR	80/0/20	3,519 e							
	WIP	0/0/100	1,185 e							
Total Funds:										37,275

Description: Provides funds for:

- a. Environmental Compliance Projects: facility or equipment upgrades and/or replacements required to comply with environmental regulatory requirements or directives.
- b. Maintenance Bus & Rail Facilities: upgrades, rehabilitation, and/or replacements of systemwide support equipment, financial planning and project administration, to include a new test track, railcar commissioning facility and New Carrollton Yard capacity improvements.



TRANSPORTATION PLANNING BOARD

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 6366 Agency ID:			Title: Enhanced Mobility of Seniors and Individuals with Disabilities						Complete:	
Facility:	Sect. 5310	100/0/0	2,832 e	2,832 e	2,832 e	2,832 e	2,832 e	2,832 e	16,992	
From:									Total Funds:	16,992
To:										

Description: This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

These funds are for the urbanized area within the District of Columbia, Maryland and Virginia metropolitan region.

Subrecipient	Program Description	Total Project Cost (\$1,000s)	Federal Share	Location
Seabury Resources for Aging	ConnectorCard expansion; transportation subsidy program for use on taxis and services like Uber	\$746	\$373	DC
Capitol Hill Village	Volunteer driver program enhancement and increased awareness about transportation options (mobility management)	\$404	\$323	DC
Jewish Council for the Aging	Volunteer driver resource center (mobility management)	\$313	\$250	Suburban Maryland and Northern Virginia
Montgomery County Professional Drivers Union (Capital)	Dispatch system for new driver's co-op for wheelchair accessible taxis	\$58	\$46	Montgomery County, MD
Montgomery County Professional Drivers Union (Operating)	Support for operating costs, training and marketing of new driver's co-op for wheelchair accessible taxis	\$226	\$113	Montgomery County, MD
Columbia Lighthouse for the Blind	Public transportation Orientation & Mobility (O&M) services and internship program (mobility management)	\$385	\$308	Located in Silver Spring, MD but serves entire region
Lifestyles of Maryland Foundation, Inc.	Volunteer driver program start-up for medical trips from Charles, Calvert and St. Mary's Counties to the Washington DC-VA-MD Urbanized Area	\$266	\$133	Southern Maryland
Sunrise of Maryland, Inc.	Accessibility improvements to adult day center building employing people with intellectual and physical disabilities	\$145	\$116	Lanham, MD
The Arc of Northern Virginia	Train the Travel Trainer for schools and human service agencies (mobility management)	\$313	\$250	Northern Virginia
Potomac and Rappahannock Transportation Commission	Transportation voucher program on taxis for health-related trips	\$250	\$125	Prince William County, City of Manassas and Manassas Park, VA
Woodley House, Inc.	Two accessible minivans to support clients with disabilities who are homeless	\$81	\$65	DC
Yellow Transportation, LLC	Funding for wheelchair accessible taxis and preventive maintenance	\$181	\$145	DC
Liberty Transportation Management Corporation (Capital)	Funding for Wheelchair accessible taxis, and preventive maintenance	\$292	\$269	DC

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
Liberty Transportation Management (Operating)		Operating expenses for wheelchair accessible taxis			\$122	\$61		DC	
The Arc of Prince George's County		Four accessible minivans to support client transportation to community-based programs			\$153	\$122		Prince George's County, MD	
Jewish Council for the Aging		Three 19-passenger buses and preventive maintenance for providing group trips to older adults			\$339	\$271		Primarily Montgomery County, MD with trips throughout region	
Community Support Services		Twelve minivans and preventive maintenance to provide client transportation			\$453	\$363		Montgomery County, City of Gaithersburg and City of Rockville, MD	
University of Maryland College Park (Capital)		Three 15-passenger buses and equipment for paratransit service on campus			\$264	\$211		University of Maryland, College Park campus	
University of Maryland College Park (Operating)		Operating expenses for three 15-passenger buses			\$346	\$173		University of Maryland, College Park campus	
Regency Taxi		Twelve wheelchair accessible taxis to be operated and owned by the MontCo Professional Driver's Co-Op			\$469	\$375		Montgomery County, MD	
The Arc of Greater Prince William/INSIGHT, Inc.		Five 15-passenger buses for client transportation			\$315	\$252		Prince William County, City of Manassas, City of Manassas Park, and Fairfax County, VA	
Fairfax County Neighborhood & Community Services		Five replacement vehicles for door-to-door human service transportation			\$299	\$239		Fairfax County, City of Fairfax and City of Falls Church, VA	
Washington Metropolitan Area Transit Authority (WMATA)		Approximately twelve MetroAccess replacement vehicles. Pending FTA approval of a Supplemental agreement, WMATA would receive and administer funding independent of COG.			\$559	\$475		Regional	

6. Financial Plan and Key to Codes



FINANCIAL SUMMARIES

This section presents the financial plan for the Washington Region's TIP. FAST Act funding for the region is under either Title I, Surface Transportation, or Title III, Transit. Within each title are several programs or funding categories, such as the National Highway Performance Program and the Surface Transportation Program under Title I and the Section 5307 transit capital program under Title III. In addition to federal funding, there is state and local funding as well as private sector and other sources of funding in the TIP.

All federal funding is apportioned to states. Thus, in order to assess the projected funding authorized in the FAST Act to the funding programmed in the Washington region's TIP, financial summaries for the TIP projects from agencies in the District of Columbia, Maryland and Virginia as well as WMATA are prepared. To demonstrate that funding can reasonably be expected to be available, the projects in the TIP tables in the previous section have been examined by the proposed funding categories under Title I and Title III.

Financial summaries of funds by type of improvement and source of funds for each of the first two years: FY 2017 and FY 2018, and then for FY 2019-2020, and FY 2021-2022 for the District, Suburban Maryland, Northern Virginia, WMATA and the TPB are presented in the following pages.

The funds programmed in the TIP for each state by FAST Act program category have been compared with FAST Act and state funding that has been authorized by each state for the region. The funding programmed for the projects in the first years and second years is consistent with the anticipated FAST Act funding authorized for FY 2017 and FY 2018. The funding programmed for the third through sixth years is consistent with the projected federal dollars to be authorized by the states.

Table 1A
DISTRICT OF COLUMBIA
FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM
Financial Summary (in \$Millions)

Source	2017		2018		2019-2020		2021-2022		2017-2022
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	
Title I - FHWA									
Congestion Mitigation and Air Quality Improvement Program	12.21	15.26	2.49	3.11	12.19	15.24			33.61
Demonstration Funding	0.24	0.30							0.30
Federal Lands Access Program	1.50	1.50							1.50
Highway Research and Development Program	0.07	0.14							0.14
National Highway Performance Program	120.36	150.45	123.51	154.39	227.92	284.91			589.75
Safe Routes to School Program	1.15	1.15	1.15	1.15	2.30	2.30			4.60
State Planning & Research Program	5.20	6.50	5.60	7.00	10.80	13.50			27.00
Surface Transportation Program	83.60	104.50	46.23	57.79	94.54	118.17			280.47
Highway Safety Improvement Program (STP)	8.84	10.55	5.93	6.63	11.93	13.35			30.53
Transportation Alternatives Program	0.92	1.15	0.92	1.15	1.84	2.30			4.60
Title I - FHWA Total:	234.10	291.50	185.84	231.23	361.53	449.77			967.90
Title III - FTA									
Section 5303	0.33	0.42	0.33	0.42	0.66	0.83			1.66
Section 5304	0.09	0.11	0.09	0.11	0.18	0.22			0.44
Title III - FTA Total:	0.42	0.53	0.42	0.53	0.84	1.05			2.10
State/Local									
District Funds		88.68		63.70		141.24			293.63
State/Local Total:		88.68		63.70		141.24			293.63
Other									
Grant Anticipation Revenue Vehicles (Bonds)	38.95	48.69	67.42	84.27	61.06	76.33			209.29
GSA Earmark	25.14	31.42	19.84	24.80					56.22
National Recreational Trails Funding Program	0.24	0.30	0.24	0.30	0.48	0.60			1.20
Private Developer		1.20		1.20					2.40
Other Total:	64.33	81.61	87.50	110.57	61.54	76.93	0.00	0.00	269.11
Grand Total:	298.85	462.32	273.75	406.03	423.91	668.99	0.00	0.00	1,537.34

Table 1B
DISTRICT OF COLUMBIA
FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM
Financial Summary (in \$Millions)

Project Type	2017		2018		2019-2020		2021-2022		2017-2022	
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	Federal	Total
Interstate	9.42	11.77	10.22	12.77	53.63	67.04			73.27	91.59
Primary	94.58	152.65		160.21	134.82	192.83			229.41	505.70
Secondary	7.32	9.15	1.60	2.00	13.20	16.50			22.12	27.65
Bridge	24.88	31.10	3.40	4.25	19.60	24.50			47.88	59.85
Surface Transportation:	136.20	204.67	15.22	179.24	221.26	300.88	0.00	0.00	372.68	684.79
Transit:	6.42	49.99	25.62	79.73	28.74	135.46	0.00	0.00	60.78	265.19
Bike/Ped:	11.88	14.57	1.88	2.06	13.45	16.23	0.00	0.00	27.20	32.85
Enhancement	0.92	1.15	0.92	1.15	1.84	2.30			3.68	4.60
Freight	4.19	6.49	0.36	1.65	0.68	0.85				
ITS	13.09	16.37	8.89	11.11	17.61	22.01			39.59	49.49
Maintenance	71.53	100.34	48.34	70.92	68.96	103.18			188.84	274.44
Other	54.04	68.05	47.24	59.48	70.25	86.68			171.53	214.20
Safety										
TERMs	0.56	0.70	0.56	0.70	1.12	1.40			2.24	2.80
Miscellaneous:	144.34	193.09	106.30	145.00	160.47	216.42	0.00	0.00	411.11	554.51
Total Funds:	298.85	462.32	149.02	406.03	423.91	668.99	0.00	0.00	871.77	1,537.34

**Table 2A
MARYLAND
FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM
Financial Summary by Funding Source (in \$ Millions)**

Source	2017		2018		2019-2020		2021-2022		2017-2022
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	
Title I - FHWA									
Bridge Replacement and Rehabilitation Program	0.89	0.89							0.89
Congestion Mitigation and Air Quality Improvement Program	2.45	2.45	2.31	2.31	4.63	4.63	4.27	4.27	13.66
Earmark	4.14	4.14							4.14
High Priority Project	4.77	4.77	13.93	13.93	7.11	7.11			25.81
National Highway Performance Program	98.64	98.64	95.45	95.45	255.47	255.47	110.39	110.39	559.95
Surface Transportation Program	53.88	53.88	39.68	39.68	77.73	77.73	65.47	65.47	236.76
Enhancements (STP)	4.50	4.50	4.46	4.46	9.18	9.18	35.14	35.14	53.28
Highway Safety Improvement Program (STP)	8.60	8.60	3.52	3.52	7.95	7.95	8.40	8.40	28.47
Transportation and Community and System Preservation	0.86	0.86	0.10	0.10					0.96
<i>Title I - FHWA Total:</i>	<i>178.73</i>	<i>178.73</i>	<i>159.45</i>	<i>159.45</i>	<i>362.08</i>	<i>362.08</i>	<i>223.67</i>	<i>223.67</i>	<i>923.91</i>
Title III - FTA									
Section 5307	29.09	39.60	23.55	32.68	47.85	66.30	47.05	65.30	203.89
Section 5309	316.00	395.00	116.00	145.00	232.00	290.00	232.00	290.00	1,120.00
Section 5310	0.47	0.65			0.47	0.65		0.65	1.95
Section 5311	0.74	1.44	0.74	1.44	1.49	2.89	1.49	2.89	8.66
State of Geed Repair Grant Funds	42.22	52.78	19.24	24.05	24.95	31.18	10.20	12.75	120.76
Transportation Infrastructure Finance and Innovation Act	890	890							890.00
<i>Title III - FTA Total:</i>	<i>1,278.53</i>	<i>1,379.47</i>	<i>159.54</i>	<i>203.18</i>	<i>306.76</i>	<i>391.02</i>	<i>290.73</i>	<i>371.59</i>	<i>2,345.26</i>
State/Local Funds									
State		10.90		8.51		29.50			48.91
Local		228.51		227.16		415.31		188.962	
State/Local Combined		2.08		5.92					8.00
<i>State/Local Total:</i>	<i>0.00</i>	<i>241.48</i>	<i>0.00</i>	<i>241.59</i>	<i>0.00</i>	<i>444.81</i>	<i>0.00</i>	<i>188.96</i>	<i>1,116.85</i>
Other Funds									
DOD - Office of Economic Development	7.41	7.41	4.81	4.81	6.20	6.20		1.77	20.18
National Park Service	0.06	0.06							0.06
National Recreational Trails Funding Program	0.41	0.41							0.41
Private Developer		2.00		0.90					2.90
Public Lands	8.49	8.49			0.42	0.42			8.92
Public Private Partnership		17.33		17.33		34.66		34.66	103.98
<i>Other Total:</i>	<i>16.37</i>	<i>35.70</i>	<i>4.81</i>	<i>23.04</i>	<i>6.62</i>	<i>41.28</i>	<i>0.00</i>	<i>36.43</i>	<i>136.45</i>
<i>MDOT Total:</i>	<i>1,473.62</i>	<i>1,835.38</i>	<i>323.79</i>	<i>627.26</i>	<i>675.45</i>	<i>1,239.19</i>	<i>514.40</i>	<i>820.64</i>	<i>4,522.47</i>
County Projects									
Bridge Replacement and Rehabilitation Program	5.38	6.54	1.48	1.85	3.04	4.05			12.44
Surface Transportation Program									0.00
Section 5307	1.60	1.60	1.60	1.60	3.20	3.20			6.40
Local		167.99		171.25		353.89		2.65	695.78
State		5.21		0.40		0.80			6.41
State and Local		1.83		1.85		1.22			4.90
DOD - Office of Economic Development	3.03	3.03	3.11	3.11					6.14
Private Developer		3.00							3.00
<i>Maryland County Total:</i>	<i>10.00</i>	<i>189.20</i>	<i>6.19</i>	<i>180.06</i>	<i>6.24</i>	<i>363.16</i>	<i>0.00</i>	<i>2.65</i>	<i>735.07</i>
<i>Maryland Total:</i>	<i>1,483.63</i>	<i>2,024.58</i>	<i>329.98</i>	<i>807.32</i>	<i>681.69</i>	<i>1,602.36</i>	<i>514.40</i>	<i>823.29</i>	<i>5,257.54</i>

**Table 2B
MARYLAND
FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM
Financial Summary (in \$ Millions)**

Project Type	2017		2018		2019-2020		2021-2022		2017-2022	
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	Federal	Total
MDOT - SHA/MTA/MdTA										
Interstate	9.32	24.13	24.36	92.49	68.69	245.48	28.70	56.32	131.06	418.42
Primary	36.17	69.08	43.92	78.66	92.87	145.84		19.93	172.95	313.52
Secondary	32.57	61.39	4.83	39.89	11.02	87.47	1.77	46.21	50.18	234.96
Bridge										
Maintenance	19.27	24.09	0.71	0.88	10.32	28.76	23.01	21.50	53.31	75.24
Surface Transportation:	97.33	178.70	73.80	211.92	182.89	507.56	53.48	143.97	407.51	1,042.15
Transit:	1,260.12	1,449.26	159.70	247.40	285.49	452.47	275.75	440.30	1,981.07	2,589.43
Bike/Ped:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other	116.17	204.49	90.28	164.74	194.38	272.84	193.22	232.72	594.05	874.79
TERMs		2.94		3.20		6.33		3.65		16.11
TERMs and Other:	116.17	207.43	90.28	167.94	194.38	279.17	193.22	236.37	594.05	890.90
Total Funds (MDOT):	1,473.62	1,835.38	323.79	627.26	662.76	1,239.19	522.45	820.64	2,982.62	4,522.47
Frederick, Montgomery & Prince George's Counties										
Primary		2.10								2.10
Secondary	1.20	38.11	1.48	31.56	1.24	135.16			3.92	204.82
Bridge	4.18	5.74		1.05	1.80	5.75			5.97	12.55
Urban									0.00	0.00
Surface Transportation:	5.38	45.96	1.48	32.60	3.04	140.91	0.00	0.00	9.89	219.47
Transit:	1.60	23.72	1.60	31.76	3.20	58.60	0.00	0.00	6.40	114.08
Bike/Ped:	3.03	44.32	3.11	49.92	0.00	83.38	0.00	2.65	6.14	180.26
Enhancements		10.84		6.08		3.72				20.65
ITS		3.25		3.25		6.49			0.00	12.98
Maintenance		19.96		17.62		33.23			0.00	70.81
Other		38.65		36.33		31.84				106.82
Safety		2.50		2.50		5.00			0.00	10.00
Enhancements, ITS and Other:	0.00	75.20	0.00	65.78	0.00	80.28	0.00	0.00	0.00	221.26
Total Funds (Counties):	10.00	189.20	6.19	180.06	6.24	363.16	0.00	2.65	22.43	735.07
Total Funds (Maryland):	1,483.63	2,024.58	329.98	807.32	669.00	1,602.35	522.45	823.29	3,005.06	5,257.54

November 16, 2016

**Table 3A
VIRGINIA
FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM
Financial Summary by Funding Source (in \$ Millions)**

Source	2017		2018		2019-2020		2021-2022		2017-2022
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	Total
Title I - FHWA									
Bridge Replacement and Rehabilitation Program	2.50	2.90	0.95	1.04					3.94
Congestion Mitigation and Air Quality Improvement Program	16.00	19.88	36.12	45.17	1.45	1.82			66.86
Equity Balance/Minimum Guarantee	1.08	1.34	0.55	0.68					2.02
Interstate Maintenance	3.37	3.58							3.58
National Highway Performance Program	0.05	0.05							0.05
Regional Surface Transportation Program	19.56	31.47	16.40	20.51					51.98
Surface Transportation Program	52.77	66.11	48.75	61.49	9.10	18.19			145.78
Enhancements (STP)	2.94	2.95	3.05	3.05					5.99
Highway Safety Improvement Program (STP)	10.24	10.47	2.00	2.04					12.52
<i>Title I - FHWA Total:</i>	<i>108.49</i>	<i>138.74</i>	<i>107.82</i>	<i>133.97</i>	<i>10.55</i>	<i>20.01</i>			<i>292.72</i>
Title III - FTA									
Section 5307 - Urbanized Area Formula Program	8.13	11.31	6.95	9.73	8.28	10.35		1.77	33.16
5339 - Alternatives Analysis Funding	8.40	10.50	0.14	0.18	0.33	0.41		0.23	11.32
State of Good Repair Grant Funds	22.74	32.66	4.90	6.12	10.16	12.70		1.65	53.13
<i>Title III - FTA Total:</i>	<i>39.27</i>	<i>54.47</i>	<i>11.99</i>	<i>16.03</i>	<i>18.76</i>	<i>23.45</i>		<i>3.65</i>	<i>97.60</i>
State/Local Funds									
Local Funds		41.66		25.01					66.67
Northern Virginia Transportation Authority		41.81							41.81
State Funds		1.03		2.34					3.37
State/Local Funds		10.45		13.00		10.00			33.45
<i>State/Local Total:</i>		<i>94.96</i>		<i>40.35</i>		<i>10.00</i>			<i>145.31</i>
Other Funds									
Advanced Construction	32.47	380.48	51.36	81.03					461.51
Advanced Construction Conversion	27.94	32.09	31.42	36.02	2.86	2.86			70.97
Revenue Sharing	2.27	6.00		12.06					18.05
<i>Other Total:</i>	<i>62.68</i>	<i>418.57</i>	<i>82.78</i>	<i>129.11</i>	<i>2.86</i>	<i>2.86</i>			<i>550.54</i>
<i>Virginia Total:</i>	<i>210.44</i>	<i>706.73</i>	<i>202.60</i>	<i>319.47</i>	<i>32.17</i>	<i>56.32</i>	<i>0.00</i>	<i>3.65</i>	<i>1,086.17</i>

Table 3B
VIRGINIA
FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM
Financial Summary (in Millions of Dollars)

Project Type	2017		2018		2019-2020		2021-2022		2017-2022	
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	Federal	Total
Interstate	9.24	337.23	10.39	34.39	2.86	2.86			22.48	374.47
Primary	6.85	43.64	11.65	18.40					18.50	62.04
Secondary	10.28	64.79	8.54	16.48					18.82	81.27
Urban	4.62	5.37	7.32	11.63					11.94	17.00
Federal Lands										
Bridge	12.74	14.37	29.35	33.90					42.08	48.27
Surface Transportation:	43.71	465.41	67.25	114.79	2.86	2.86	0.00	0.00	113.81	583.05
Transit:	67.88	130.05	72.70	133.40	29.31	53.46	2.92	3.65	172.82	320.56
Bike/Ped:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CMAQ	0.00	0.00								
Enhancement	5.88	7.43	0.33	0.45					6.21	7.88
ITS	4.05	4.05	4.28	4.28					8.33	8.33
Maintenance	17.27	17.27	19.13	19.13					36.40	36.40
Other	71.75	82.54		47.42					71.75	129.96
Enhancements, ITS, Maintenance and Other:	98.95	111.28	23.74	71.28	0.00	0.00	0.00	0.00	122.69	182.56
Total Funds:	210.54	706.73	163.69	319.47	32.17	56.32	2.92	3.65	409.32	1,086.17

Table 4A
Washington Metropolitan Area Transit Authority
FY 2015-2020 TRANSPORTATION IMPROVEMENT PROGRAM
Financial Summary (in \$ Millions)

Source	2017		2018		2019-2020		2021-2022		2017-2022
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	
Title I - FHWA									
Congestion Mitigation and Air Quality Improvement Program	0.65	0.81	5.53	6.91	9.52	11.90			19.62
<i>Title I - FHWA Total:</i>	<i>0.65</i>	<i>0.81</i>	<i>5.53</i>	<i>6.91</i>	<i>9.52</i>	<i>11.90</i>	<i>0.00</i>	<i>0.00</i>	19.62
Title III - FTA									
5307 - Urbanized Area Formula Program	146.99	183.74	144.87	181.09	294.66	368.33			733.16
5333(b) - Labor Protection Certifications			5.50	6.87					6.87
5339 - Alternatives Analysis Funding	8.44	10.55	9.76	12.20	19.52	24.40			47.14
Passenger Rail Investment and Improvement Act of 2008	148.50	297.00	150.00	300.00	300.00	600.00			1,197.00
State of Good Repair Grant Funds	147.23	184.04	130.41	163.01	271.82	339.77			686.83
<i>Title III - FTA Total:</i>	<i>451.16</i>	<i>675.33</i>	<i>440.54</i>	<i>663.18</i>	<i>886.00</i>	<i>1332.50</i>	<i>0.00</i>	<i>0.00</i>	2,671.00
State/Local									
		122.14		161.17		293.64			576.95
<i>State/Local Total:</i>		<i>122.14</i>		<i>161.17</i>		<i>293.64</i>		<i>0.00</i>	576.95
Other Funds									
Department of Homeland Security	0.87	0.87							0.87
Resiliency Grant	7.13	9.50	2.81	3.75					13.25
WMATA Insurance Proceeds	10.00	58.38							58.38
<i>Other Funds Total:</i>	<i>18.00</i>	<i>68.75</i>	<i>2.81</i>	<i>3.75</i>	<i>0.00</i>	<i>0.00</i>	<i>0.00</i>	<i>0.00</i>	72.51
Grand Total:	469.80	867.03	448.88	835.01	895.52	1638.04	0.00	0.00	3,340.08

**Table 5A
METROPOLITAN WASHINGTON REGION
FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM
Financial Summary by Funding Source (in \$ Millions)**

Source	2017		2018		2019-2020		2021-2022		2017-2022
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	
Title I - FHWA									
Bridge Replacement and Rehabilitation Program	8.76	10.34	2.43	2.89	3.04	4.05			17.27
Congestion Mitigation and Air Quality Improvement Program	31.31	38.40	46.45	57.50	27.79	33.58	4.27	4.27	133.75
Demonstration	0.24	0.30							0.30
Earmark	4.14	4.14							4.14
Equity Balance/Minimum Guarantee	1.08	1.34	0.55	0.68					2.02
Federal Lands Access Program	1.50	1.50							1.50
High Priority Project	4.77	4.77	13.93	13.93	7.11	7.11			25.81
Highway Research and Development Program	0.07	0.14							0.14
Interstate Maintenance	3.37	3.58							3.58
National Highway Performance Program	219.04	249.13	218.97	249.84	483.40	540.38	110.39	110.39	1,149.75
Regional Surface Transportation Planning	19.56	31.47	16.40	20.51					51.98
Safe Routes to School Program	1.15	1.15	1.15	1.15	2.30	2.30			4.60
State Planning & Research Program	5.20	6.50	5.60	7.00	10.80	13.50			27.00
Surface Transportation Program	190.24	224.49	134.66	158.96	181.37	214.10	65.47	65.47	663.01
Enhancements (STP)	7.44	7.45	7.51	7.51	9.18	9.18	35.14	35.14	59.27
Highway Safety Improvement Program (STP)	27.69	29.62	11.45	12.19	19.89	21.30	8.40	8.40	71.52
Transportation Alternatives Program	0.92	1.15	0.92	1.15	1.84	2.30			4.60
Transportation and Community and System Preservation	0.86	0.86	0.10	0.10					0.96
Title I - FHWA Total:	527.34	616.32	460.12	533.41	746.71	847.80	223.67	223.67	2,221.19
Title III - FTA									
5303 - Planning Program	0.33	0.42	0.33	0.42	0.66	0.83			1.66
5304 - State & Planning Research Program	0.09	0.11	0.09	0.11	0.18	0.22			0.44
5307 - Urbanized Area Formula Program	185.81	236.25	176.97	225.11	353.99	448.18	48.46	67.07	976.60
5309 - Capital Program	0.40	0.80							0.80
5309 - New Starts	316.00	395.00	116.00	145.00	232.00	290.00	232.00	290.00	1,120.00
5310 - Elderly and Persons with Disabilities Program	3.31	3.48	2.83	2.83	6.14	6.31	6.14	6.31	18.94
5311 - Non-urbanized Area Formula Program	0.74	1.44	0.74	1.44	1.49	2.89	1.49	2.89	8.66
5333(b) - Labor Protection Certifications			5.50	6.87					6.87
5339 - Alternatives Analysis Funding	16.84	21.05	9.90	12.38	19.84	24.80	0.19	0.23	58.46
Passenger Rail Investment and Improvement Act of 2008	148.50	297.00	150.00	300.00	300.00	600.00			1,197.00
Resiliency Grant	7.13	9.50	2.81	3.75					13.25
State of Good Repair Grant Funds	212.20	269.48	154.55	193.19	306.92	383.65	11.52	14.40	860.72
Transportation Infrastructure Finance and Innovation Act	890.00	890.00							890.00
WMATA Insurance Proceeds	10.00	58.38							58.38
Title III - FTA Total:	1,791.34	2,182.91	619.74	891.10	1,221.22	1,756.89	299.79	380.90	5,211.79
State/Local									
State/District Funding		323.43		293.61		557.35		188.96	1,363.35
State/Local Combo	0.10	14.36		20.77		11.22			46.35
Northern Virginia Transportation Authority; Bond Financing		41.81							41.81
Local		342.69		365.95		677.04		2.65	1,388.31
Grant Anticipation Revenue Vehicles (Bonds)	38.95	48.69	67.42	84.27	61.06	76.33			209.29
State/Local Total:	39.05	770.98	67.42	764.59	61.06	1,321.94	191.61		3,049.12
Other									
Advanced Construction	32.47	380.48	51.36	81.03					461.51
Advanced Construction Conversion	27.94	32.09	31.42	36.02	2.86	2.86			70.97
Department of Homeland Security	0.87	0.87							0.87
DOD - Office of Economic Development	10.43	10.43	7.92	7.92	6.20	6.20	1.77	1.77	26.32
GSA Earmark	25.14	31.42	19.84	24.80					56.22
National Park Service	0.062	0.062							0.06
National Recreational Trails Funding Program	0.65	0.71	0.24	0.30	0.48	0.60			1.61
Private Developer		6.20		2.10					8.30
Public Lands	8.49	8.49			0.42	0.42			8.92
Public-Private Partnership		17.33		17.33		34.66		34.66	103.98
Revenue Sharing	2.27	6.00		12.06					7.00
	108.32	494.09	110.78	181.56	9.96	44.74	1.77	36.43	756.81
	2,466.05	4,064.29	1,258.05	2,370.65	2,038.95	3,971.37	525.23	832.60	11,238.92

**Table 5B
METROPOLITAN WASHINGTON REGION
FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM
Financial Summary (in \$Millions)**

Project Type	2017		2018		2019-2020		2021-2022		2017-2022	
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	Federal	Total
Interstate	27.97	373.14	44.96	139.64	125.18	315.38	28.70	56.32	226.81	884.48
Primary	137.60	267.48	180.30	257.27	227.69	338.68		19.93	545.59	883.36
Secondary	51.37	173.45	16.45	89.92	25.46	239.13	1.77	46.21	95.04	548.71
Urban	4.62	5.37	7.32	11.63					11.94	17.00
Bridge	41.80	51.21	32.75	39.20	21.40	30.25			95.94	120.67
Federal Lands Highway Program										
Surface Transportation:	263.35	870.65	281.78	537.67	399.73	923.43	30.47	122.47	975.32	2,454.21
Transit:	1,805.83	2,520.05	708.51	1,327.30	1,242.26	2,338.03	278.67	443.95	4,035.28	6,629.32
Bike/Ped:	14.91	58.88	4.99	51.98	13.45	99.61	0.00	2.65	33.34	213.11
CMAQ										
Enhancement	6.80	19.42	1.25	7.68	1.84	6.02			9.89	33.12
Freight	4.19	6.49	0.36	1.65	0.68	0.85			5.23	8.99
ITS	17.14	23.66	13.16	18.63	17.61	28.51			47.91	70.80
Human Service Transportation Coordination	2.83	2.83	2.83	2.83	5.66	5.66	5.66	5.66	16.99	16.99
Maintenance	108.07	161.66	68.18	108.56	91.97	165.17	17.20	21.50	285.43	456.89
Other	242.36	394.52	176.43	307.97	264.63	391.35	193.22	232.72	876.64	1,326.56
Safety		2.50		2.50		5.00				10.00
TERMs	0.56	3.64	0.56	3.90	1.12	7.73		3.65	2.24	18.91
CMAQ, TERMs, Enhancements, ITS, and Other:	381.96	614.72	262.77	453.71	383.52	610.29	216.09	263.54	1,244.34	1,942.26
Total Funds:	2,466.05	4,064.29	1,258.05	2,370.65	2,038.95	3,971.36	525.23	832.60	6,288.28	11,238.91

FY 2017-2022 TIP Financial Report

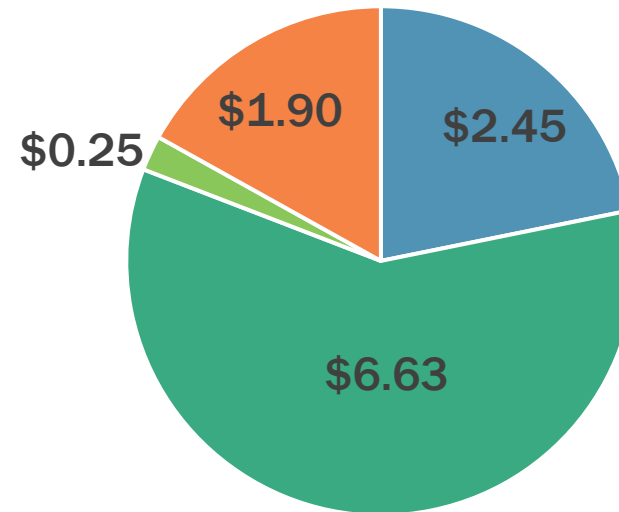
Over 300 Projects, \$11 Billion

- Capital and Operations & Maintenance projects
- 114 road & bridge
- 55 transit
- 34 bicycle & pedestrian
- Other: ITS, Safety, Freight, Maintenance & Rehabilitation

FY 2017-2022 Programmed Amounts

- 19 projects over \$100 million
- 224 projects \$20 million or less

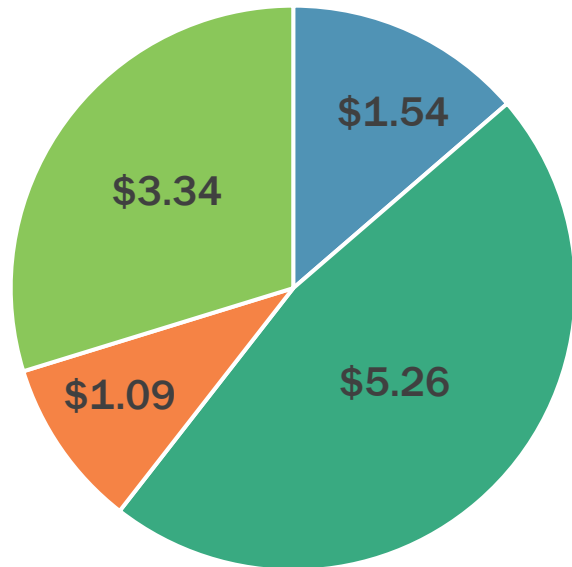
Funding by Project Type
(in Billions of Dollars)



- Roads & Bridges
- Transit
- Bicycle & Pedestrian
- Other

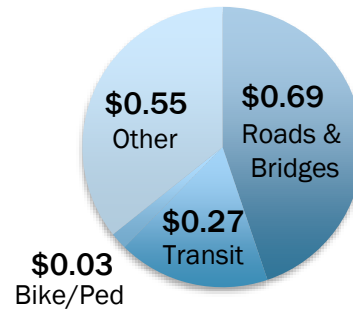
FY 2017-2022 TIP Financial Report

Funding by Jurisdiction or Agency
(in Billions of Dollars)

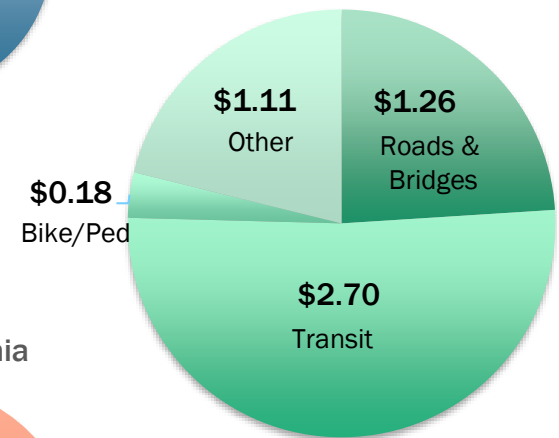


- District of Columbia
- Suburban Maryland
- Northern Virginia
- WMATA

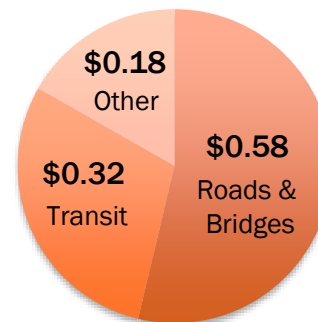
District of Columbia



Suburban Maryland



Northern Virginia



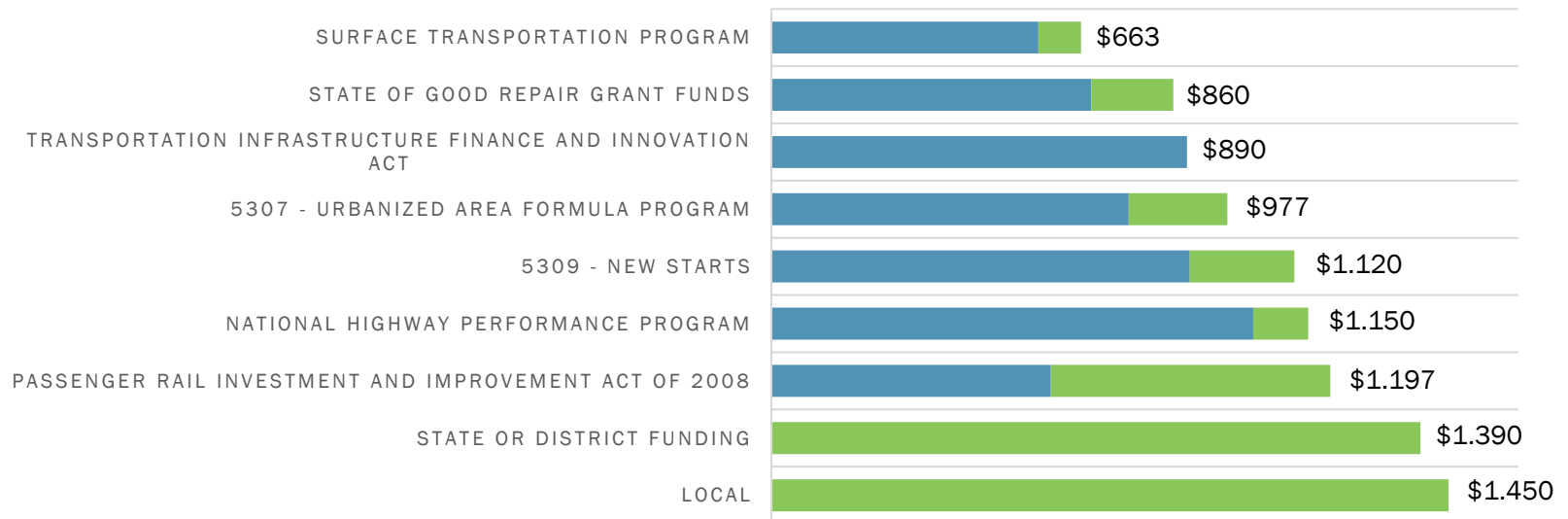
FY 2017-2022 TIP Financial Report

- \$11 billion programmed between FY 2017 and FY 2022
 - \$6.2 billion is federal funding (55%)
 - 90% of funding from nine sources

LARGEST FY 2017-2022 FUNDING SOURCES

(In Billions of Dollars)

■ Federal ■ State/Local



PROGRAM CODES AND ABBREVIATIONS

(1) CODES FOR PROJECT PHASE

These abbreviations are used after the dollar figures in the tables to indicate the purpose of funding:

Planning or Preliminary Engineering	a
Right-of-way Acquisition	b
Construction	c
Study	d
Other (Operations, bus purchases, etc.)	e

(2) ABBREVIATIONS FOR SOURCE OF FUNDS

Identification of the funding source is for programming purposes only, and does not necessarily represent approval from the appropriate federal agency.

FHWA – TITLE I

BR	Bridge Replacement and Rehabilitation Program
CMAQ.....	Congestion Mitigation and Air Quality Improvement Program
DEMO.....	Demonstration
EB/MG	Equity Balance/Minimum Guarantee
FLAP.....	Federal Lands Access Program
HPP	High Priority Project
HRDP	Highway Research and Development Program
HSIP	Highway Safety Improvement Program (STP)
IM	Interstate Maintenance
NHPP	National Highway Performance Program
RSTP	Regional Surface Transportation Program
SPR	State Planning & Research-Metropolitan Planning
SRTS.....	Safe Routes to School Program
STP	Surface Transportation Program
STP/E.....	Enhancements
TAP	Transportation Alternatives Program
TCSP	Transportation and Community and System Preservation

FTA – TITLE III

PRIIA	Passenger Rail Investment and Improvement Act of 2008
Section 5303	Planning Program
Section 5304	State & Planning Research Program
Section 5307	Urbanized Area Formula Program
Section 5309	Capital Program
Section 5309-NS	New Starts
Section 5310	Enhanced Mobility of Seniors & Individuals with Disabilities
Section 5311	Non-Urbanized Area Formula Program
Section 5333(b).....	Labor Protection Certifications
Section 5337-SGR.....	State of Good Repair Grant Funding

Section 5339 Alternatives Analysis Funding

Other Funding Sources

AC, ACC Advanced Construction, Conversion
DOD..... Department of Defense Office of Economic Development
DHS..... Department of Homeland Security
Earmark..... Federal Earmarked Funding
GSA..... General Services Administration Earmark
GARVEE Grant Anticipation Revenue Vehicles (Bonds)
Local Local Funds
NPS National Park Service
NRT National Recreational Trails
NVRTA-BOND Northern Virginia Transportation Authority Bond Funding
P3 Public Private Partnership
PRIV Private Developer
PL..... Public Lands
REVSH..... Revenue Sharing
State/DC..... State or District of Columbia funds
State/Local Combination State and Local funding
WIP..... WMATA Insurance Proceeds

BICYCLE AND PEDESTRIAN PROJECT INFORMATION IN THE FY 2017-2022 TIP

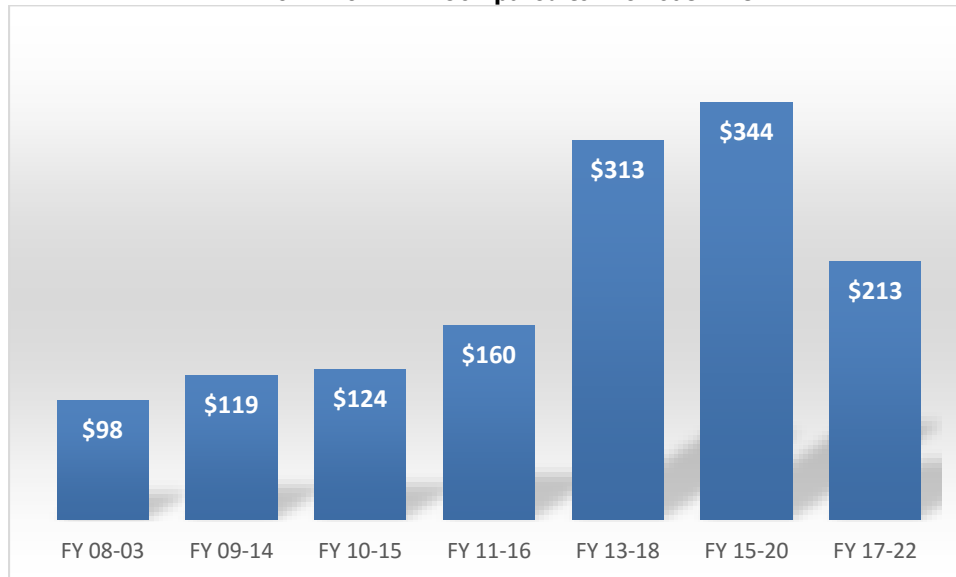
The TPB has set a goal to increase the rate of construction of bicycle and pedestrian facilities in the region. The table below summarizes the funding for projects in the TIP that are identified exclusively as bicycle and/or pedestrian projects around the region.

Funding (in millions of dollars) for Bike/Ped Projects in the FY 2017-2022 TIP

	2015	2016	2019-2020	2021-2022	2017-2022
District of Columbia (8 projects)	14.56	2.06	16.23	0.00	32.85
Suburban Maryland (18 projects)	44.32	49.92	83.37	2.65	180.26
Northern Virginia (0 projects)	0.00	0.00	0.00	0.00	0.00
Regional Total:					\$213.11

The regional total of \$213 million represents a decrease in the amount of funds programmed two years ago, but it should be noted that at the time the TIP was approved, that the District of Columbia and Northern Virginia sections of the TIP were not updated due to programming schedules that will be completed in early 2017. At that time, these amounts are expected to change and this analysis will be recalculated.

Funding (in Millions) for Bike/Ped Projects in the FY 2017-2022 TIP Compared to Previous TIPs



While it is our best measure at the moment, the total of \$213 million does not represent the full amount of funding that will be put towards bicycle and pedestrian improvements across the region over the next six years. Approximately 22 road and transit projects in the TIP include some accommodations for bicyclists and/or pedestrians. These projects are marked with a bicycle icon (🚲) next to their descriptions. In addition, the District, Maryland and Virginia DOTs each program funds for “grouped projects.” Often these grouped projects include many smaller-scale bicycle and pedestrian improvements.

APPENDIX A - APPROVAL RESOLUTIONS



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

**RESOLUTION FINDING THAT THE 2016 CONSTRAINED LONG RANGE PLAN AMENDMENT
AND THE FY2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM CONFORM WITH THE
REQUIREMENTS OF
THE CLEAN AIR ACT AMENDMENTS OF 1990**

WHEREAS, the National Capital Region Transportation Planning Board (TPB) has been designated by the Governors of Maryland and Virginia and the Mayor of the District of Columbia as the Metropolitan Planning Organization (MPO) for the Washington Metropolitan Area; and

WHEREAS, the U.S. Environmental Protection Agency (EPA), in conjunction with the U.S. Department of Transportation (DOT), under the Clean Air Act Amendments of 1990 (CAAA), issued on November 24, 1993 "Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Projects Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act," and, over the years, subsequently amended these regulations and provided additional guidance, which taken together provide the specific criteria for the TPB to make a determination of conformity of its financially Constrained Long Range Transportation Plan (CLRP) and Transportation Improvement Program (TIP) with the State Implementation Plans (SIPs) for air quality attainment within the Metropolitan Washington non-attainment area; and

WHEREAS, a scope of work was developed to address all procedures and requirements, including public and interagency consultation, and the scope was released for public comment on February 11, 2016, and approved by the TPB at its March 16, 2016 meeting; and

WHEREAS, highway and transit project inputs submitted for inclusion in the air quality conformity analysis of the 2016 CLRP Amendment and FY2017-2022 TIP were released for public comment on February 11, 2016, and approved by the TPB at its March 16, 2016 meeting; and

WHEREAS, on October 13, 2016, the draft results of the air quality conformity analysis of the 2016 CLRP Amendment and FY2017-2022 TIP were released for a 30-day public comment period with inter-agency consultation; and

WHEREAS, the analysis reported in *AIR QUALITY CONFORMITY ANALYSIS of the 2016 Constrained Long Range Plan Amendment and FY2017-2022 Transportation Improvement Program*, dated November 16, 2016, demonstrates adherence to all mobile source

emissions budgets for ground level ozone precursors Volatile Organic Compounds (VOC) and Nitrogen Oxides (NOx), and meets all regulatory, planning and interagency consultation requirements, and therefore provides the basis for a finding of conformity of the CLRP and the TIP with the requirements of the CAAA; and

WHEREAS, in the attached letter, the Metropolitan Washington Air Quality Committee (MWAQC) has provided favorable comments, and other comments relating to the region's air quality, on the *AIR QUALITY CONFORMITY ANALYSIS of the 2016 Constrained Long Range Plan Amendment and FY2017-2022 Transportation Improvement Program* for the National Capital Region;

NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD determines that the 2016 Constrained Long Range Plan Amendment and the FY2017-2022 Transportation Improvement Program conform to all requirements of the Clean Air Act Amendments of 1990.

Adopted by the Transportation Planning Board at its regular meeting on November 16, 2016.

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

**RESOLUTION APPROVING THE
2016 AMENDMENT TO THE CONSTRAINED LONG-RANGE
TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION**

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

WHEREAS, the Federal Planning Regulations of the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) implementing the FAST Act, which became effective June 27, 2016, specify the development and content of the long range transportation plan and require that it be reviewed and updated at least every four years; and

WHEREAS, on October 21, 2015, the TPB approved the 2015 Amendment to the Constrained Long-Range Transportation Plan (CLRP) which was developed as specified in the Federal Planning Regulations; and

WHEREAS, on October 15, 2014, the TPB approved the FY 2015-2020 TIP which was developed as specified in the Federal Planning Regulations; and

WHEREAS, on December 16, 2015, the TPB issued a solicitation document for projects and strategies to be included in the 2016 CLRP Amendment and the FY 2017-2022 TIP that will meet federal planning requirements, address the federal planning factors, and goals in the TPB Vision and the Regional Transportation Priorities Plan; and

WHEREAS, the transportation implementing agencies in the region provided project submissions for the 2016 CLRP Amendment and the FY 2017-2022 TIP, and the TPB Technical Committee and the TPB reviewed the project submissions at meetings in February and March 2016; and

WHEREAS, on March 16, 2016 the TPB approved the major projects submitted for inclusion in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP; and

WHEREAS, on October 13, 2016 the draft 2016 CLRP Amendment and FY 2017-2022 TIP and the Air Quality Conformity Analysis were released for a 30-day public comment period and inter-agency review at the TPB Citizens Advisory Committee (CAC) meeting; and

WHEREAS, the significant changes for the 2016 CLRP Amendment are described in the attached memorandum of October 13, 2016 and on the CLRP website, and detailed information on all of the projects in the 2016 CLRP Amendment is provided on the CLRP website and in Appendix B of the Air Quality Conformity Analysis report as adopted November 16, 2016; and

WHEREAS, an updated financial plan for the 2014 CLRP entitled *Analysis of Financial Resources for the 2014 Financially Constrained Long-Range Transportation Plan*, September 2014, demonstrates that the forecast revenues reasonably expected to be available are equal to the estimated costs of expanding and adequately maintaining and operating the highway and transit system in the region through 2040; and

WHEREAS, in each year's update of the CLRP between 2000 and 2004, the TPB has explicitly accounted for the funding uncertainties affecting the Metrorail system capacity and levels of service beyond 2005 by constraining transit ridership to or through the core area to 2005 levels; and

WHEREAS, as a result of the "Metro Matters" commitments for Metro's near-term funding, the transit ridership constraint to or through the core area was applied in the 2005 through 2008 CLRP conformity analysis using 2010 ridership levels rather than 2005 levels; and

WHEREAS, the Passenger Rail Investment and Improvement Act of 2008 authorized \$150 million per year for 10 years in funding for WMATA's capital and preventive maintenance projects, and the legislatures of Maryland, Virginia, and District of Columbia have committed to the required dedicated local matching revenues, and this revenue was determined to be reasonably expected to be available through 2040 in the financial plan for the 2014 CLRP, and as a result of this funding, the conformity analyses for the 2009 CLRP through the 2016 CLRP Amendment used 2020 ridership levels, rather than 2010 levels, to constrain transit ridership to or through the core area; and

WHEREAS, the Metrorail ridership constraint to or through the core area was applied in the 2016 CLRP Amendment air quality conformity analysis as has occurred in past plans because capital funding for 100% eight-car trains and other core improvements was not identified for expansion of the Metrorail's core capacity; and

WHEREAS, during the development of the 2016 CLRP Amendment and the FY 2017-2022 TIP, the TPB Participation Plan was followed, and numerous opportunities were provided for public comment: (1) At the February 11, 2016 TPB Citizens Advisory Committee (CAC) meeting, the project submissions for inclusion in the Air Quality Conformity Analysis and the Air Quality Conformity work scope were released, and an opportunity for public comment on these submissions was provided at the beginning of the February TPB meeting; (2) At the March 16, 2016 meeting, the TPB accepted a set of responses to the public comments on the project submissions for inclusion in the CLRP and TIP documents; (3) On September 15, 2016 following the CAC meeting, a Public Forum was held on the development of the FY 2017-2022 TIP; (4) On October 27, 2016 the 2016 CLRP Amendment was presented to the TPB's Access for All Advisory Committee for their consideration and comment; (5) On October 13, 2016 in conjunction with the CAC meeting, the draft 2016 CLRP Amendment, the draft FY 2017-2022 TIP, and the draft Air Quality Conformity Analysis were released for a 30-day public

comment period which closed on November 12, 2016; (6) An opportunity for public comment on these documents was provided on the TPB website and at the beginning of the October and November TPB meetings; and (7) the documentation of the 2016 CLRP Amendment will include summaries of all comments and responses; and

WHEREAS, on October 19, 2016, the TPB received a briefing on the performance analysis of the draft 2016 CLRP Amendment showing how the CLRP supports the priorities identified in the Regional Transportation Priorities Plan which was approved by the TPB in January 2014; and

WHEREAS, on November 16, 2016, the TPB determined that the 2016 CLRP Amendment conforms with the requirements of the Clean Air Act Amendments of 1990; and

WHEREAS, the TPB Technical Committee has recommended favorable action on the 2016 CLRP Amendment by the Board; and

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board approves the 2016 Amendment to the Constrained Long-Range Transportation Plan for the National Capital Region, as described in the attached memorandum and the CLRP website, and Appendix B of the Air Quality Conformity Analysis report.

Adopted by the Transportation Planning Board at its regular meeting on November 16, 2016.



MEMORANDUM

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

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

REGIONAL POLICY FRAMEWORK FOR DEVELOPMENT OF THE 2016 CLRP AMENDMENT

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

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

SUMMARY OF PROJECT SUBMISSIONS

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

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

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

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

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

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

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

NEXT STEPS

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

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

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

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

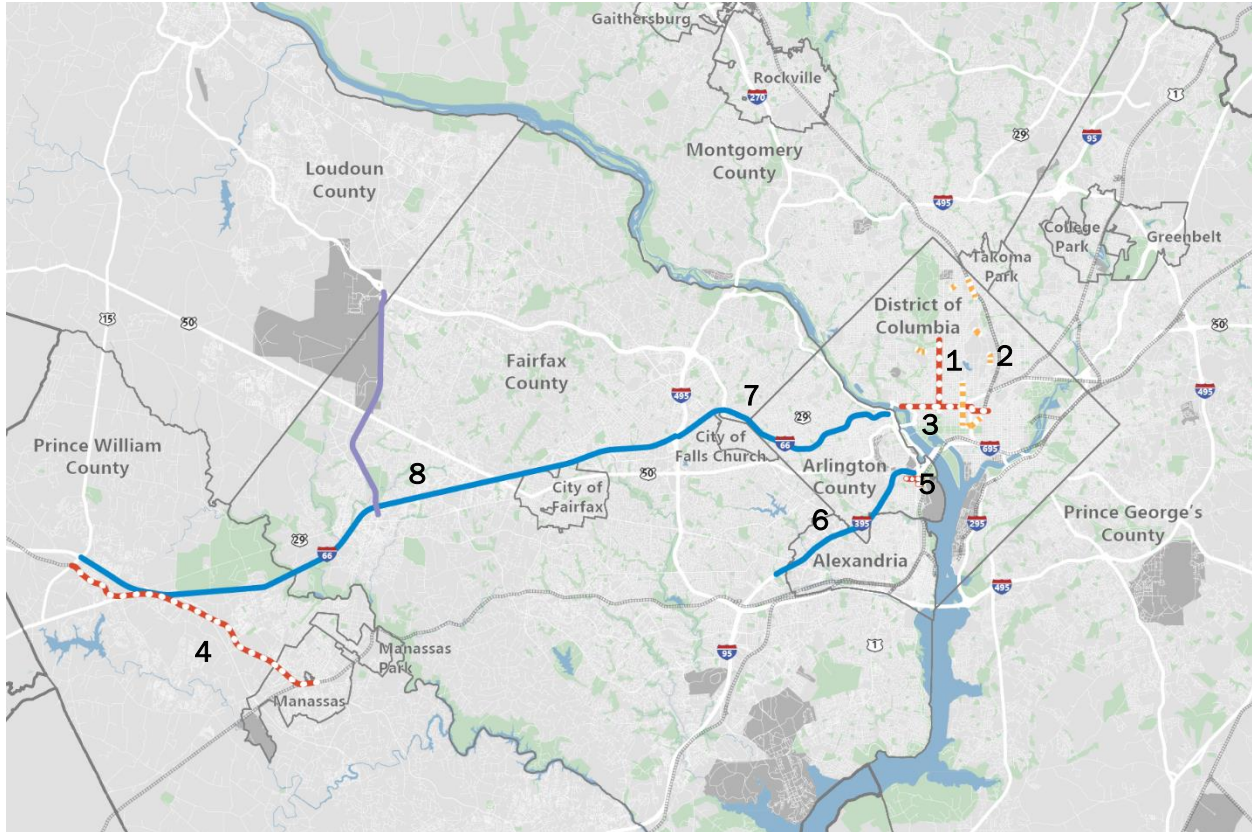
MATERIALS FOR PUBLIC COMMENT

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

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

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

New Major Projects and Significant Changes for the 2016 CLRP Amendment



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

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

**RESOLUTION APPROVING THE
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR FY 2017-2022**

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

WHEREAS, the Federal Planning Regulations of the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) implementing the FAST Act, which became effective June 27, 2016, specify the development and content of the long range transportation plan and require that it be reviewed and updated at least every four years; and

WHEREAS, the TIP is required by FHWA and 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 approved the FY 2015-2020 TIP which was developed as specified in the Federal Planning Regulations; and

WHEREAS, on December 16, 2015, the TPB issued a solicitation document for projects and strategies to be included in the 2016 CLRP Amendment and the FY 2017-2022 TIP that will meet federal planning requirements, address the federal planning factors, and goals in the TPB Vision and the Regional Transportation Priorities Plan; and

WHEREAS, the transportation implementing agencies in the region provided project submissions for the 2016 CLRP Amendment and the FY 2017-2022 TIP, and the TPB Technical Committee and the TPB reviewed the project submissions at meetings in February and March 2016; and

WHEREAS, on March 16, 2016 the TPB approved the major projects submitted for inclusion in the Air Quality Conformity Analysis for the 2016 CLRP Amendment and the FY 2017-2022 TIP; and

WHEREAS, on October 13, 2016 the draft 2016 CLRP Amendment and FY 2017-2022 TIP and the Air Quality Conformity Analysis were released for a 30-day public comment period and inter-agency review at the TPB Citizens Advisory Committee (CAC) meeting; and

WHEREAS, the FY 2017-2022 TIP projects are consistent with the 2016 CLRP Amendment as approved by the TPB on November 16, 2016; and are selected in accordance with the Federal Planning Regulations; and

WHEREAS, the FY 2017-2022 TIP has been developed to meet the financial requirements in the Federal Planning Regulations; and

WHEREAS, on November 16, 2016, the TPB determined that the 2016 CLRP Amendment and FY 2017-2022 TIP conform with the requirements of the Clean Air Act Amendments of 1990; and

WHEREAS, the U.S. Department of Transportation issued regulations in 1991 on providing transit services to persons with disabilities to conform to the Americans With Disabilities Act (ADA) of 1990, and by January 1997, both the Washington Metropolitan Area Transit Authority and Frederick County ADA Paratransit services were operating as planned in conformance with the regulations; and

WHEREAS, during the development of the 2016 CLRP Amendment and the FY 2017-2022 TIP, the TPB Participation Plan was followed, and numerous opportunities were provided for public comment: (1) At the February 11, 2016 TPB Citizens Advisory Committee (CAC) meeting, the project submissions for inclusion in the Air Quality Conformity Analysis and the Air Quality Conformity work scope were released, and an opportunity for public comment on these submissions was provided at the beginning of the February TPB meeting; (2) At the March 16, 2016 meeting, the TPB accepted a set of responses to the public comments on the project submissions for inclusion in the CLRP and TIP documents; (3) On September 15, 2016 following the CAC meeting, a Public Forum was held on the development of the FY 2017-2022 TIP; (4) On October 27, 2016 the 2016 CLRP Amendment was presented to the TPB's Access for All Advisory Committee for their consideration and comment; (5) On October 13, 2016 in conjunction with the CAC meeting, the draft 2016 CLRP Amendment, the draft FY 2017-2022 TIP, and the draft Air Quality Conformity Analysis were released for a 30-day public comment period which closed on November 12, 2016; (6) An opportunity for public comment on these documents was provided on the TPB website and at the beginning of the October and November TPB meetings; and (7) the documentation of the 2016 CLRP Amendment will include summaries of all comments and responses; and

WHEREAS, the TPB Technical Committee has recommended favorable action on the FY 2017-2022 TIP by the Board,

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board approves the Transportation Improvement Program for FY 2017-2022.

Adopted by the Transportation Planning Board at its regular meeting on November 16, 2016.



MEMORANDUM

TO: Transportation Planning Board
FROM: Andrew Austin, TPB Transportation Planner
SUBJECT: Briefing on the Draft FY 2017-2022 Transportation Improvement Program (TIP)
DATE: October 13, 2016

On Thursday, October 13, 2016 the TPB released the draft 2016 Constrained Long-Range Plan (CLRP) Amendment, the draft FY 2017-2022 Transportation Improvement Program (TIP) and the draft Air Quality Conformity Analysis results for a 30-day public comment period. This memo provides information on the development of the draft FY 2017-2022 TIP. In December 2015, the TPB released the Call for Projects for the 2016 Amendment to the CLRP and the FY 2017-2022 TIP. The baseline used for the development of the new TIP was the FY 2015-2020 TIP, as amended, and carried over to cover fiscal years 2017-2022. Agencies were asked to provide their inputs for the Draft TIP in May 2016.

BACKGROUND ON THE TIP

Before a transportation funding agency can apply for federal funds to use toward any projects, the project must be identified in a TIP and in a CLRP (if applicable). Typically, it is the last step a project must go through before any work can begin. When USDOT approves a project for funding, the submitting agency must know several things at the moment of the transaction, including exactly what type of funding is available and identified for use, how much the project phase costs, and other details. Often referred to as an “obligation” document, the TIP must meet strict federal requirements and serves as one official way that these funding details are provided.

Federal law requires that the TIP cover a minimum of four-years and be updated at least every four years. The TIP is a short term implementation document that is essentially the means for implementing the projects and programs identified in the long term in the CLRP. It includes capital projects, operational programs and some maintenance for all modes of surface transportation: roads and bridges, transit, bicycle and pedestrian, and freight. The TPB’s TIP covers a six-year period to be consistent with the budgeting and programming processes of its member agencies. Funding in the first two years of the TIP must be “available and committed,” according to federal law, while funding for the third and fourth years must be “reasonably expected to be available,” much like funding in the CLRP.

The prioritization and implementation of projects is a continuously evolving process for each agency. The TIP document included in this item can only provide a “snapshot” of the TIP at this point in time. The TIP is amended or modified on a monthly and sometimes even weekly basis, through staff approvals, TPB Steering Committee actions, or large-scale amendments brought to the TPB for adoption.

The funding included in the TIP does not provide a comprehensive picture of all transportation-related spending in the region. There are many operations and maintenance programs that do not use federal funding and that are not required to be included in the TIP. Similarly, many small-scale projects that are

not regionally significant or federally funded are not required to be included either. While the funding of different phases (planning, engineering, right-of-way acquisition, construction) is described in the TIP, it is not intended to provide a schedule for construction the way that a Capital Improvement Program (CIP) might. There is also no guarantee that projects programmed in the TIP will be built. Priorities can change and funding can be withdrawn from one project to be applied to other projects.

INPUTS TO THE FY 2017-2022 TIP

The previously approved FY 2015-2020 TIP, as amended through October 7, 2016, formed the baseline of inputs for each agency to start with when updating the FY 2017-2022 TIP. The three Departments of Transportation in the District, Maryland, and Virginia, and the Washington Metropolitan Area Transit Authority are on different schedules for their budgeting and programming processes. For this reason, some agencies have provided inputs that cover the full six years of the TIP, while inputs from other agencies may only cover the first four years.

Projects in the **District of Columbia** come from the DDOT State Transportation Improvement Program (STIP). DDOT is currently developing its new FY 2017-2023 STIP, and will provide a significant amendment to update the TPB FY 2017-2022 TIP in early 2017. Currently, funding in the District portion of the FY 2017-2022 TIP reflects the FY 2015-2020 TIP, as amended. Projects in **Maryland** come from the Maryland Consolidated Transportation Program (CTP). MDOT has provided inputs to the TIP based on its draft FY 2017-2022 (CTP). Projects in **Virginia** come from the VDOT STIP. VDOT is currently developing the FY 2018-2021 STIP, which is expected to provide the inputs for a significant amendment to the TIP in early 2017. Funding in the Virginia portion of the FY 2017-2022 TIP reflects the FY 2015-2020 TIP, as amended. Projects from **Washington Metropolitan Area Transit Authority** (WMATA) come from their latest Capital Budget. Currently, WMATA funding of the FY 2017-2022 TIP reflects the FY 2015-2020 TIP, as amended. An amendment to reflect funding changes related to the Metro SafeTrack program is expected by the end of 2016. An amendment to reflect WMATA's FY 2018 Capital Budget and FY 2018-2023 CIP is expected in the spring of 2017.

SUMMARY OF FUNDING IN THE FY 2017-2022 TIP

There are over 300 projects and programs included in the FY 2017-2022 TIP with a total of \$11 billion programmed over the document's six year span. There are 114 road and bridge projects that total \$2.45 billion and 55 transit projects that total \$6.63 billion (the Purple Line in Maryland accounting for \$2.4 billion of that funding). There are 34 projects identified as bicycle and pedestrian projects with \$250 million in funding. It should be noted that there are many road projects that include bicycle and/or pedestrian accommodations that are not included in this count or total.

Almost half of the funding in the TIP – \$4.8 billion, or 45% – comes from state or local sources. The remaining \$6.2 billion (55%) comes from formula funding programs from the Federal Highway Administration and the Federal Transit Administration.

MATERIALS FOR PUBLIC COMMENT

Attached to this memo is the draft FY 2017-2022 TIP which was released for a 30-day public comment period on Thursday, October 13, 2016. Comments may be submitted:

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

The public comment period ends on Saturday, November 12, 2016. The TPB will be asked to approve the FY 2017-2022 TIP at the meeting on November 16, 2016.

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

**RESOLUTION ENDORSING THE 2016 CERTIFICATION OF THE
METROPOLITAN TRANSPORTATION PLANNING PROCESS FOR
THE NATIONAL CAPITAL REGION**

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

WHEREAS, the Federal Planning Regulations of the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) implementing the FAST Act, which became effective June 27, 2016, specify that "the state and MPO shall certify at least every four years that the metropolitan transportation planning process is addressing the major issues in the metropolitan planning area and is being carried out in accordance with all applicable requirements..."; and

WHEREAS, the Statement of Certification documenting how the TPB's planning process is being carried out and how the process is compliant with all of the applicable requirements is appended to this resolution; and

WHEREAS, a Statement of Certification has been prepared with signatures of officials from the District of Columbia Department of Transportation, the Maryland Department of Transportation, the Virginia Department of Transportation, and the TPB and is appended to this resolution.

NOW, THEREFORE BE IT RESOLVED THAT the National Capital Region Transportation Planning Board does hereby certify that the planning process is being carried out in conformance with all applicable requirements:

The appended Statement of Certification, dated November 16, 2016 which finds that the transportation planning process is addressing the major issues in the National Capital Region and that the process is being conducted in accordance with all applicable requirements, is hereby endorsed and the Chair of the TPB is authorized to sign it.

Adopted by the Transportation Planning Board at its regular meeting on November 16, 2016.

**METROPOLITAN PLANNING PROCESS REVIEW CHECK LIST
FOR THE NATIONAL CAPITAL REGION
TRANSPORTATION PLANNING BOARD**

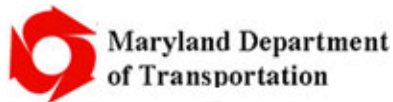
STATEMENT OF CERTIFICATION

DEVELOPED BY AND FOR USE OF THE
DEPARTMENTS OF TRANSPORTATION FROM:

DISTRICT OF COLUMBIA



MARYLAND



VIRGINIA



November 16, 2016

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NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

STATEMENT OF CERTIFICATION

November 16, 2016

This document describes how the federal metropolitan transportation planning process is being conducted by the National Capital Region Transportation Planning Board in accordance with all the applicable requirements; this self-certification of the planning process is required under 23 CFR 450.334 and is signed by three state DOT's and the TPB.

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5. The Currently Adopted Plan and Transportation Improvement Program (TIP)

On October 21, 2015 the TPB approved the 2015 CLRP Amendment. On October 15, 2014 the TPB approved the 2014 CLRP and the FY 2015-2020 TIP. The TIP is updated on a two-year cycle, so the FY 2015-2020 TIP is the TIP of record. The TIP includes transit, highway, bikeway and pedestrian and ridesharing improvement projects and transit and ridesharing operating support. It only includes projects that can be implemented with already available and projected sources of transportation revenues while the existing transportation system is being adequately operated and maintained. mwcog.org/clrp

On January 5, 2015, FHWA and FTA found that the 2014 CLRP and FY 2015-2020 TIP conform to the region's State Implementation Plans, and that the conformity determination has been performed in accordance with the Transportation Conformity Rule (40CFR Part 93), as amended. On February 4, 2016, FHWA and FTA found that the 2015 CLRP Amendment conforms to the region's State Implementation Plans.

6. The New Plan and TIP

On December 16, 2015, the TPB began the development of the CLRP by releasing the final solicitation document for the 2016 CLRP Amendment and FY 2017-2022 TIP, which requested that the transportation implementing agencies explicitly consider the Vision, the Regional Transportation Priorities Plan, the eight planning factors, and other TPB and COG policy documents and studies as the policy framework when they submitted projects and programs for inclusion in the CLRP.

mwcog.org/clrp

Approval of the New Plan and TIP

The 2016 CLRP Amendment and the FY 2017-2022 TIP were developed according to the provisions of the metropolitan planning regulation of record in December 2015. The 2016 CLRP Amendment and the FY 2017-2022 TIP meet the financial plan requirements to show the consistency of the proposed projects with already available and projected sources of transportation revenues while the existing transportation system is being adequately operated and maintained. The 2016 CLRP Amendment and FY 2017-2022 TIP were adopted by the TPB on November 16, 2016.

7. Annual Listing of Projects

The FAST Act requires that the TPB publish or otherwise make available an annual listing of projects, consistent with the categories in the TIP, for which federal funds have been obligated in the preceding year. With the assistance of and in cooperation with the transportation implementing agencies in the region, the TPB has prepared a listing of projects for which federal funds have been obligated each year since 2001. The annual listing of projects is available on the web at mwcog.org/clrp/projects/tip/obligations.asp.

8. The Air Quality Conformity Determination for the New Plan

On November 16, 2016, the TPB approved the air quality conformity analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP for the Washington Metropolitan Region. The Plan and TIP conform to the requirements (Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d)), and meet air quality conformity regulations: (1) as originally published by the Environmental Protection Agency (EPA) in the November 24, 1993 Federal Register, and (2) as subsequently amended, most recently in April 2012, and (3) as detailed in periodic FHWA / FTA and EPA guidance. The air quality conformity report can be found at

9. The Financial Plan

The 2014 financial plan for the CLRP demonstrates that the forecast revenues reasonably expected to be available are equal to the estimated costs of expanding and adequately maintaining and operating the highway and transit system in the region through 2040. The TPB conducted an analysis of the financial resources available for the 2010 CLRP which is documented in the report “*Financial Analysis for the 2014 Constrained Long-Range Transportation Plan*” Forecast revenues and expenditures for the 2014 CLRP total \$244 billion in year of expenditure dollars for the period of 2015 through 2040. The forecasts were prepared by the transportation implementing agencies and jurisdictions, with technical integration and documentation provided by consultants. The TPB was briefed on the financial analysis at its September 17, 2014 meeting. More information on the financial plan is available at: mwcog.org/clrp/elements/financial.asp.

The CLRP is updated annually with amendments that include new projects or adjust the phasing or other aspects of some of the projects or actions in the plan, or change specific projects as new information on them becomes available. In spring 2016, the financial analysis for the 2014 CLRP was reviewed to ensure that it conforms with requirements in federal transportation law for the 2016 Amendment to the CLRP.

The CLRP must be updated every four years as required by federal transportation law. The last major update of the CLRP which included a full financial analysis was in 2014; the 2018 CLRP will be the next required update and will include a new full financial analysis. In FY 2018, the expected revenues and expenditures to be included in the 2018 CLRP for the years 2019 to 2045 will be analyzed, projecting to reflect new state revenue sources and expenditure estimates in consultation with the state and local DOTs and public transportation operators.

The financial analysis, as in past years, identified a shortfall in the forecasts for WMATA capital funding for Metrorail capacity expansion after 2020. Because funding has not yet been identified to accommodate projected Metrorail demand in the regional core, the TPB’s travel forecasting process is currently configured to “cap” peak period core Metrorail ridership beyond the year 2020 at 2020 levels. This so-called Metrorail “constraint” has been a policy assumption since the 2000 CLRP.

In 2008, Congress passed the Passenger Rail Investment and Improvement Act which provides an additional \$3 billion in revenues over 10 years in funding for WMATA's capital and preventive maintenance projects, with \$150 million per year of federal funding and a matching \$150 million per year in required dedicated local matching revenues, as approved by the legislatures of Maryland, Virginia, and the District of Columbia. This legislation is set to expire in 2020 and currently there is not any federal legislation in place to extend that act beyond 2020. This additional revenue was assumed to be available through 2040 in the financial plan for the 2014 CLRP.

The funding uncertainties affecting the Metrorail system capacity and levels of service beyond 2020 were explicitly accounted for by constraining future peak Metrorail ridership in the regional core to 2020 levels. The Metrorail constraint is applied within the travel demand modeling process as part of the air quality conformity analysis of the CLRP and TIP. The transit constraint effectively suppresses Metrorail demand in the regional core that would have existed without such a constraint. The travel model essentially converts the suppressed Metrorail demand into auto travel, resulting in increased daily automobile trips and increased vehicle emissions.

10. Participation Plan and Public Involvement

The TPB is committed to a transparent interface with the public and with relevant public agencies to support the regional transportation planning process, including the development of the CLRP. An update to the TPB's Participation Plan was approved in 2014 and can be found at mwcog.org/tpb-participation-plan/. The plan includes a policy statement, identification of goals, and description of participation activities, including procedures, committees, website and publications, public meetings and trainings, and general activities.

During the development of the CLRP amendments in 2015 and 2016 and the FY 2017-2022 TIP, the participation procedures outlined in the TPB Participation Plan were followed, and several opportunities were provided for public comment, including presentations and discussion with the TPB Citizens Advisory Committee and Access for All Advisory Committee.

For each annual CLRP amendment or update, the TPB conducts two 30-day public comment periods. This process was used for the CLRP amendments in 2015 and 2016. The first public comment period occurs in the spring before the TPB votes to approve new projects for inclusion in the air quality conformity analysis. The second occurs in the fall prior to the final approval of the CLRP amendment or update. Comments and responses from the two public comment periods were posted on the website. The TPB reviewed and accepted staff responses to the comments. The final versions of the CLRP and TIP documents will include summaries of all comments and responses.

For the FY 2017-2022 TIP, TPB staff conducted a federally required TIP Forum. At this event, TPB staff and staff of the implementing agencies answered questions about projects in the draft TIP, and provided information on the funding and planning processes that are reflected in the TIP.

Beginning in 2010, the TPB has made available to the public an on-line, searchable database of all the transportation projects and programs in the CLRP & TIP. The CLRP website includes area maps of all newly proposed projects; static maps of all major highway, transit, HOV/HOT, and bicycle/pedestrian projects.

11. Title VI and Related Nondiscrimination Regulations

The TPB has complied with longstanding federal regulations and guidance to ensure nondiscrimination in programs, procedures, operations, and decision-making regardless of race, ethnicity, income level, disability status, gender or age.

The state transportation agencies (DDOT, MDOT and VDOT) have an agreement with COG that specifies the terms and conditions for funding its administrative support of the transportation planning process. This agreement was reviewed and updated by amendment on September 17, 2008. The agreement requires COG to meet all US DOT MPO planning requirements and to adhere to Title VI of the Civil Rights Act of 1964 and applicable non-discrimination laws, and to comply with the small, disadvantaged and women-owned business enterprise requirements.

Title VI: Civil Rights Act of 1964

The TPB fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations prohibiting discrimination in all programs and activities. The planning process is consistent with Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each state under 23 U.S.C 794, 23 U.S.C. 324 regarding the prohibition of discrimination based on gender and USDOT guidance on environmental justice. The planning process also conforms to the Surface Transportation and Uniform Relocation Assistance Act of 1987, regarding the involvement of minority enterprises in FHWA and FTA funded projects.

The Metropolitan Washington Council of Governments (COG), as the administrative agent for the TPB, has a “Title VI Plan to Ensure Nondiscrimination in all Programs and Activities” to document the ongoing efforts by COG and the TPB to ensure compliance with Title VI based on Federal Highway Administration (FHWA) requirements. The COG Board adopted the Title VI Plan in April 2015 and it includes a policy statement, Title VI assurances and nondiscrimination complaint procedures. COG’s Title VI plan and the Title complaint form are available here: mwcog.org/nondiscrimination/

COG also has an FTA-approved Title VI Program which reiterates the policies and practices outlined in the Title VI Plan. In April 2015, the COG Board also adopted the Title VI Program as required by FTA. On Feb 22, 2016, FTA Region 3 concurred with COG’s Title VI Program and stated that the program meets the requirements set out in the FTA’s Title VI Circular, 4702.1A.

Accommodations for People with Disabilities’ and Limited English Speakers

To provide access to documents, meetings or any other planning activities for limited English proficiency populations and those with disabilities, the TPB follows the COG accommodations policy (mwcog.org/accommodations). The accommodations policy is translated into the 6 most commonly spoken languages in the region other than English, available on the Accommodations page of the website, the six languages are Spanish, French, Korean, Vietnamese, Amharic and Chinese. The CLRP website includes a Google translation tool that will translate the webpage text from English to one of 90+ different languages. The TPB has a Language Assistance Plan that is provided in Attachment F of COG’s Title VI Plan: mwcog.org/documents/2015/04/15/title-vi-plan-to-ensure-nondiscrimination-in-all-programs-and-activities/

Environmental Justice Executive Order

The USDOT Order 6640.23A issued “FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” in June 2012 to provide guidance on how recipients of federal transportation assistance comply with Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* issued February 11, 1994.

To follow these federal environmental justice requirements, the TPB must identify and address, as appropriate, disproportionately high or adverse effects of its programs, policies, and activities on minority populations and low-income populations.

The TPB has a two-pronged approach to ensuring nondiscrimination and meeting Title VI and Environmental Justice requirements both described here: Analysis: examining forecast impacts of the CLRP on low-income and minority populations, and Involvement: engaging transportation-disadvantaged populations in the planning process.

Analysis of Disproportionate and Adverse Impacts of the CLRP

An enhanced Environmental Justice Analysis will be conducted of the 2016 CLRP Amendment and again for the major update to the CLRP in 2018. The enhanced EJ analysis will occur in two phases. The first phase is the identification of “Communities of Concern” which are small geographic areas that have significant concentrations of low-income and minority populations based on Census tract-level data. Low-income is defined as individuals with household income less than 1.5 times the Federal poverty level, depending on size. The minority populations that will be used to identify the “Communities of Concern” include African-American, Asian and Hispanic/Latino. Phase 2 of the EJ analysis will include examining accessibility to jobs, educational

institutions, hospitals and travel times for the “Communities of Concern” compared to the rest of the region between the current year and 2040.

More information on the proposed “Communities of Concern”, the proposed enhanced EJ analysis of the CLRP and the last EJ analysis of the 2010 CLRP are available here mwcog.org/clrp/performance/EJ/EJintro.asp

Involvement of Transportation-Disadvantaged Populations in the Planning Process

To ensure that the voices of traditionally-disadvantaged populations concerns are heard in the planning process, the TPB created the Access for All (AFA) Advisory Committee in 2001 to advise on issues and concerns of low-income populations, minority populations, and persons with disabilities. In 2016, the AFA was enhanced to include the work of the former Human Service Transportation Coordination Task Force and the membership expanded to include community leaders representing people with disabilities, low-income populations, minority populations older adults and people with limited English Skills, as well as ex-officio representation from the transportation agencies in the region. The AFA is chaired by a TPB member who makes regular reports to the TPB on AFA issues and concerns. The AFA website is at mwcog.org/tpbafa/.

Each time the region’s Constrained Long Range Transportation Plan (CLRP) and Transportation Improvement Program (TIP) are updated, the TPB solicits comments representing the concerns of traditionally disadvantaged populations. The TPB’s mailing lists include hundreds of community groups that represent Title VI protected groups throughout the Washington Region. Press releases are also sent to newspapers published by and for Title VI protected groups. In addition, the AFA committee reviews maps of proposed major projects and comments on the CLRP. The AFA chair, currently the TPB’s Vice-Chairman Charles Allen, presented those comments to Board on November 16, 2016. The comments are also documented in a memorandum to the TPB, available here: mwcog.org/clrp/public/afa.asp

As described under item 12 below, the updated Coordinated Human Service Transportation Plan was adopted by the TPB in November 2014. The Coordinated Plan identifies unmet transportation needs for people with disabilities, low-income individuals and older adults. The Coordinated Plan and information on the Enhanced Mobility funding program is available at tpbcoordination.org.

Americans With Disabilities Act and Rehabilitation Act of 1973

The TPB complies with the provisions of the Americans With Disabilities Act of 1990 (Public Law 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulation ensuring the nondiscrimination of individuals with disabilities. The TPB also complies with related regulations under Section 504 of the Rehabilitation Act of 1973.

The TPB also complies with the Older Americans Act, confirms opportunity for employment with no discriminatory personnel practices because of age and *Section 324 of 23 U.S.C.* No one of the basis of gender shall be denied participation in or benefits of any program or activity receiving federal assistance under Title 23.

Disadvantaged Business Enterprises (DBEs) Goal and Small Business Participation Element

It is COG's policy that Disadvantaged Business Enterprises (DBEs), as defined in 49 CFR Part 26, shall have the maximum opportunity to participate in the performance of contracts for COG, and specifically those financed in whole or in part with federal funds under grants, contracts, or cooperative agreements. COG's policy is to seek out and include DBEs in the procurement process for all goods and services to the maximum practicable extent. Accordingly, COG encourages DBEs to compete for COG contracts and subcontracts, and encourages joint ventures between DBE and non-DBE firms who compete for COG contracts and subcontracts.

COG’s “Disadvantaged Business Enterprise Program Administrative Program and Policy” dated April 2013 includes procedures to provide for subcontracting to disadvantaged businesses enterprises, a DBE Goal and a Small Business Participation Element and can be found at

www.mwcog.org/doingbusiness/dbe. COG's FY2016-FY2018 DBE goal methodology for Disadvantaged Business Enterprise (DBE) participation was approved by FTA Region III on August 27, 2015. All COG contracts and subcontracts include the required standard clauses, including lobbying prohibition. These documents can be found at [.mwcog.org/purchasing-and-bids/dbe-policy/](http://www.mwcog.org/purchasing-and-bids/dbe-policy/)

12. Human Service Transportation Coordination

The TPB adopted an update to the Coordinated Human Service Transportation Plan in November 2014 to guide the implementation of the FTA Enhanced Mobility for Older Adults and Individuals with Disabilities Program (Section 5310) which can be found here: mwcog.org/coordinated-human-service-transportation-plan/. The Coordinated Plan identifies the unmet transportation needs for people with disabilities, low-income individuals and older adults, and also provides demographic data and maps of traditionally-disadvantaged population groups. The TPB's former Human Service Transportation Coordination Task Force oversaw the development of the updated Coordinated Plan. People with disabilities, older adults and those with low-incomes, in addition to transportation and human service agencies, served on this Task Force, and are now represented on the enhanced Access for All Advisory Committee. Since the work of the Task Force is largely done, and for greater efficiency and effectiveness, the Task Force was merged with the Access for All Advisory Committee, as described earlier.

COG serves as the designated recipient for the FTA Enhanced Mobility Section 5310 programs in the Washington DC-VA-MD Urbanized Area. The Coordinated Plan and information on the Enhanced Mobility Program are available at tpbcoordination.org.

13. Congestion Management Process

The TPB created a Congestion Management Process (CMP) in 2007 that is part of the regional transportation plan and is committed to management of the existing and future transportation system through the use, where appropriate, of demand management and operational management strategies. These strategies, when taken form a large portion of the CMP. The CMP addresses the requirements laid out in the final planning regulations. The CMP is documented at mwcog.org/transportation/planning-areas/management-operations-and-safety/congestion-management-process/.

The CMP has four main components: 1) Congestion monitoring of major highways; 2) Identification and analysis of strategies to alleviate congestion; 3) Implementation of reasonable strategies and an assessment of their effectiveness and 4) Integration of strategies into major roadway construction projects. With the CMP, the TPB aims to use existing and future transportation facilities efficiently and effectively, reducing the need for highway capacity increases for single-occupant vehicles (SOVs). Congestion Management Process (CMP) documentation is included in the TPB's process for soliciting projects from implementing agencies for the CLRP and TIP. The transportation implementing agencies are required to submit a Congestion Management documentation form for each project or action proposing an increase in SOV capacity. The implementing agencies submit documentation of CMP strategies considered in conjunction with significant federally-funded CLRP or TIP projects.

14. Systems Performance, Operations and Technology

The TPB has several on-going efforts related to management, operations and technology to help the region maximize the efficiency and effectiveness of the transportation system. The TPB has a [Systems Performance](#), Operations and [Technology](#) Subcommittee. Related programs include the Metropolitan Area Transportation Operations Coordination (MATOC) Program, the Regional Intelligent Transportation Systems (ITS) Architecture and the Traffic Signals Subcommittee. More

details on the [committees](#) and programs can be found at mwcog.org/transportation/planning-areas/management-operations-and-safety.

15. Freight Planning

The TPB is dedicated to incorporating freight into the transportation planning process. The 2016 TPB Freight Plan provides analysis of current and forecast freight transportation and identifies projects that benefit freight transportation in the National Capital Region, and articulated policies important for freight planning in the region. The TPB Freight Subcommittee meets bimonthly to exchange information and to provide stakeholder input into the TPB freight planning products. For example, the TPB Freight Subcommittee developed the first Top 10 Freight Project List in 2011, and updated the list in 2013. The 2011 TPB Regional Freight Forum, a 1-day conference on regional freight trends brought together TPB board members, Capitol Hill representatives, freight-industry representatives from all modes, and federal, state, and local planners. For more information and to view the freight planning documents and freight subcommittee activities, go to [.mwcog.org/transportation/planning-areas/freight/](http://mwcog.org/transportation/planning-areas/freight/).

16. Bicycle and Pedestrian Planning

The TPB approved the *2015 Bicycle and Pedestrian Plan* on January 21, 2015, available here: mwcog.org/documents/bicycle-and-pedestrian-plan/ This plan identifies the capital improvements, studies, actions, and strategies that the region proposes to carry out by 2040 for major bicycle and pedestrian facilities. The Bicycle and Pedestrian Subcommittee of the TPB Technical Committee assisted in the development of the plan, and continues to meet regularly to exchange information among stakeholders and provide advice to the TPB on bicycle and pedestrian issues.

To promote pedestrian and bicycle safety, the TPB sponsors the regional Street Smart campaign, which consists of Fall and Spring waves of advertising, public relations, and enforcement activities. For more information on the campaign see bestreetsmart.net.

A recent example of how TPB integrates bicycle and pedestrian considerations into the metropolitan planning process was the development of a regional Complete Streets Policy, which was adopted on May 16, 2012. TPB has also sponsored a regional Green Streets workshop as it considers ways to encourage more pedestrian-friendly streetscapes. More information about the TPB's bicycle and pedestrian planning activities can be found at: mwcog.org/transportation/planning-areas/walking-and-biking/.

17. Environmental Consultation and Mitigation

The TPB established procedures in its Participation Plan for environmental consultation. The TPB has completed an extensive data collection and mapping effort that compares the CLRP with the region's natural and historic resources and associated conservation plans. Under this initiative, the TPB has worked with federal, state, and local resource agencies in the region to collect a wealth of environmental data on locations of floodplains, green infrastructure (as defined by Virginia and Maryland conservation plans), historic sites (as defined by national and separate state registers), impervious surface, protected lands (as defined by state wildlife management and conservation plans), sensitive species, and wetlands. In order to accurately compare the transportation plan with these resources and environmental plans, the TPB directly collaborated with experts at several resource agencies, such as the Maryland Department of Natural Resources, Maryland Historical Trust, National Park Service, Virginia Department of Conservation and Recreation, Virginia Department of Game and Inland Fisheries, and Virginia Department of Historic Resources.

The CLRP also includes an environmental potential mitigation discussion which identifies potential activities to moderate the environmental impacts of the long range transportation plan. The TPB's

environmental consultation process is described in more detail on the CLRP website: mwcog.org/clrp/elements/environment/default.asp.

18. Regional Transportation Priorities Plan and Unfunded Capital Needs

The TPB approved the Regional Transportation Priorities Plan (RTPP) in January 2014 at the conclusion of a three-year process. The RTPP is a policy document that focuses attention on a limited number of transportation strategies with the greatest potential to advance regional goals rooted in the TPB Vision. The strategies are meant to be “within reach” both financial and politically. They were identified through a combination of technical analysis, stakeholder input, and public outreach.

Seeking ways to promote implementation of the RTPP, the TPB in 2014 asked staff to compile a list of unfunded transportation projects identified by member jurisdictions that could potentially play a role in improving transportation system performance but have not been included in the CLRP due to a lack of anticipated funding. In 2015, the TPB established a working group to identify a limited number of unfunded priority projects that will address key deficiencies in the current CLRP and support implementation of RTPP goals. This TPB working group was later named the TPB Long-Range Plan Task Force. mwcog.org/committees/lrptf/

In 2015 and 2016, staff compiled a draft inventory of unfunded capital transportation needs, comprising approximately 500 projects that are included in state, local and regionally approved plans, but are not currently included in the CLRP. In 2016, the task force oversaw scenario planning activities that analyzed the potential impacts of building all the projects in this inventory (the “All-Build Scenario”) and conversely identified the impacts of building no new projects (the “No-Build Scenario”) between now and 2040.

The work of the Long-Range Plan Task Force, including the compilation and analysis of unfunded capital needs, will be incorporated into the next quadrennial update of the region’s long-range transportation plan, which is due in 2018. That new plan, which will replace the current CLRP, will for the first time include an unfunded element.

19. Transportation/Land Use Connections (TLC) Program

The Transportation/Land Use Connections Program provides short-term consultant services to local jurisdictions working on creative, forward-thinking, and sustainable plans and projects. The TPB provides consultant assistance of \$30,000 to \$60,000 for local planning projects, and up to \$80,000 for conceptual design or preliminary engineering. Since 2007, the TLC program has funded more than 100 projects. Technical assistance may include a range of services, such as: transit corridor and station area planning; transit demand and feasibility assessments; pedestrian and bicyclist safety and access studies; streetscape improvement plans; design guidelines and roadway standards; trail design; Safe Routes to School planning; Complete Streets policy guidance; and transit-oriented development studies. mwcog.org/transportation/activities/tlc

In 2016, the TLC Program focused its project solicitation on key regional objectives, including strengthening Regional Activity Centers, promoting access to transit, and increasing cross-jurisdictional coordination in planning. The TLC Program also includes a Regional Peer Exchange Network, which conducts programs to encourage learning among TPB member jurisdictions and stakeholders about TLC projects and experiences.

Since 2012, the TLC Program has provided staffing support for the TPB’s responsibilities under the MAP-21 Transportation Alternatives Program (TAP). On annual basis, the TPB works with the state DOT to select small capital improvement projects using TAP funding sub-allocated to the Washington metropolitan region.

20. Related Documents and Other Items on the Web

This self-certification refers to information and documents available on the website; below is a summary of where to find the latest information after the November 16, 2016 TPB approval of the CLRP amendment, the TIP and the air quality conformity determination.

Item	Specific Location on the Website
2016 CLRP Amendment	mwcog.org/clrp
2016 Plan Brochure (not yet published)	mwcog.org/clrp/update/KeyDocs_2016.asp
FY2017-2022 TIP	mwcog.org/clrp/projects/tip/fy1722.asp
Air Quality Conformity Analysis of the 2016 CLRP Amendment	mwcog.org/clrp/update/KeyDocs_2016.asp
Call for Projects for 2016 CLRP Amendment	mwcog.org/clrp/update/KeyDocs_2016.asp
Public comments on the Plan and TIP	mwcog.org/clrp/public/comments.asp
Financial Plan	mwcog.org/clrp/elements/financial/default.asp
Regional Transportation Priorities Plan	mwcog.org/RTPP/
TPB Vision and Relation to the Planning Factors	mwcog.org/clrp/process/vision_factors.asp
Participation Plan	mwcog.org/tpb-participation-plan/
COG Accommodations Policy	mwcog.org/accommodations/
FY2017 UPWP	mwcog.org/transportation/plans/upwp/
Coordinated Human Services Transportation Plan	mwcog.org/coordinated-human-service-transportation-plan/
Congestion Management Process	mwcog.org/documents/2016/09/09/congestion-management-process-technical-report/
Annual Listing of Projects	mwcog.org/clrp/projects/tip/obligations.asp
On-line CLRP & TIP Project Database	mwcog.org/clrp/projects/search.asp
Environmental Mitigation Discussion	mwcog.org/clrp/elements/environment/
Visualization of the CLRP	mwcog.org/clrp/projects/clrpprojects.asp
Freight Plan	mwcog.org/documents/2010/07/28/national-capital-region-freight-plan-freight/
Bike and Pedestrian Plan	mwcog.org/documents/bicycle-and-pedestrian-plan/
Safety Element	mwcog.org/clrp/elements/safety/
COG Title VI Plan	mwcog.org/documents/2015/04/15/title-vi-plan-to-ensure-nondiscrimination-in-all-programs-and-activities/
Language Assistance Plan	Attachment F in mwcog.org/documents/2015/04/15/title-vi-plan-to-ensure-nondiscrimination-in-all-programs-and-activities/
Long-Range Plan Task Force	mwcog.org/committees/lrptf/
Transportation Land Use Connections (TLC) Program	mwcog.org/transportation/activities/tlc

21. Federal Review of the TPB's Planning Process

In April 2014, FHWA and FTA conducted a certification review of the transportation planning process for the Washington, DC-VA-MD Transportation Management Area (TMA). The review included the Fredericksburg Area Metropolitan Planning Organization (FAMPO) because a small portion of the TMA extends into part of Stafford County which is in the FAMPO area.

The certification review is documented in a June 2015 report. Five TPB planning elements received commendations and four FAMPO planning elements were commended.

22. Signature Pages

After the table on page 14 showing where each applicable requirement is described in the document, the signature pages are provided from the Departments of Transportations of the District of Columbia, Maryland, Virginia and the Transportation Planning Board certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all the applicable requirements.

Metropolitan Transportation Planning Process Applicable Federal Requirements

The following table identifies the section and pages where each of the applicable federal requirements listed on the signatures pages is addressed in this document.

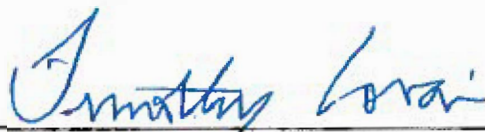
Requirement	Addressed in Section	Page(s)
(1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450 (Metropolitan Planning);	All	2 to 13
(2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93 (Conformity Determination);	8	4
(3) Title VI of Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1), 49 CFR part 21;	11	6 to 9
(4) 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;	11	6 to 9
(5) Section 1101(b) of MAP-21 (Pub. L.112-196) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects (DBE Involvement);	11	8
(6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;	11	8
(7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 <i>et seq.</i>) and 49 CFR parts 27, 37, and 38;	11	6 to 9
(8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;	11	6 to 9
(9) Section 324 of Title 23, U.S.C., regarding the prohibition of discrimination based on gender; and	11	6 to 9
(10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities	11	6 to 9

**METROPOLITAN TRANSPORTATION PLANNING PROCESS
SELF-CERTIFICATION
FOR THE NATIONAL CAPITAL REGION**

November 16, 2016

In accordance with 23 CFR 450.334, the District Department of Transportation, the Maryland Department of Transportation, the Virginia Department of Transportation and the National Capital Region Transportation Planning Board (TPB) which is the Metropolitan Planning Organization for the Washington DC-MD-VA Urbanized Area, hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all the applicable requirements of:

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Timothy Lovain, Chairman

National Capital Transportation Planning Board (TPB)


Date

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Leif Dormsjo, Director
District Department of Transportation

11/21/16

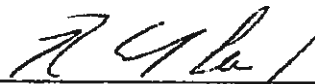
Date

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R. Earl Lewis

Deputy Secretary of Policy, Planning, and Enterprise Services
Maryland Department of Transportation

11/16/16

Date

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SELF-CERTIFICATION
FOR THE NATIONAL CAPITAL REGION**

November 16, 2016

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Helen Cuervo, P.E., District Engineer
Virginia Department of Transportation

11/15/16

Date

Appendix B - PUBLIC COMMENTS





MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Summary of Comments Received and Proposed Responses on the Project Submissions for Inclusion in the Air Quality Conformity Analysis of the 2016 Amendment to the Financially Constrained Long-Range Transportation Plan (CLRP) and FY 2017-2022 Transportation Improvement Program (TIP)
DATE: March 16, 2016

At the February 17, 2016 meeting the board was briefed on the draft project submissions to be included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP. The project submissions were released for a 30-day public comment and interagency review period at the TPB Citizens Advisory Committee meeting on February 11. This comment period closed on March 12.

Comments submitted by individuals, organizations and businesses have been posted on the TPB's website at www.mwcog.org/transportation/public/comments.asp. This memorandum provides a summary of the comments received and responses provided by TPB staff in consultation with the implementing agencies. A compilation of the comments received is provided separately from this memorandum.

The TPB will be briefed on the comments received and responses provided. Following that briefing, the board will be asked to approve the project submissions for inclusion in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and FY 2017-2022 TIP.

COMMENTS AND RESPONSES

Comments were received on the following projects and topics:

- A. DC Dedicated Bicycle Lane Network
- B. DC Streetcar: Union Station to Georgetown
- C. 16th Street Bus Priority
- D. VRE Haymarket Extension
- E. I-395 Express Lanes
- F. I-66 Multimodal Improvements Inside the Capital Beltway
- G. I-66 Corridor Improvements Outside the Capital Beltway
- H. VA 28 Widening and HOV
- I. Lack of new projects in Maryland
- J. Arlington Memorial Bridge Improvements

A. DC DEDICATED BICYCLE LANE NETWORK

Almost 140 comments were received on DDOT's proposal to add eight new segments and about 4 miles of dedicated bike lane network by removing one or more lanes. Seventy-one comments were received in support of the package of projects.

1. **Comment:** How do these projects fit into an interconnected regional bicycle network and are any of these segments dependent upon future facilities for successful integration? Which segments provide multi-modal access to Metro stations or other modes of travel?

Response: DDOT states that each of these CLRP submissions fit within a larger vision for a complete bicycle travel network described in the District's moveDC Long Range Multi-Modal Transportation Plan. Each project may:

- only represent new bike lane projects that would require roadway reconfiguration,
- complement existing bike lanes or trails,
- complement other bike lane proposals that do not require roadway reconfiguration.

Each project contributes to the bicycle travel network, in some significant way.

- 4th St NE, from Lincoln Rd to Harewood Rd, would extend existing bicycle lanes that begin in Eckington, creating a continuous link of over one mile to the southern end of the Catholic University campus and the Brookland Metrorail Station.
 - The Eastern Downtown Protected Bike Lanes study would connect Shaw with downtown DC, paralleling the Metro Green Line for over 1.5 miles.
 - Blair Rd NW, from Peabody to Aspen St, is a part of the larger Metropolitan Branch Trail Phase II project, that will extend from the Maryland border to Brookland Metro station, paralleling the Red Line.
 - Constitution and Louisiana Aves NW, from Pennsylvania to Columbus Circle, would close a substantial gap between existing bicycle travel facilities in downtown (the Metropolitan Branch Trail/1st St NE on the north end, the Pennsylvania Avenue protected bike lanes on the west end), and providing a direct connection to Union Station.
 - Harewood Rd NW would link a possible extension of bicycle lanes on Rock Creek Church Rd to the west, with possible new bicycle lanes on Taylor St NE to the east, thus providing a vital safe corridor to cross North Capitol St for bicyclists (particularly students of charter schools along Taylor St NE).
 - Klinge Rd NW, from Adams Mill Rd to Porter St, would provide a safer bicycling connection to and from neighborhoods east of Rock Creek Park, to the Klinge Valley Trail currently under construction through the park, that will connect to Rock Creek Trail, and neighborhoods west of the park.
 - Piney Branch Rd NW, from Georgia Ave to Underwood St., would close a small gap between existing bike lanes on Piney Branch, and create a continuous bike lane link over a mile long between the Brightwood retail core, and the Takoma Metro Red Line station.
2. **Comment:** Sixty-six comments were received objecting to the implementation of bike lanes on the 1200 block of 6th Street NW, as proposed in the Eastern Downtown Study segment. These comments included the following concerns:
 - Increased congestion and traffic delays on 6th Street NW and in the vicinity of the Verizon Center and Washington Convention Center
 - Removal of parking and convenient access to the United House of Prayer church and associated housing

- Disproportionate impacts on low-income and/or minority communities
- Requirement for Congestion Management Documentation

Response: DDOT is still studying and evaluating alternative design concepts for the Eastern Downtown Protected Bike Lane project and a final design alternative has not been selected. As the project development activities continue DDOT anticipates completing the planning study and selecting the preferred alternative later this year. In order to meet the TPB's schedule for including projects in its air quality emissions analysis DDOT advised TPB to use one of the four build alternatives with the maximum potential to change traffic conditions and thereby potential emission estimates in its analysis. Alternatives being studied by DDOT include protected bike lanes on 5th Street, 6th Street and 9th Street NW and the "no-build". Inclusion of the 6th Street alternative in the regional air quality emissions analysis at this time does not preclude DDOT from selecting one of the other study alternatives, including the "no-build" OR making other changes to this alternative as part of its efforts to evaluate alternative design concepts. The project does not provide any additional capacity for single-occupant vehicles, so Congestion Management Documentation is not required by federal law.

B. DC STREETCAR: UNION STATION TO GEORGETOWN

Three comments were received regarding this project, two in support and one in opposition.

1. **Comment:** The streetcar project should not be included due to the high cost and poor performance of the system implemented thus far.

Response: The project is already included in the CLRP. The information provided for this amendment updates the lane configurations on H Street NE/NW, New Jersey Avenue NW, and K Street NW to allow the streetcars to run on a dedicated transitway.

C. 16TH STREET BUS PRIORITY PROJECT

One comment was received in support of implementing this project.

D. VRE HAYMARKET EXTENSION

Ten comments were received regarding this project, with nine in support of implementation and one opposed.

1. **Comment:** The extension of VRE should terminate at Gainesville with a preserved right-of-way to Haymarket for future expansion.

Response: VRE is evaluating an extension to Haymarket as part of the Gainesville-Haymarket study currently underway in order to understand the effects (e.g., ridership, environmental, cost) of a full extension. No decisions have been made to date on the scope of the extension such as station locations or a service plan and public comment is being sought regarding the extension. A decision on a locally-preferred alternative is anticipated in late 2016.

2. **Comment:** The project should be postponed in favor of the Long Bridge Improvement and after evaluations following the I-66 improvements.

Response: The VRE Gainesville-Haymarket extension (GHX) and expanded VRE Manassas Line service is not dependent upon implementation of the Long Bridge expansion. VRE has the ability to add daily trains to expand Manassas Line service in conjunction with the extension by revising its current schedule and adding revenue trains within its contractual limits with host railroads to achieve approximately 20 minute peak period - peak direction headways. The GHX study currently underway will evaluate potential VRE ridership taking into consideration the I-66 Express Lanes and proposed bus transit service. Expansion of the Long Bridge, once complete, is expected to enable further reduction of VRE peak headways and introduction of reverse peak and/or additional midday service.

E. I-395 EXPRESS LANES

Fifty-eight comments were received in general support for its implementation.

1. **Comment:** A reasonable, guaranteed, annual transit payment, sufficient to expand transit and other travel options in the corridor be established to support multimodal improvements, as determined by the Northern Virginia Transportation Commission (NVTC) and the Potomac and Rappahannock Transit Commission (PRTC), and directed to those agencies. NVTC and PRTC should be designated as the lead transit agencies on the project, with the authority to plan multimodal improvements and select improvements for funding.

Response: In response to this and other comments VDOT working with member jurisdictions has provided additional commitments to further developing and funding the transit and Travel Demand Management (TDM) components of the I 395 Express Lanes extension project. These commitments are included in the revised TPB resolution under agenda item 7 for the March 16, 2016 meeting.

2. **Comment:** In conversion of I-395 to a High Occupancy Toll facility, a strong preference should be given to public ownership and operation, as it affords additional funding for transit in the corridor. We want VDOT and DDOT to demonstrate that the project will not lead to gridlock in DC.

Response: This project is an extension of the existing I-95 Express/HOT lanes system. In November 2015, the Commonwealth signed a Framework Agreement with Transurban, our private partner on the 95 and 495 Express Lanes. The agreement establishes the 395 Express Lanes extension as a Concessionaire's Enhancement, and that the work will be done by Transurban under the current I-95 Express Lanes Comprehensive Agreement. In addition, VDOT and Transurban will work over the course of the next year to finalize the scope and cost estimates for the project, as well as the amount of annual funding that will be dedicated to improve transit/TDM in the corridor. VDOT will engage the public and key stakeholders throughout the environmental and preliminary design process in order to help shape the project and ensure that all improvements are in the public's best interest.

F. I-66 MULTIMODAL IMPROVEMENTS INSIDE THE CAPITAL BELTWAY

Eighty comments were received regarding this project, with fifty-six in general support of implementation and twenty-four opposed.

1. **Comment:** The TPB should ensure the upcoming NEPA environmental assessment for the four-mile eastbound widening of I-66 is carefully scoped to include a new and robust long-term plan to best move more people and minimize highway congestion and travel times..

Response: The I-66 Multimodal Study Inside the Beltway recommended a long term plan to move people while minimizing congestion and travel times. The Transform66: Inside the Beltway tolling is the first step to implement the long-range solution recommended in the Multimodal Study. The NEPA process to prepare an Environmental Assessment for the 66 Inside the Beltway Widening between the Dulles Connector Road and Fairfax Drive is currently under development.

2. **Comment:** Citizen objects to the I-66 inside the beltway eastbound widening, thinking that it is “just the first leg in a plan that will ultimately pave over Arlington” with an eight to ten lane super highway.

Response: The Transform66: Inside the Beltway project is reflective of the recommendation from the 2013 I-66 Multimodal Study Inside the Beltway, which was a cooperative effort between the Virginia Department of Transportation (VDOT), the Department of Rail and Public Transportation (DRPT), and the local jurisdictions and transit operators. The recommended 2040 configuration of I-66 inside the beltway included the addition of one lane in each direction between the Dulles Access Road and Fairfax Drive, conversion of the facility to HOT lanes in both directions during the peak periods, and a transit, Transportation Demand Management (TDM) and bike/pedestrian program to help manage congestion in the corridor. The revisions to the project in the 2016 CLRP include advancing portions of the multimodal recommendation first (peak direction tolling, limited eastbound widening, transit and TDM implementation), with the remaining components happening over time, supported in part by the tolls.

3. **Comment:** Concern about the dropping of the reverse commute tolls and delay in converting to HOV-

Response: Converting to HOV-3 and reverse commute tolling remain in the overall plan for the 66 corridor, with the conversion to HOT-3+ by 2021 and reverse commute tolling by 2040

4. **Comment:** Concern about the acceleration of the eastbound widening of I-66 inside the Beltway.

Response: In early February, Governor Terry McAuliffe and members from both parties and chambers of the Virginia General Assembly announced a bipartisan agreement to move forward on a plan to reduce congestion and provide new travel choices on I-66 inside the Beltway. This plan includes adding new options for single drivers, improving transit, and widening a four-mile stretch of I-66 from the Dulles Connector Road to Ballston. Accelerating the eastbound widening will address congestion in the PM rush hour as well as safety due to the lane drops at the merge and resulting operational weaving of traffic.

5. **Comment:** The widening of I-66 Inside the Beltway westbound should be done at the same time as the eastbound widening.

Response: The project includes the widening of I-66 in the eastbound direction from the Dulles Toll Road (DTR) to Fairfax Drive near Ballston by 2020. It also includes the westbound widening

between the Sycamore Street off-ramp to the Washington Blvd. on-ramp by 2040. The eastbound widening will address a key bottleneck inside the beltway and will add needed capacity as quickly as possible.

G. I-66 CORRIDOR IMPROVEMENTS OUTSIDE THE CAPITAL BELTWAY

Eighty comments were received regarding this project, with fifty-six in general support of implementation and twenty-four opposed.

1. **Comment:** Concern that the Project will induce traffic on ancillary roads

Response: Ongoing traffic forecasting efforts have shown that traffic outside the Beltway would not divert to neighborhoods along I-66 in order to avoid HOV-3 restrictions or tolling. Instead, traffic models indicated that several existing cut-through routes being used today would see a reduction in traffic due to interchange and auxiliary lane improvements to the general purpose lanes that are also part of the project.

2. **Comment:** Concern that the Project lacks a Noise Mitigation Plan

Response: A preliminary noise analysis was conducted as part of the Tier 2 Revised Environmental Assessment that recommended noise barriers at various locations (see study for details). Preliminary decisions regarding both recommended and non-recommended noise barriers may change between the environmental document and final design as a result of changes in the project design, design year traffic, or the level of detail the design contained at the time of the preliminary report. Future decisions during the final design process on whether to provide noise abatement measures will take into account design feasibility, cost, and the opinions of property owners impacted by the noise.

3. **Comment:** Concerns regarding the Project Footprint, Vertical Impact and Residential Relocations

Response: The project has been developed to respond to public input and reflects a reduced footprint, particularly in the Dunn Loring community. The preferred alternative reflects reductions of potential residential relocations from 35 to 11, as well as the elimination of major impacts to Stenwood Elementary School and reconfiguration of the I-495 Interchange to lower ramp elevations and reduce property impacts.

VDOT is continuing to look for opportunities to further reduce the impact of the project as the design moves from preliminary concept phase to final design, and will work with the private sector teams during procurement and the review of their alternative technical proposals.

4. **Comment:** Concern that the Project does not provide stormwater mitigation; impacts water quality

Response: A conceptual stormwater management study was completed to outline the general stormwater management requirements within the project area, which is defined as the area of existing and proposed right of way and permanent easements that contain the actual proposed land disturbance necessary to construct the project, as well as to identify potential stormwater management sites. The proposed locations of stormwater management facilities are shown in the conceptual plans for the Preferred Alternative. Resultant water quality impacts are discussed

in the Tier 2 Revised Environmental Assessment. Final design of the stormwater management facilities will be the responsibility of the contractor, and will be designed in accordance with the Part IIC technical criteria of the Virginia Stormwater Management Program Law and Regulations, the latest versions of VDOT's standards and design guidance manuals

5. **Comment:** Concern that the Project Ignores the community's "Do No Harm" Alternative

Response: The suggested "Do No Harm" Alternative would entail ending the I-66 express lanes between Chain Bridge Road and Nutley Street (instead of extending them to I-495) and offering five general purpose lanes to I-495. Traffic operations analysis shows that this alternative would result in significant operational and safety issues along the mainline of I-66 in both directions. A description of the "Do No Harm" Alternative and the results of the analyses are summarized in the Tier 2 Revised EA and additional details are included in the revised Transportation Technical Report (a memo about this subject is located at <http://outside.transform66.org/meetings/documents.asp>).

6. **Comment:** Concern regarding resulting air quality from the project

Response: The Tier 2 Revised Environmental Assessment indicates that the project would meet all applicable air quality requirements of NEPA and federal and state transportation conformity regulations.

7. **Comment:** Concern regarding resulting impacts to Stenwood Elementary School from the project

Response: Public input has influenced design changes during the project's development, resulting in a preferred alternative concept that includes a reduced footprint and elimination of major impacts to Stenwood Elementary School, including impacts to the school's playing field and track. The Department will continue to work with Fairfax County School and local officials to resolve and mitigate outstanding issues.

The preferred alternative shows that the existing noise barrier at Stenwood Elementary School would be replaced with a new wall to reduce noise levels on the school site. Additionally, the replacement noise barrier would serve as a visual barrier between the school and I-66. As the project moves from concept to final design, a final noise study will be completed to determine how best to provide noise abatement.

8. **Comment:** Project may result in compensation events that would prevent extension of Orange Line

Response: The concessionaire agreement would not result in the prevention of the Orange Line. The Preferred Alternative itself includes a median for potential future transit. This approach is consistent with the transportation plans of both Fairfax and Prince William Counties, which include the extension of Metrorail within the I-66 Right of Way in the future. At this time, Metro is focusing on ensuring that equipment and facilities are in a state of good repair, increasing system capacity by purchasing and implementing eight car trains across the system, and improving core capacity. Metro does not anticipate any extensions of the system until these priority projects are completed. The Draft Term Sheet does include a compensation event, but only if Metro is extended and operational within the first 10 years of the concessionaire term (the first 10 years are currently anticipated to end in 2027.) Given Metro's current planning, the risk of a compensation occurring is considered to be very small.

9. **Comment:** Concern regarding the proposed widening of Gallows Road and potential impacts

Response: At Gallows Road, where the existing bridge needs to be longer, additional bridge width is included in the preferred alternative to provide additional pedestrian facilities and to meet Fairfax County Transportation plans in this transit-oriented corridor. The I-66 team will continue to evaluate options that reduce or eliminate impacts as the design is refined.

H. VA 28 WIDENING AND HOV

Seven comments were received in general support of this project and one in opposition.

Comment: Move the completion date of the widening of Route 28 between the Prince William County Line and US 29 in Fairfax County from 2025 to 2019, to match the completion of the I-66/Route 28 interchange

Response: This project has received FY2015-16 funding from the NVTa to begin preliminary engineering and environmental work. It currently is not funded for construction. If funding becomes available, the project may be completed before 2025.

I. LACK OF NEW PROJECTS IN MARYLAND

One comment was received regarding projects in Maryland.

Comment: Maryland seems to have been forgotten, with no plans for projects in Prince George's County or to improve the Beltway and Baltimore Washington parkway.

Response: The Maryland Department of Transportation submits project inputs to the CLRP when the environmental assessment is complete. For the 2016 CLRP Amendment, no new projects have achieved that status.

J. NEED FOR ARLINGTON MEMORIAL BRIDGE IMPROVEMENTS

One comment was received on the status of the Arlington Memorial Bridge.

Comment: The Arlington Memorial Bridge needs rehabilitation costing \$250 million for which funding has not been identified, and without rehabilitation the bridge will need to be closed to vehicular traffic in 2021. The closure of the bridge to all motor vehicle traffic should be reflected in the CLRP for the years 2021 and beyond.

Response: It is anticipated the funding for rehabilitation of the bridge will be identified before 2021.



MEMORANDUM

Item 7

TO: Transportation Planning Board
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: Summary of Comments Received and Proposed Responses on the 2016 Amendment to the Financially Constrained Long-Range Transportation Plan (CLRP), the FY 2017-2022 Transportation Improvement Program (TIP), and the Air Quality Conformity Analysis
DATE: November 16, 2016

On October 13, 2016, the draft 2016 Amendment to the Financially Constrained Long-Range Transportation Plan (CLRP), the draft FY 2017-2022 Transportation Improvement Program (TIP), and the draft Air Quality Conformity Analysis were released for a 30-day public comment and inter-agency review period. The board was briefed on the 2016 CLRP Amendment, the FY 2017-2022 TIP, the Air Quality Conformity Analysis, and the CLRP Performance Analysis at its October 19, 2016 meeting. The comment period closed on November 12, 2016.

This memorandum provides a summary of the comments received and provides recommended responses for the board's consideration. For those comments received that referred to specific projects, TPB member agencies that are responsible for project implementation assisted in developing the responses. The project information included in this analysis reflects project details provided at the time the analysis began in March 2016. Many projects have advanced since that time and new information may be public, but is not part of the inputs to the 2016 CLRP Amendment, the FY 2017-2022 TIP, and the Air Quality Conformity Analysis.

Comments were received from more than 450 individuals, businesses, organizations, and governmental representatives. All comments received have been made available for review online at mwcog.org/TPBcomment. While this memo contains a summary of the comments, a separate compilation of every comment received has been made available to TPB members in both hardcopy and online formats. The TPB's Access for All Committee (AFA) also provided comments which are included and addressed in this memo.

The board will be briefed on the following comments received and recommended responses, and asked to accept the comments for inclusion in the documentation of the 2016 CLRP Amendment, the FY 2017-2022 TIP, and the Air Quality Conformity Analysis.

COMMENTS AND RESPONSES

Comments were received on the following projects and topics:

- A. DC Dedicated Bicycle Lane Network
- B. VRE Haymarket Extension
- C. I-395 Express Lanes
- D. I-66 Multimodal Improvements Inside the Capital Beltway

- E. I-66 Corridor Improvements Outside the Capital Beltway
- F. VA 28 Widening and HOV
- G. Dulles Airport Access Road Widening
- H. Pedestrian accommodations on Pohick Road widening
- I. Need for additional Potomac River crossings
- J. The CLRP is not sustainable and should be revisited
- K. Funding for bicycle and pedestrian improvements in the TIP

A. DC DEDICATED BICYCLE LANE NETWORK

161 Comments received from: 3 representatives from the United House of Prayer, 157 citizens, 1 non-profit or membership association.

1. **Comment:** One-hundred and sixty (160) comments were received objecting to the implementation of protected bike lanes on the 1200 block of 6th Street NW, as proposed in the Eastern Downtown Study segment. These comments included the following concerns and/or points:
 - Increased congestion and traffic delays on 6th Street NW and in the vicinity of the Verizon Center and Washington Convention Center
 - Removal of parking and convenient access to the United House of Prayer church and associated housing
 - Disproportionate impacts on low-income and/or minority communities
 - 9th Street NW would be a more suitable location

DDOT Response: DDOT is still studying and evaluating alternative design concepts for the Eastern Downtown Protected Bike Lane project and a final design alternative has not been selected. As the project development activities continue DDOT anticipates completing the planning study and selecting the preferred alternative later this year. In order to meet the TPB's schedule for including projects in its air quality emissions analysis DDOT advised TPB to use one of the four build alternatives with the maximum potential to change traffic conditions and thereby potential emission estimates in its analysis. Alternatives being studied by DDOT include protected bike lanes on 5th Street, 6th Street and 9th Street NW and the "no-build". Inclusion of the 6th Street alternative in the regional air quality emissions analysis at this time does not preclude DDOT from selecting one of the other study alternatives, including the "no-build" OR making other changes to this alternative as part of its efforts to evaluate alternative design concepts.

At the October 19 TPB meeting, Mr. Zimbabwe of DDOT stated that the agency is working with the impacted citizens and organizations through the project development process.

TPB Staff Response: TPB staff understands that the 6th Street alternative has been included for the purposes of analyzing the maximum air quality impacts on the project, and that DDOT will update the CLRP to reflect decisions that occur through the project development process at the appropriate time.

B. VRE HAYMARKET EXTENSION

14 Comments received from: 1 citizen, 13 non-profit or membership associations

1. **Comment:** The westward extension of VRE is important, but Gainesville is a more realistic and cost-effective terminus for the project. Right-of-way to Haymarket should be preserved for later expansion.

VRE Response: VRE is evaluating an extension to Haymarket as part of the Gainesville-Haymarket (GHX) study currently underway in order to understand the effects (e.g., ridership, environmental, cost) of a full extension. No decisions have been made to date on the scope of the extension such as station locations or a service plan and public comment is being sought regarding the extension. A decision on a locally-preferred alternative is anticipated in December 2016.

2. **Comment:** The project should be postponed in favor of the Long Bridge Improvement and after evaluations following the I-66 improvements.

VRE Response: GHX study is ongoing and extension is still under consideration by VRE. If the GHX project is adopted in the CLRP and subsequently it is decided not to advance the extension at a later day VRE will inform TPB and request it be removed from the CLRP.

While the GHX alternatives analysis results have shown the extension is not the most cost effective option when ridership and capital/operating cost are compared that measure is not the sole factor being considered in assessing the benefits or viability of the extension. While the travel forecasts have shown the I-66 express lanes/bus transit will also provide travel options in the I-66 corridor they have also shown a VRE GHX extension would carry approximately 3000-4000 persons in the peak hour or more than double the estimated persons carried by the proposed I-66 bus transit. The need for expansion of the Long Bridge does not eliminate the concurrent need for expansion of VRE Manassas Line service and capacity to continue to provide a high-capacity travel option in the I-66 corridor as an alternative transit mode. Federal funding for GHX is anticipated via the Federal Capital Investment Grant discretionary program; funding decisions are determined based on the merits of individual projects rather than on a comparative basis among other regional projects.

TPB Response: The project was approved for inclusion in the regional Air Quality Conformity Analysis by the TPB earlier this year as part of the ongoing federal study. As noted above by VRE the study is underway with a number of alternatives under consideration with a final decision anticipated in the next few months. The next update of the CLRP will reflect the final decision on the project.

C. I-395 EXPRESS LANES

301 Comments received from: 17 governmental representatives, 260 citizens, 20 non-profit or membership associations, 4 businesses

1. **Comment:** All comments received were in support of the project for a variety of reasons:
 - Improving mobility and travel time for all users

- Providing new options for single occupant drivers
- Improving access at the Eads Street Interchange
- Dedicating toll funding to transit improvements
- Using private rather than state and federal funding

TPB Staff Response: TPB staff have conveyed these comments to VDOT.

2. **Comment:** Toll pricing on the facility could become burdensome and should take into account socioeconomic factors to ensure vulnerable populations are not adversely impacted.

VDOT Response: While we understand the question centers on potential effects to low income drivers, the benefits of the Express lanes and the proposed additional capacity in the 66 and the 395 corridors have been demonstrated to apply to both the regular (free) lanes and the Express lanes, allowing these corridors to move more people and improving travel times on all lanes. There are choices, both tolled and free. Express lanes add new driving room for vehicles. In other words, drivers who choose to pay to drive in the tolled lanes reduce the number of vehicles wanting to travel in the free general purpose lanes. This means vehicles in both tolled and un-tolled lanes travel at better speeds.

- Express Lanes also provide room for bus transit, providing for reliable, quicker trips on transit. The Transportation Management Plan for the I-66 Corridor projects, which will be implemented during the construction phase, will provide 50% fare subsidies to encourage transit use and to mitigate additional costs of riding bus transit, and will waive the initial cost of transponders for qualifying low income commuters who wish to use the tolled lanes. There will also be additional incentives for vanpool formation travelling in the I-66 Corridor.
- Transit services that are being provided as part of the I-66 and I-395 projects will meet ADA accessibility requirements. Adding new transit services means new travel options for people with disabilities will be available.

3. **Comment:** Revenues generated from the toll facility should only be used for improvement and maintenance of that facility.

VDOT Response: The Virginia Code designates how toll revenues or concession payments from a project such as the Northern Extension of the I-395 Express Lanes can be used. Within these requirements, the Commonwealth Transportation Board (CTB) can use the revenues to pay for the costs of the project, including the costs of planning, operation, maintenance, and improvements incurred in connection with the project. They can also use the revenues to pay for programs and projects that are reasonably related to or benefit the users of the toll facility. Projects can include transit and multi-modal projects and services that improve travel in the project corridor. The priorities of metropolitan planning organizations, planning district commissions, local governments, and transportation corridors must be considered by the CTB in making project allocations from moneys in the Account.

For more information see Virginia Code Sections 33.2-309 and 33.2-1528.

D. I-66 MULTIMODAL IMPROVEMENTS INSIDE THE CAPITAL BELTWAY

14 Comments received from: 1 citizen, 13 non-profit or membership associations

1. **Comment:** The widening of I-66 Inside the Beltway westbound should be done at the same time as the eastbound widening.

VDOT Response: The project includes the widening of I-66 in the eastbound direction from the Dulles Toll Road (DTR) to Fairfax Drive near Ballston by 2020. It also includes the westbound widening between the Sycamore Street off-ramp to the Washington Blvd. on-ramp by 2040. The eastbound widening will address a key bottleneck inside the beltway and will add needed capacity as quickly as possible.

TPB Staff Response: Changing the completion date of projects now would require that the months-long Air Quality Conformity Analysis be repeated prior to approval. VDOT has the option of making alterations to completion dates in the next update to the CLRP.

E. I-66 CORRIDOR IMPROVEMENTS OUTSIDE THE CAPITAL BELTWAY

31 Comments received from: 15 citizens, 16 non-profit or membership associations

1. **Comment:** 31 comments were received in support of the project for providing additional highway and transit capacity on the facility.

TPB Staff Response: TPB staff have conveyed these comments to VDOT.

2. **Comment:** Large vehicles should not be allowed to use the Express Lanes outside the Capital Beltway due to noise concerns.

VDOT Response: The Commonwealth has specified in its proposed contract with a private-sector partner that multi-axle vehicles will be permitted to use the express lanes, as this provision will help provide value to the overall project cost through increased revenues from trucks. Increased revenues from trucks can help reduce the public contribution for the project and ensure that future annual payments for transit improvements in the corridor will be available. Allowing trucks to use the Express lanes provides other benefits such as improving travel in the general purpose lanes, improving the movement of goods and services, supporting local business enterprises in the corridor, and in many areas of the corridor, allows trucks to travel in lanes that are further removed from adjacent communities.

VDOT has evaluated the existing traffic model to understand how travel along the corridor could change as a result of multi-axle vehicles on the express lanes. The resulting traffic model outputs confirmed that allowing trucks on the Express Lanes are within the range of our earlier findings. VDOT will formally re-evaluate the project's Environmental Assessment to account for alternative technical solutions that are being considered, including updated traffic, air and noise analyses to account for the addition of multi-axle vehicles in the express lanes as proposed by VDOT's private-sector partner, who will design, build, finance, operate and maintain the express lanes. The revised findings will be coordinated with the Federal Highway Administration.

The public and key stakeholders will have opportunities to learn about and provide input on the additional analysis that is completed, as well as final design concepts, through public information meetings, and design public hearings which will include a reevaluation of the environmental analysis including the impacts of the addition of trucks to the facility. The hearing will be held in 2017, prior to construction.

3. **Comment:** Despite new and expanded transit service and the incentive for high-occupancy vehicle trips, the HOT lanes could facilitate the spread of sprawling development.

TPB Staff Response: We understand that VDOT has initiative this project based on a purpose and need study it had previously conducted and its analysis is based the land use plans adopted by the localities in the region. The TPB's CLRP does not develop or approve land use for the region instead it accepts the land use plans as developed and officially adopted by the local jurisdictions of this region. The land use assumptions included in the 2016 CLRP calls for 75 percent of the new jobs and 60 percent of new population between 2016 and 2040 to be located within Regional Activity Centers consistent with TPB's goal of coordinated transportation and land use planning.

F. VA ROUTE 28 WIDENING AND HOV

15 Comments received from: 1 citizen, 14 non-profit or membership associations

1. **Comment:** All comments supported the inclusion of the project in the CLRP. One comment suggested advancing the completion date of the widening of Route 28 between the Prince William County Line and US 29 in Fairfax County from 2025 to 2019, to match the completion of the I-66/Route 28 interchange.

VDOT Response: This project has received FY2015-16 funding from the NVTA to begin preliminary engineering and environmental work. It currently is not funded for construction. If funding becomes available, the project may be completed before 2025.

TPB Staff Response: Changing the completion date of this project now would require that the Air Quality Conformity Analysis, which takes months to complete, be repeated prior to approval. VDOT has the option of advancing the completion date in the next update to the CLRP.

G. DULLES AIRPORT ACCESS ROAD WIDENING

Comments received from: 1 citizen

1. **Comment:** This project should be removed. Study converting the Dulles Airport Access Road into HOT lanes.

TPB Staff Response: This comment has been conveyed to VDOT. This project was approved for inclusion in the regional air quality conformity analysis by the TPB earlier this year based on

VDOT's currently approved project and programming plans. Should the plans for the project change the changes will be reflected during the next update of the CLRP.

H. PEDESTRIAN ACCOMMODATIONS ON POHICK ROAD WIDENING

Comments received from: 1 citizen

1. **Comment:** The widening of Pohick Road must include pedestrian facilities.

TPB Staff Response: Fairfax County's 6-year Transportation Priorities Plan (TPP) includes full funding to eliminate the bottleneck, widen and install a sidewalk/trail on Pohick Road from I-95 to Route 1. The project is not scheduled for construction until 2022 or later.

I. NEED FOR ADDITIONAL POTOMAC RIVER CROSSINGS

Comments received from: 1 citizen

1. **Comment:** The CLRP should include a second Potomac River crossing.

TPB Staff Response: As of today no agency has concluded the planning studies and identified funding for a project to address the congestion and mobility needs across the Potomac River.

MDOT Response: The idea of a Potomac River Crossing has been examined on and off many years ago. The original idea of connecting I-370 in Maryland to VA 28 has seen enormous changes in land use since the 1960s to 1980s when that alignment was discussed. It would currently be very difficult to locate a new crossing through this populated area. By the time you move further north to a location that could accommodate a crossing, you are too far away from the American Legion Bridge to see any significant diversion.

MDOT, in coordination with VDOT, is moving forward with a strategic plan for the west side of I-495. Maryland added \$6 million in 2015 for the congestion relief study. Over the past years, Maryland has completed the Inter County Connector and is making Innovative Congestion Management improvements to the I-270 corridor. The Capital Beltway from the I-270 West Spur to the I-495 Express Lanes is a top congested location. The I-495 West/American Legion Bridge Strategic Plan is part of MDOT's overall efforts to understand statewide transportation needs and will be used in long-term planning of major investments.

J. THE CLRP IS NOT SUSTAINABLE AND SHOULD BE REVISITED

Comments received from: 1 citizen

1. **Comment:** The CLRP will not achieve climate goals, does not enable sustainability, and encourages sprawl. The CLRP should be replaced with a new plan that moves in a sustainable direction.

TPB Staff Response: The regional air quality conformity analysis of the CLRP indicates not only emissions of EPA's criteria pollutant from on-road vehicles below federally approved emissions

levels for this region but also a continually decreasing trend of these emissions. Beyond this federally mandated air quality test the TPB has voluntarily assessing the reduction in greenhouse gases from the highway and transit projects in its long range transportation plan. This analysis indicates a continuing reduction in the emissions of greenhouse gases. The TPB continues to be engaged in promoting projects that would reduce emissions of pollutants through its own Commuter Connections program and its emphasis on transportation emissions reduction measures to be adopted by its member jurisdictions. The TPB members are also engaged in this effort in their participation in COG's Climate, Energy, Environmental Policy Committee Action plan work activity. The TPB also continues to emphasize sustainable land use and transportation practices via its policy documents such as the Vision document and Green Streets policy. While there has been progress in this area more works needs to be done and the TPB remains committed to supporting efforts in this regard.

K. FUNDING FOR BICYCLE AND PEDESTRIAN IMPROVEMENTS IN THE TIP

Comments received from: 1 non-profit organization

1. **Comment:** Given the projections of increased trips by walking and bicycling in the CLRP Performance Analysis, funding for bicycle and pedestrian projects makes up less than 3% of the TIP.

TPB Staff Response: The TIP is required to include all regionally significant transportation projects and all projects receiving funds from the Federal Highway Administration or Federal Transit Administration. To that end, the TIP does not provide a comprehensive view of all funding spent in the region on transportation. There are many bicycle and pedestrian projects that are not regionally significant and that are funded by state or local governments which are not always included in the TIP. Additionally, there are many roadway and transit projects in the CLRP that do include bicycle and/or pedestrian accommodations that are not accounted for in this 3%. The portion of the cost that is spent towards those accommodations can be difficult to break out from the project total. While the amount presented is an underrepresentation of actual funding, it's what can be shown given the data available.

COMMENTS FROM THE ACCESS FOR ALL (AFA) ADVISORY COMMITTEE

Each year the TPB's Access for All Advisory Committee comments on the draft CLRP. At the October 27, 2016 AFA meeting, TPB Vice Chairman Charles Allen facilitated a discussion about concerns the committee wanted to bring to the TPB's attention after receiving presentations on the proposed changes for the 2016 CLRP Amendment and the expected performance of the plan. The AFA was recently restructured to include not only community leaders representing low-income communities, minority communities and people with disabilities, but also individuals with limited-English skills and older adults. The enhanced AFA committee has met three times since June 2016.

The AFA discussions resulted in two categories of comments: those specific to the CLRP amendment and other general transportation concerns. All the AFA comments are attached in a memorandum from Charles Allen. The four comments related to the CLRP projects are provided below, with recommended responses.

Overall, the AFA stressed the importance of affordable, reliable and accessible rail, bus and paratransit for people with disabilities, those with limited incomes, minority communities, people with limited English skills, and older adults. The comments on transportation issues not directly related to a CLRP project are being provided to the board to raise awareness about the needs of transportation-disadvantaged populations for consideration as decision-makers study, plan and implement transportation improvements.

1. **AFA Comment:** The AFA expressed concern about the additional burdens that high-occupancy toll (HOT) lanes may place on low-income populations and questioned if low-income populations can fully participate in the benefits of these new facilities, including purchasing a transponder and pre-paying tolls with a credit card. The AFA applauds the plans to include significant additional bus service in these corridors, but recommends that the transit service be fully implemented and improved as necessary.

VDOT Response: While VDOT understand the questions center on potential effects to low income drivers, the benefits of the Express lanes and the proposed additional capacity in the 66 and the 395 corridors have been demonstrated to apply to both the regular (free) lanes and the Express lanes, allowing these corridors to move more people and improving travel times on all lanes. There are choices, both tolled and free. Express lanes add new driving room for vehicles in. In other words, drivers who choose to pay to drive in the tolled lanes reduce the number of vehicles wanting to travel in the free general purpose lanes. This means vehicles in both tolled and un-tolled lanes travel at better speeds.

- Express Lanes also provide room for bus transit, providing for reliable, quicker trips on transit. The Transportation Management Plan for the I-66 Corridor projects, which will be implemented during the construction phase, provides 50% fare subsidies to encourage transit use and to mitigate additional costs of riding bus transit, and waiving the initial cost of transponders for qualifying low income commuters who wish to use the tolled lanes. There will also be additional incentives for vanpool formation travelling in the I-66 Corridor.
- Transit services that are being provided as part of the I-66 and I-395 projects will meet ADA accessibility requirements. Adding new transit services means new travel options for people with disabilities will be available.

2. **AFA Comment:** The AFA recommends that the CLRP include full funding for Metro's core capacity needs, including 8-car trains and supports a sustainable funding source for Metro. The AFA is concerned about Metrorail remaining both affordable and available to residents and low-income workers, and specifically expressed concerns about proposals for reducing Metro service and impact on those who are transit-dependent. The AFA supports the development of a multi-state agreement for a stable source of funding for Metrorail, Metrobus and MetroAccess.

TPB Staff Response: The COG Board of Directors created a Technical Panel charged with analyzing operating and capital funding needs and assessing revenue options to meet these needs, among other things. The interim report from the Technical Panel will be shared with the AFA committee as well as the final report expected in Spring 2017. At the December 15 AFA meeting, Metro staff will be asked to present the proposals for Metrorail service changes related to maintenance needs, and service and fare changes proposed for the FY2018 Metro budget. This will give the AFA committee a chance to ask questions about the proposals and learn about the public comment process that Metro has in place.

- AFA Comment:** The AFA expressed concern that the region is not only divided by race and income, but also by access to jobs, as shown in the “access to jobs by auto” measure in the performance analysis of the CLRP. The AFA supports actions to address the East-West divide, such as an increase in all modes of transportation to connect the eastern part of the region to the job-rich eastern portion.

TPB Staff Response: Both future transportation and land use patterns contribute to the changes in “access to jobs” forecast for 2040. The transportation impacts of an East-West divide will be considered by the TPB’s Long-Range Task Force, as will the Environmental Justice analysis. The Phase 1 Report from the Long-Range Task Force summarizes the results from an “All-Build” and “No-Build” scenario. The scenario analysis found that “access to jobs by auto” would be much worse in 2040 without the CLRP, and that under the “All-Build” scenario, “access to jobs by auto” would include significant gains in job accessibility for both the eastern and western portions of the region due to significant increases in roadway capacity. The “All-Build” scenario is financially beyond reach, so the next phase of the Long-Range Plan Task Force’s work is to focus on the development of a smaller set of unfunded projects with the greatest potential to improve mobility, accessibility and equity. The AFA will be briefed on the work of the Long-Range Plan Task Force at key stages in the process.

- AFA Comment:** The AFA discussed the Crystal City Transitway project and was concerned that funding for BRT is being prioritized over pedestrian infrastructure investments in an area already well-served by transit.

Arlington County Response: Arlington’s FY 2017-2026 Capital Improvement Plan contains \$87 million in funding for a program of Crystal City, Pentagon City, and Potomac Yard street projects. This program will transform streets from auto-centric to multimodal complete streets with improved pedestrian facilities, bicycle lanes, on-street parking, improved street lights, traffic signals, the transitway, and Americans with Disabilities Act-compliant facilities. Additionally, the primary purpose of the transitway is to provide a quick and reliable surface transit option that brings more of Crystal City and Potomac Yard within walking distance of high-quality transit service. The transitway is a key component in Arlington County’s adopted land and transportation plans for the Crystal City and Potomac Yard area.

- AFA Comment:** The AFA noted that people who have hearing, visual and mobility limitations are concerned about their safety when crossing a street with a bike lane that is part of the DC Dedicated Bicycle Network; people with sensory or physical impairments may not be able to see or hear the bikes, or move quickly enough to get out of the way of a bike.

DDOT Response: Minimizing the risk to pedestrians, especially pedestrians with mobility or sensory disabilities, is an important part of DDOT design work for all types of travel facilities, including bike lanes. For protected bike lanes of the kind being considered under the Eastern Downtown Protected Bike Lanes study, designers will be considering and including elements to make crossings safer and more predictable. Protected bike lane design is a new and evolving field, and lessons-learned from prior projects help to ensure that facilities are continually improving. DDOT also has and will continue to fund a variety of safe-riding education and promotion programs to encourage safe riding behaviors, particularly around pedestrians.



MEMORANDUM

TO: Transportation Planning Board
FROM: Charles Allen, Chair, Access for All Advisory Committee
TPB Second Vice Chair
SUBJECT: AFA Comments on the Draft 2016 Financially Constrained Long-Range
Transportation Plan (CLRP) Amendment
DATE: November 16, 2016

At the October 27, 2016 Access for All Advisory (AFA) Committee meeting, the committee discussed the proposed changes for the 2016 Financially Constrained Long-Range Transportation Plan (CLRP) amendment and provided general feedback on transportation-related concerns. These discussions resulted in comments in two categories: comments specific to the draft 2016 CLRP amendment and other general transportation concerns.

Overall, the AFA stressed the importance of affordable, reliable and accessible rail, bus and paratransit for people with disabilities, those with limited incomes, minority communities, people with limited English skills, and older adults. The AFA had eight summary comments, listed below, with additional detail under each comment provided in the following pages.

- The AFA expressed concern about the additional burdens that high-occupancy toll (HOT) lanes may place on low-income populations.
- The AFA recommends that the CLRP include full funding for Metro's core capacity needs including 8-car trains and supports a sustainable funding source for Metro.
- The AFA expressed concern that the "Access to Jobs" measure shows an East-West divide, and that the region is not only divided by race and income, but also by access to jobs.
- The AFA recommends prioritizing transportation funding for pedestrian infrastructure in the CLRP which is critical for people with disabilities' and older adults' safety, access and mobility. The AFA also noted that people with disabilities have safety concerns when using crosswalks near the DC Dedicated Bicycle Lane Network.
- The AFA emphasized that accessibility for people with disabilities should be considered throughout the planning, design, construction and implementation stages of transportation projects or services.

- The AFA would like to see additional and more affordable public transportation options throughout all parts of the region
- The AFA stresses the importance of diversity and sensitivity training for front-line transit employees and transportation network company drivers, such as Uber and Lyft drivers.
- The region should support increasing resources for MetroAccess to serve additional demand and maintain service quality, and facilitate the provision of alternative options.

COMMENTS SPECIFIC TO THE DRAFT 2016 CLRP AMENDMENT

The AFA expressed concern about the additional burdens that high-occupancy toll (HOT) lanes may place on low-income populations.

- The draft 2016 CLRP amendment includes high-occupancy toll (HOT) lanes on I-395 and I-66 in Virginia which would require users to pay fees for use of the facilities when driving alone. The AFA commented that tolled facilities tend to place additional burdens on low income workers, people with disabilities and those with limited English skills, and asked if the project would have affordability and accessibility provisions.
- The AFA committee questioned if low-income populations can fully participate in the benefits of these new facilities and from the benefits of purchasing a transponder as well as pre-paying tolls with a credit card.
- The AFA applauds the plans to include significant additional bus service in these corridors, but recommends that the transit service be fully implemented and improved as necessary.

The AFA recommends that the CLRP include full funding for Metro's core capacity needs including 8-car trains and supports a sustainable funding source for Metro.

- The committee noted that full funding for Metro 2025 projects, capital initiatives to expand the core and system capacity, is not included in the draft 2016 CLRP, especially 8-car trains during rush hour.
- The AFA is concerned about Metrorail remaining both affordable and available to residents and low-income workers, and specifically expressed concerns about

proposals for reducing late-night Metrorail service hours, station closures and eliminating bus service and the impact on those who are transit-dependent.

- The AFA also recognizes Metro’s current maintenance and revenue challenges and expressed strong support for Metro’s efforts to improve safety, maintenance and service quality, and expressed support for the development of a multi-state agreement for a stable source of funding for Metrorail, Metrobus and MetroAccess.

The AFA expressed concern that the “Access to Jobs” measure shows an East-West divide, and that the region is not only divided by race and income, but also by “access to jobs”.

- The AFA received a presentation on the performance analysis of the draft 2016 CLRP amendment, including Figure 1 showing changes in “access to jobs by auto” with the greatest losses on the eastern side of the region and that the greatest gains are on the western side of the region.
- The AFA supports actions to address the East-West divide, such as an increase in all modes of transportation to connect the eastern part of the region to the job-rich western portion.

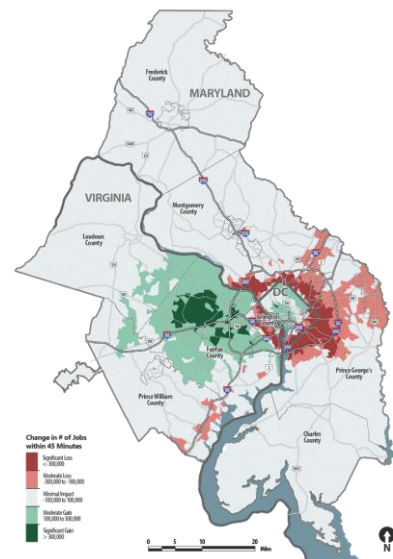


Figure 1: Changes to Access to Jobs by Auto in 45 Minutes, 2016 to 2040

The AFA recommends prioritizing transportation funding for pedestrian infrastructure in the CLRP which is critical for people with disabilities’ and older adults’ safety, access and mobility. The AFA also noted that people with disabilities have safety concerns when using crosswalks near bike lanes.

- The AFA commented on the Crystal City Transitway project and was concerned that funding for BRT is being prioritized over pedestrian infrastructure investments in an area already well-served by transit.
- All pedestrians must be cognizant of bicycles in the bike lanes that are part of the DC Dedicated Bicycle Lane Network, but people who have hearing, visual and mobility limitations are especially concerned about their safety. People with sensory

or physical impairments may not be able to see or hear the bikes, or move quickly enough to get out of the way of a bicyclist when crossing a street with a bike lane, or when exiting a vehicle that is parked near a bike lane.

- The District Department of Transportation (DDOT) and other implementation agencies should consider the safety concerns of people with disabilities and the need for education and awareness of pedestrians, bicyclists and drivers as these agencies maintain, build and propose bike lanes.

COMMENTS ON OTHER TRANSPORTATION CONCERNS

The AFA emphasized that accessibility should be considered throughout the planning, design, construction and implementation stages of all transportation projects or services.

- When implementing agencies consider the needs of people with disabilities early on, as well as throughout the planning stages of a project, the accessibility and usability of the transportation improvement can be greatly improved for everyone.
- The AFA noted that people using mobility devices have difficulty in finding accessible parking options in D.C. as well as the need for more accessible transportation options in general.
- The AFA recommended that WMATA expedite efforts to close the gap between the new rail cars and the station platforms on Metrorail because of the number of people using mobility devices being caught in the gap, either causing injuries to the riders or damages to the mobility devices.
- With regards to language access, the AFA recommends that WMATA as well as the District Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT) and the Virginia Department of Transportation (VDOT) provide greater language access to limited English speakers to ensure that they can comment on proposed service changes and/or transportation projects. WMATA's efforts to build partnerships with language access advocacy organizations should continue; there was a concern that this effort has not been sustained.

The AFA would like to see additional and more affordable public transportation options throughout all parts of the region.

- The AFA commented that there is a need for more public transit in the region, and while the CLRP includes \$145 billion for transit and \$99 billion for highways, the committee is concerned that this funding level is not adequate to support increased service connecting jurisdictions in MD, VA and DC and the outer suburban areas.
- The AFA supports making all public transportation options affordable to population groups with limited incomes who rely on them. In the face of rising transit fares, the committee supports incentives for people with limited incomes; incentives could include user-side subsidies or reduced fare programs.
- While the committee commended the region's commitment to investing in transit in the CLRP, the AFA is concerned about transit-dependent populations being priced out of high-density areas, such as activity centers and near Metrorail stations. Some people are unable to live in these areas well served by transit and other public services because the housing costs are out of reach, so they are forced to find housing that is farther away from these critical services.

The AFA stresses the importance of diversity and sensitivity training for front-line transit employees and ride-sharing company drivers.

- The committee recommends that transportation providers augment sensitivity training of front-line employees and transportation network company drivers so that they know how to appropriately communicate and assist all customers; such training should include awareness of and sensitivity to the lesbian, gay, bisexual, transgender (LGBT) community, different types of disabilities, and different cultural and ethnic backgrounds.

The region should support increasing resources for MetroAccess to serve additional demand and maintain service quality, and facilitate the provision of alternative options.

- Demand for ADA paratransit will increase due to requirements to transition people with intellectual and developmental disabilities to community-based independent living and the aging population. AFA members expressed concerns that MetroAccess may not have the resources to serve this additional demand and maintain service quality at the same time; not all human service agencies can afford to provide the transportation themselves, as they have done in the past.

- The AFA noted that some people with severe disabilities need a greater level of service than what ADA paratransit can provide; but pilot programs that directly fund human service agencies to provide transportation to their clients rather than using MetroAccess have shown good results and resulted in savings for jurisdictions. The region must look at a variety of options, including Medicaid transportation and enhanced mobility grant funding, to ensure the ongoing availability of specialized transportation services needed by customers with intellectual disabilities.
- The AFA recommends that the region continue to support alternatives to MetroAccess, such as taxi pilots, and the use of transportation network companies or other providers in the Abilities-Ride proposal, to the extent that these options can provide fully accessible service for people with a wide range of disabilities and are less expensive to the jurisdictions than MetroAccess.



National Capital Region
Transportation Planning Board

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