



Project Prioritization in the Washington Region

A Series of Presentations on How Funding
Agencies Prioritize Projects for Funding in
the CLRP and TIP

District of Columbia

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Presentation to TPB Technical Committee
May 5, 2017

Item 10

About DDOT


DDOT manages and maintains transportation infrastructure:

- Planning, designing, construction, and maintenance for the District's streets, alleys, sidewalks, bridges, traffic signals, and street lights.
- Managing and making improvements to the street system to facilitate traffic flow through the District of Columbia.
- Managing, with the Department of Public Works as a partner, the removal of snow and ice from the streets.
- Coordinating the District's mass transit services, including the reduced-fare program for students using MetroBus and MetroRail.



Our Vision

The District of Columbia will have a **world class transportation system** serving the people who live, work, and visit the city. The transportation system will make the city **more livable, sustainable, prosperous, and attractive**. It will offer everyone in the District **exceptional travel choices**. As the transportation system evolves over time, the District will:

- **Be more competitive and attractive locally, regionally, nationally, and internationally**
 - **Have safer and more vibrant streets and neighborhoods**
 - **Have cleaner air, streams, and rivers, and be more responsive to climate change**
 - **Accommodate the travel needs of all residents, workers, and visitors—regardless of age or ability**
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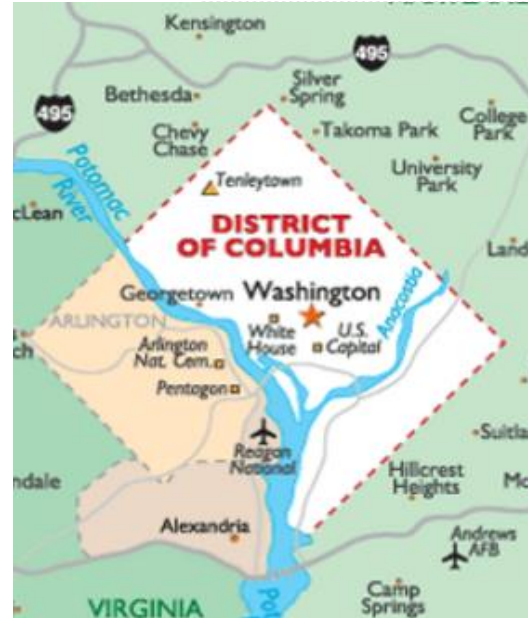
Transportation Snapshot

- 1,100 miles of streets (highways and neighborhood streets)
- 7,700 intersections (1,675 signalized)
- 241 bridges
- 80 miles of bike lanes
- Streetcar, Circulator, Capital Bikeshare transit functions
- “Non-transportation” functions too



DC is Unique

- City and State
- All within one MPO
- Entirely urban
- Limited right of way
- Mature Infrastructure
- Most federal funding goes to Asset Management: Maintenance, Rehabilitation, Reconstruction. And Safety.
- Only 38 percent DC residents drive to work



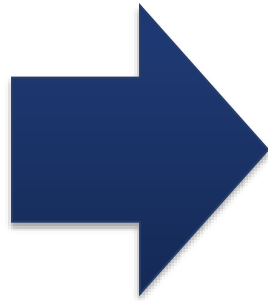
District Long-Range Transportation Plans

- The District's long-range multi-modal transportation plan, adopted in 2015, is known as *moveDC*.
- The *moveDC* plan sets the 25-year vision for the transportation system in Washington, DC and will be used to guide future investment.
- The *moveDC* plan can be found here:
<http://www.wemovedc.org/index2.html>.



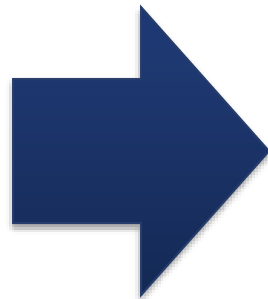
Key Themes of moveDC

Key themes
from public
planning
process



- Travel options throughout the District
- Reliability and resiliency of transportation systems

Key themes
from DDOT
mission



- Safety for all users
- Efficiency of investments and capacity

District Sub-Transportation Plans

District Mobility: Multimodal Transportation in the District

- The *District Mobility Project* advances the current national state of the practice for transportation system performance management to track Districtwide trends in congestion, travel time reliability and other system performance metrics.
- The Project's dynamic web tool, District Mobility, visualizes the District's state of multimodal mobility.
- The *District Mobility Project* supports District Department of Transportation (DDOT) efforts to understand and address obstacles to multimodal mobility.
- Insights from the *District Mobility Project* will inform and shape DDOT investments in the District's transportation system now and into the future.

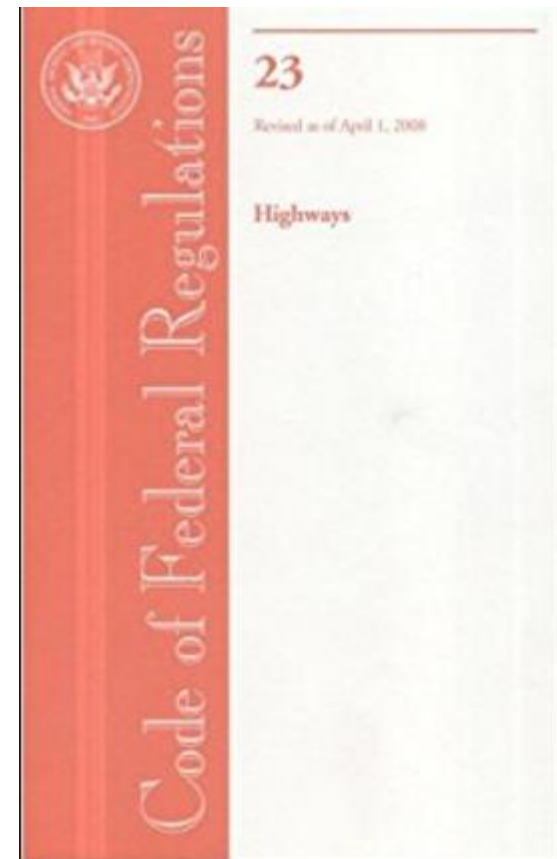
Vision Zero DC

- Vision Zero DC is an all-hands-on-deck approach to transportation safety. We are all in this together.
- By the year 2024, Washington, DC will eliminate fatalities and serious injuries to travelers of our transportation system through more effective use of data, education, enforcement, and engineering




Federal Role


- The District Department of Transportation (DDOT) is the State Department of Transportation for the District of Columbia.
- All states and the District of Columbia are federally mandated to produce a STIP as a part of the Code of Federal Regulations (CFR) US Title 23 (Highways). By definition, a STIP is a statewide prioritized funding program of transportation projects that is consistent with the long-range statewide transportation plan. The STIP is a federally required program that identifies capital projects to be eligible for federal funding.



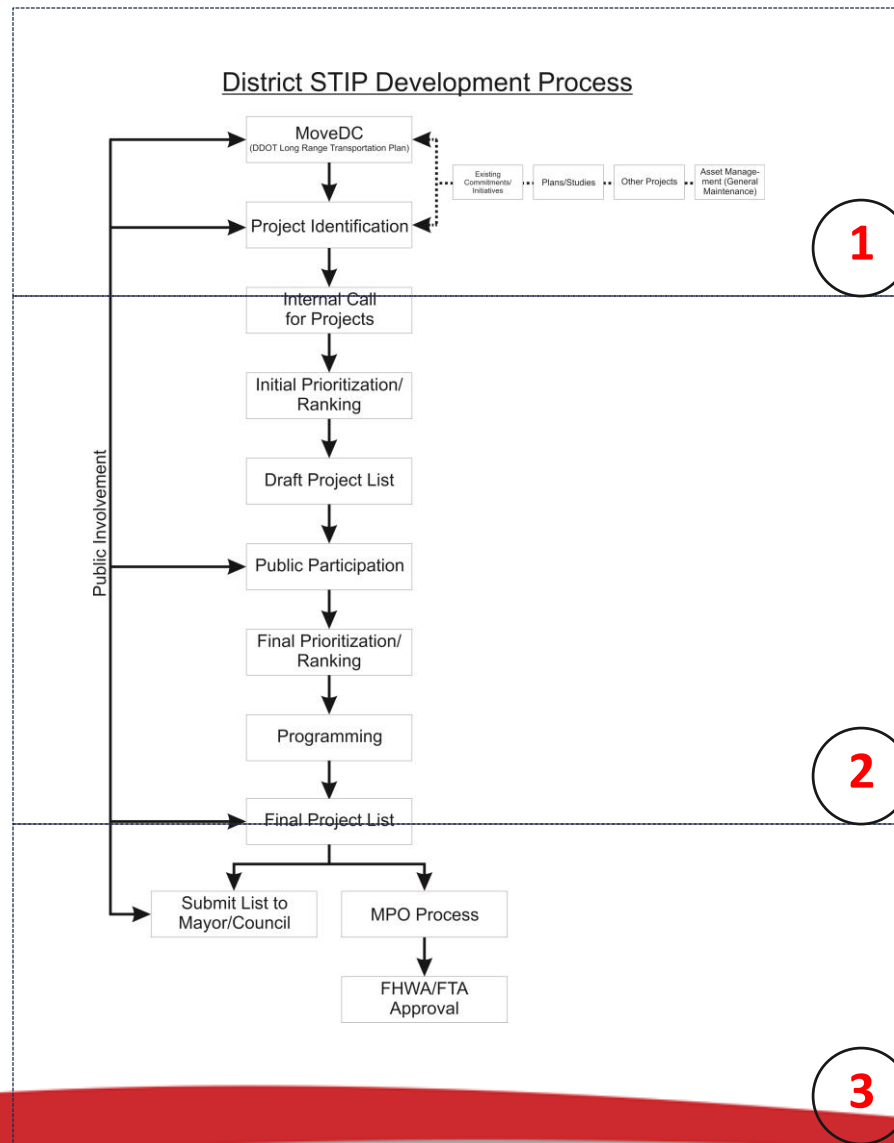
What is a STIP?

- The Statewide Transportation Improvement Program (STIP) is a statewide, prioritized funding program that identifies capital projects to be eligible for federal funding.
 - All States are federally mandated to produce a STIP as a part of the Code of Federal Regulations (CFR) US Title 23 (Highways) and US Title 49 (Transit).
 - The STIP must cover a period of at least four years and be consistent with the long-range statewide transportation plan.
 - The DC STIP of record covers Fiscal Years (FY) 2015 to 2021, is updated bi-annually with frequent amendments and modifications throughout the year, and is consistent with moveDC, the long-range statewide transportation plan.
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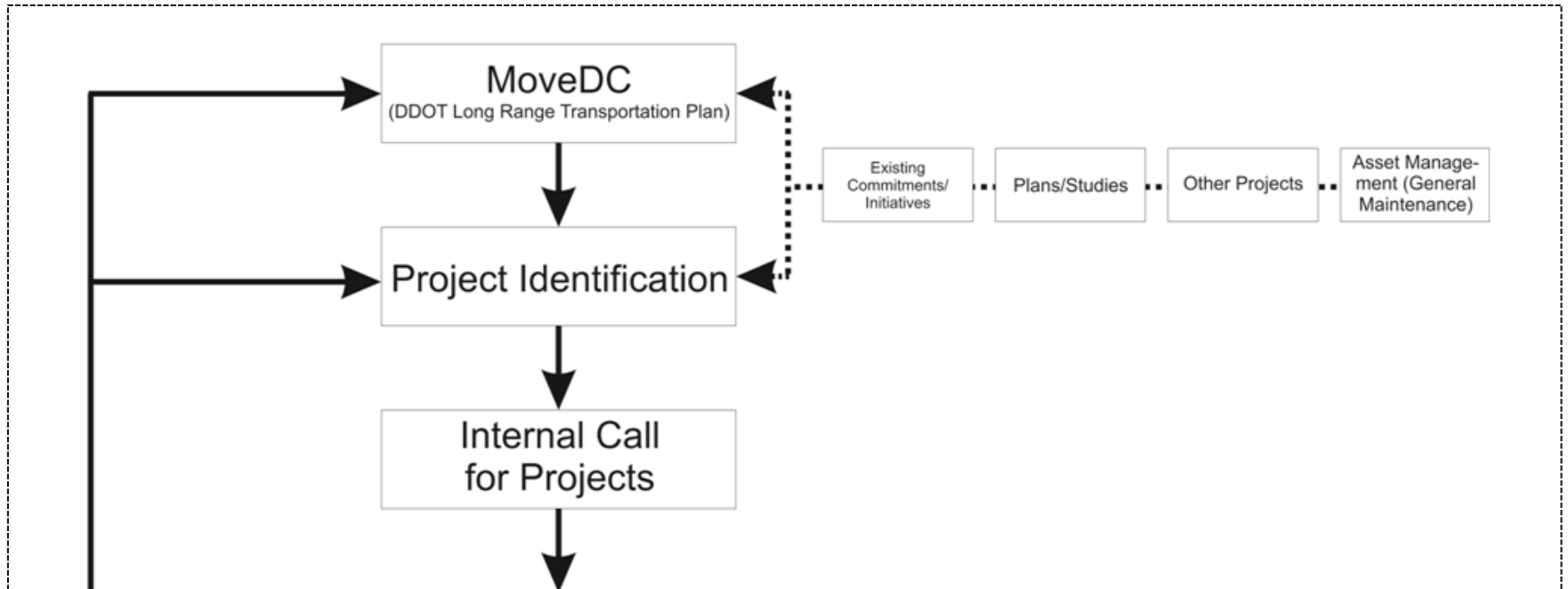
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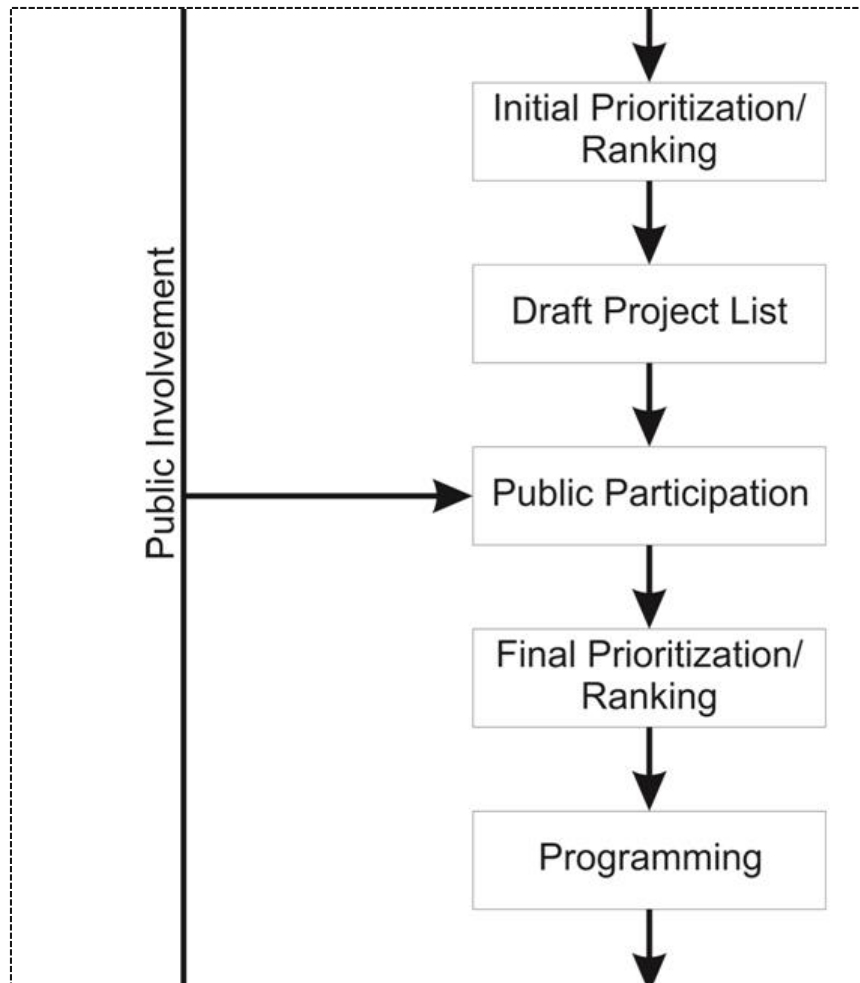
STIP Development Process



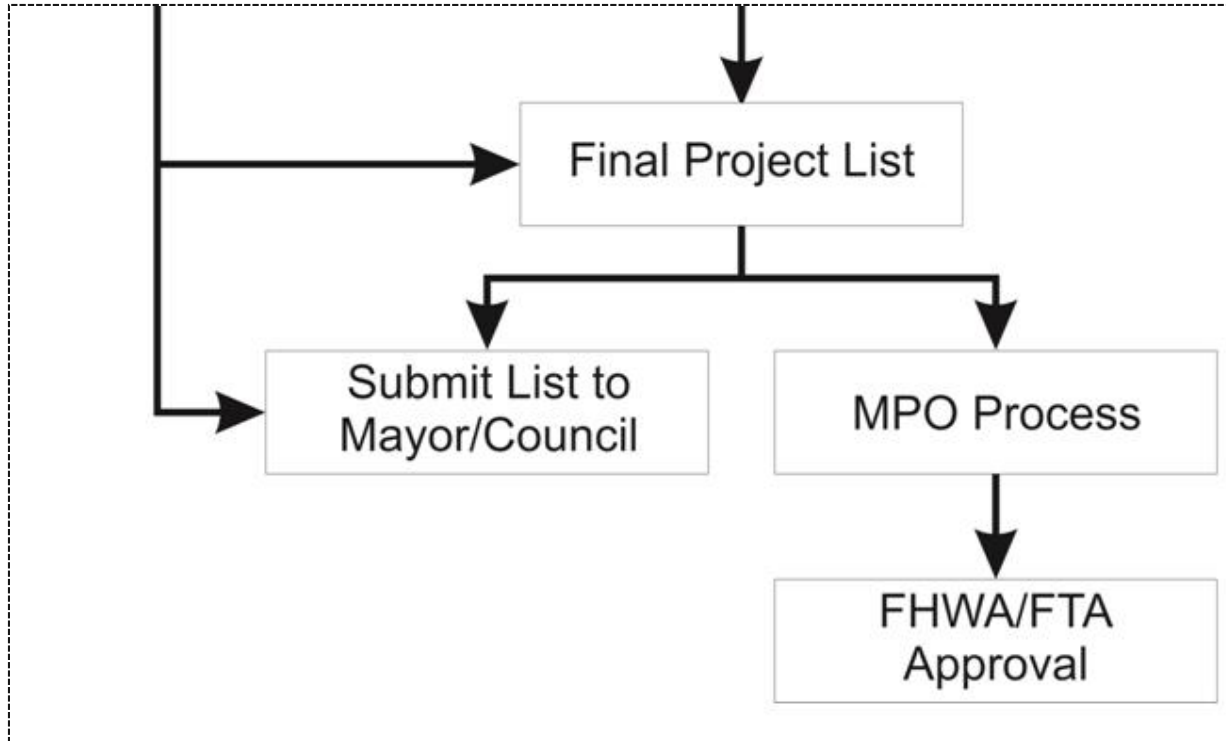
STIP Development Process – 1 (Spring)



STIP Development Process – 2 (Summer)



STIP Development Process – 3 (Fall)




Prioritization

(Criteria from MoveDC)

- Asset Condition
- Safety and mobility
- Economic development
- Project Readiness

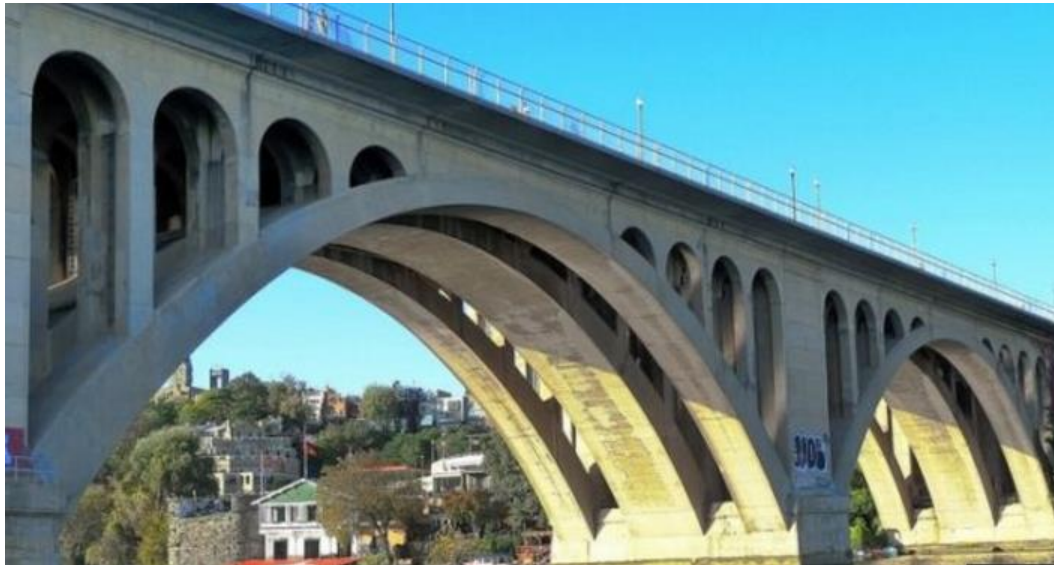


Prioritization

- Priority 1: Core projects like regular asset management/maintenance, rehabilitation of safety critical infrastructure, or fulfilling other priority projects. These projects are those that DDOT must perform to realize its mission and are legally required or fundamental, ongoing operational elements of the department.
 - Priority 2: Projects that are advanced in their design enough to be reasonably concrete in estimates and timing or are otherwise regular programmatic funding that helps fulfill agency priorities around safety, state of good repair, etc.
 - Priority 3: Projects that are not yet advanced enough in design or are new efforts that are not critical projects at this stage.
 - Priority 4: Projects that are not recommended for future effort or activity at this time. These may also be considered for local funding.
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Projects

- Roadway, Bridge, Safety, Signals, Trail, Streetcar
- Total Number Projects: Roughly 150
- Total Cost: Roughly \$200 million



Thank You

- For more information contact:

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