



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: May 10, 2018

The attached materials include:

- Steering Committee Actions
- Letters Sent/Received
- Announcements and Updates



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions
DATE: May 10, 2018

At its meeting on May 4, the TPB Steering Committee approved the following resolutions to amend the FY 2017-2022 Transportation Improvement Program (TIP):

- **SR18-2018:** To include \$50.2 million in local and private funding, \$24 million in National Highway Performance Program (NHPP) funding, and \$36.6 million in Surface Transportation Program (STP) funding for the Streetlights Private Public Partnership (P3) project, as requested by the District Department of Transportation. This project is exempt from the air quality conformity requirement.
- **SR19-2018:** To include \$11.7 million in Surface Transportation Block Grant (STBG) funding and to reduce state funding by \$2.5 million for the MD 355 Bennett Creek Bridge Replacement project, as requested by the Maryland Department of Transportation. This project is exempt from the air quality conformity requirement.
- **SR20-2018:** To include \$25 million in advanced construction (AC) and Regional Surface Transportation Program (RSTP) funding for the Route 7/George Washington Boulevard Overpass project; \$9 million in AC, RSTP and state funding for the Widen East Spring Street project; \$61 million in NHPP, AC, RSTP, and Northern Virginia Transportation Authority (NVTA) funding for the Route 1 Widening project; \$602,000 in NHPP funding for the Route 7/Route 690 Interchange project; \$4.2 million in RSTP and AC funding for the Neabsco Mills Road Widening project; and \$6 million in NHPP funding for a study of the I-495 Express Lanes Northern Extension project. The first five projects are included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP. Funding for study is exempt from the air quality conformity requirement.

The TPB Bylaws provide that the Steering Committee “shall have the full authority to approve non-regionally significant items, and in such cases, it shall advise the TPB of its action.”

Attachments

- TPB Steering Committee Attendance
- SR18-2018
- SR19-2018
- SR20-2018

**TPB STEERING COMMITTEE
ATTENDANCE – MAY 4, 2018**

MEMBERS

Mark Rawlings
Kari Snyder
Norman Whitaker
Allison Davis
Bob Brown

DDOT
MDOT
VDOT
WMATA
Loudoun County

PARTICIPANTS

Matt Baker
Clinton Edwards
Gary Erenrich
Mike Lake
Regina Moore
Sree Nampoothiri
Malcolm Watson
Ciara Williams

MDOT/SHA
VDRPT
Montgomery County DOT
Fairfax County DOT
VDOT
NVTA
Fairfax County DOT
VDRPT

COG STAFF

Kanti Srikanth, DTP
Lyn Erickson, DTP
Tim Canan, DTP
Andrew Meese, DTP
Andrew Austin, DTP
Michael Farrell, DTP
Wendy Klancher, DTP
Jane Posey, DTP
Eric Randall, DTP
John Swanson, DTP
Dusan Vuksan, DTP

OTHER

Bill Orleans

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

RESOLUTION ON AN AMENDMENT TO THE FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THE STREETLIGHTS PRIVATE PUBLIC PARTNERSHIP (P3), AS REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)

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

WHEREAS, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, on November 16, 2016 the TPB adopted the FY 2017-2022 TIP; and

WHEREAS, in the attached letter of April 26, DDOT has requested that the FY 2017-2022 TIP be amended to include \$50.2 million in local funding, \$24 million in National Highway Performance Program (NHPP) funding, and \$36.6 million in Surface Transportation Program (STP) funding for construction between FY 2019 and FY 2022 for the Streetlight P3 project (TIP ID 6625), as described in the attached materials; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP to include \$50.2 million in local funding, \$24 million in NHPP funding, and \$36.6 million in STP funding for construction between FY 2019 and FY 2022 for the Streetlight P3 project (TIP ID 6625), as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on May 4, 2018

Government of the District of Columbia
Department of Transportation



d. Planning and Sustainability Division

April 26, 2018

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

Dear Chairman Allen,

The District Department of Transportation (DDOT) requests that the National Capital Region's FY 2017-2022 Transportation Improvement Program (TIP) be amended to add one new project, **Citywide Streetlight P3 (TIP ID 6625)**, as detailed below:

Funding Source	Funding Type	Dev Phase	FY 2019	FY 2020	FY 2021	FY 2022
Local	Local	Preliminary Engineering	\$1,024,000	\$0	\$0	\$0
Local	Local	Construction	\$8,268,800	\$13,316,915	\$13,636,521	\$13,963,798
Fed-FHWA	NHPP	Preliminary Engineering	\$406,069	\$0	\$0	\$0
Fed-FHWA	STP	Preliminary Engineering	\$617,931	\$0	\$0	\$0
Fed-FHWA	NHPP	Construction	\$4,740,855	\$6,154,056	\$6,301,754	\$6,452,996
Fed-FHWA	STP	Construction	\$7,214,345	\$9,364,868	\$9,589,625	\$9,819,776
Total:			\$22,272,000	\$28,835,840	\$29,527,900	\$30,236,570

The proposed amendment does not add additional capacity for motorized vehicles and does not require conformity analysis or public review and comment. The funding sources have been identified, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve this amendment at its May 4, 2018 meeting.

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

Sincerely,

James Sebastian
 Associate Director, Planning and Sustainability Division (PSD)

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

FY 2017 - 2022

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

Maintenance

Streetlight Asset Mgmt & Streetlight Construction - Federal

TIP ID: 6625	Agency ID:	Title: Streetlight P3	Complete: 2034	Total Cost:	\$412,500
Facility:	Local	0/100/0	1,024 a	13,317 c	13,637 c
From:			8,269 c		
To:	NHPP	83/17/0	406 a	6,154 c	6,302 c
			4,741 c		
	STP	83/17/0	618 a	9,365 c	9,590 c
			7,214 c		
Total Funds:					110,874

Description: This project will be to develop a Private, Public, Partnership (P3) for the Streetlights in the District of Columbia. The P3 will include the conversion of all District Streetlights to LED in addition to a long-term, performance-based asset management contract. Work to develop the P3 will include technical, legal, and financial aspects of the project which will be developed into an RFP. Section 106 and NEPA work will also be included during the development of the RFP. This project will be split 42% Local, 23% NHPP and 35% STP. The development of the P3 is anticipated to take between 12 and 18 months. The P3 contract will be for between 10 and 15 years.

Amendment: Add project **Approved on: 5/4/2018**
 Amend project into the FY 2017-2022 TIP with \$50.211 million in local funding, \$24.056 million in NHPP, and \$36.607 million in STP funding programmed between FY 2019 and 2022.

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

RESOLUTION ON AN AMENDMENT TO THE FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THE MD 355 BENNETT CREEK BRIDGE REPLACEMENT PROJECT, AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

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

WHEREAS, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, on November 16, 2016 the TPB adopted the FY 2017-2022 TIP; and

WHEREAS, in the attached letter, MDOT has requested that the FY 2017-2022 TIP be amended to include an additional \$11.7 million in Surface Transportation Block Grant (STBG) funding between FY 2017 and FY 2020, and to reduce programmed state funding by \$2.494 million between FY 2017 and FY 2021 for the MD 355 Bennett Creek Bridge Replacement project (TIP ID 6518), as described in the attached materials; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP to include an additional \$11.7 million in STBG funding between FY 2017 and FY 2020, and to reduce programmed state funding by \$2.494 million between FY 2017 and FY 2021 for the MD 355 Bennett Creek Bridge Replacement project (TIP ID 6518), as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on May 4, 2018



Maryland Department of Transportation
The Secretary's Office

Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

Pete K. Rahn
Secretary

April 30, 2018

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

Dear Chairman Allen:

The Maryland Department of Transportation (MDOT) requests to amend the State Highway Administration (SHA) portion of the National Capital Region Transportation Planning Board's (TPB) Fiscal Year (FY) 2017-2022 Transportation Improvement Program (TIP) for one existing project (TIP # 6518) as described below and in the attached memo. This action reflects MDOT's updated programmed expenditures from FY 2017 to FY 2022, and the additional funds for this action do not impact or alter the region's air quality conformity.

TIP ID#	Project	Phase	Amount of New Funding	Comment
6518	MD 355 Bennett Creek Bridge Replacement, Urbana	PP/PE RW CO	\$1,077,000 (\$3,000) \$6,262,000	Add funding for planning/design and construction. Subtract funding for right-of-way.

MDOT requests that these amendments be approved by the TPB Steering Committee at its May 4, 2018 meeting.

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

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

The Honorable Charles Allen
Page Two

Should you have additional questions or concerns, please contact Ms. Kari Snyder at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@mdot.state.md.us. Of course, please feel free to contact me directly.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tyson Byrne". The signature is fluid and cursive, with the first name "Tyson" and last name "Byrne" clearly distinguishable.

Tyson Byrne
Manager, Regional Planning
Office of Planning and Capital Programming

Attachment

cc: Ms. Kari Snyder, Regional Planner, Office of Planning and Capital Programming,
MDOT

MEMORANDUM

TO: DIRECTOR HEATHER MURPHY
 OFFICE OF PLANNING AND CAPITAL PROGRAMMING
 MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: REGIONAL PLANNING MANAGER TYSON BYRNE
 REGIONAL PLANNER KARI SNYDER

FROM: CHIEF SAMANTHA BIDDLE *TIP FOR 4/30*
 REGIONAL AND INTERMODAL PLANNING DIVISION

SUBJECT: REQUEST TO AMEND THE FY 2017-2022 NATIONAL CAPITAL REGION
 TRANSPORTATION PLANNING BOARD (TPB) TRANSPORTATION IMPROVEMENT
 PROGRAM (TIP)

DATE: April 30, 2018

RESPONSE

REQUESTED BY: N/A

PURPOSE OF MEMORANDUM

To request the MDOT Office of Planning and Capital Programming approve and forward to TPB for its approval the following TIP amendment.

SUMMARY

The MDOT State Highway Administration (MDOT SHA) hereby requests amendment of the FY 2017-2022 TPB TIP to reflect the following one action.

TIP	Project	Phase	New Funding
6518 MC #17-50 07/06/2017	MD 355 Bennett Creek Bridge Replacement, Urbana	PP/PE RW CO	\$1,077,000 (\$3,000) \$6,262,000

ANALYSIS

MD 355 Bennett Creek Bridge Replacement (TPB 6518 MC #17-50 07/06/2017) – This amendment reflects the addition of FY 2017-2022 TPB TIP planning/design funding, subtraction of FY 2017-2022 TPB TIP right-of-way funding, and addition of FY 2017-2022 TPB TIP construction funding for TPB 6518 MC #17-50 07/06/2017. This amendment ensures the FY 2017-2022 TPB TIP reflects MDOT SHA’s updated programmed expenditures in FY 2017-2022 and MDOT SHA’s intention to switch from using solely State funding for construction to using federal funding and matching State funding. The total cost of this project will increase from \$10 million to \$17 million. The MDOT SHA anticipates advertising this project for construction in the Spring of 2018 and opening improvements to traffic in the Winter of 2019-2020.

Ms. Heather Murphy
Page Two

The attached Statewide TIP (STIP) report documents MDOT's requested amendment with respect to funding for the above project. This requested action will not impact scheduling or funding availability for other projects in the current STIP, which remains fiscally constrained. The amended funding does not affect the portion of federal funding programmed for transit or allocations of state aid to local jurisdictions in lieu of federal aid.

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies' latest economic estimates. The MDOT published funding details in the FY 2018-2023 Consolidated Transportation Program (<http://www.mdot.maryland.gov/newMDOT/Planning/CTP/Index.html>) and FY 2017-2020 Maryland STIP (http://www.mdot.maryland.gov/newMDOT/Planning/STIP_TIP/STIPandTIP_2017.html).

Please amend the FY 2017-2022 TPB TIP and FY 2017-2020 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact Mr. Matt Baker, MDOT SHA Regional Planner, at 410-545-5668 or via email at mbaker4@sha.state.md.us.

ATTACHMENTS

- FY 2017-2022 TPB TIP project TPB 6518 MC #17-50 07/06/2017 report
- FY 2017-2020 Maryland STIP project TPB 6518 MC #17-50 07/06/2017 report

cc: Mr. Matt Baker, Regional Planner, MDOT SHA
Mr. Eric Beckett, Deputy Director, Office of Planning and Preliminary Engineering, MDOT SHA
Mr. John Concannon, District 7 Engineer, MDOT SHA
Ms. Kelly Nash, Chief, Structures Engineering Division, MDOT SHA
Ms. Tara Penders, Assistant Chief, Regional and Intermodal Planning Division, MDOT SHA
Mr. Jason Pollock, Team Leader, MDOT SHA

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

FY 2017 - 2022

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

TIP ID: 6518	Agency ID: FR1321	Title: MD 355 Bennett Creek Bridge Replacement	Complete: 2020	Total Cost: \$17,300					
Facility: MD 355 at Bennett Creek	State	0/100/0	216 a	222 a	223 a	58 a	91 b	68 b	4,134
From:				2 b	37 b	91 b	1,460 c		
To:					11 c	1,871 c			
	STBG	100/0/0	695 a	653 a	553 a	178 a	4,750 c		12,304
						6,170 c			
Total Funds:									16,438

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

Amendment: Adding Planning/Design and Construction Funding and Subtracting Right-of-Way Funding **Approved on: 5/4/2018**
 Adding \$64,000 (STBG) and \$34,000 (State) to FY17 PP/PE, \$553,000 (STBG) and \$190,000 (State) to FY18 PP/PE, and \$178,000 (STBG) and \$58,000 (State) to FY19 PP/PE. Subtracting \$6,000 (State) from FY17 RW and \$35,000 (State) from FY18 RW and adding \$1,900,000 (State) to FY19 RW, \$19,000 (State) to FY20 RW, and \$4,000 (State) to FY21 RW. Subtracting \$2,069,000 (State) from FY18 CO and \$4,049,000 (State) from FY19 CO and adding \$6,170,000 (STBG) to FY19 CO and \$4,750,000 (STBG) and \$1,460,000 (State) to FY20 CO.

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

RESOLUTION ON AN AMENDMENT TO THE FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THREE ROAD WIDENING PROJECTS, ONE OVERPASS PROJECT, ONE INTERCHANGE PROJECT, AND THE I-495 EXPRESS LANES NORTHERN EXTENSION PROJECT, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)

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

WHEREAS, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, on November 16, 2016 the TPB adopted the FY 2017-2022 TIP; and

WHEREAS, in the attached letters of April 26, VDOT has requested that the FY 2017-2022 TIP be amended to include \$25 million in advanced construction (AC) and Regional Surface Transportation Program (RSTP) funds between FY 2018 and FY 2021 for the Route 7/George Washington Boulevard Overpass project (TIP ID 6553); \$9 million in AC, RSTP and state funding between FY 2018 and FY 2020 for the Widen East Spring Street project (TIP ID 6537); \$61 million in National Highway Performance Program (NHPP), AC, RSTP, and Northern Virginia Transportation Authority (NVTA) funding between FY 2018 and FY 2019 for the Route 1 Widening project (TIP ID 6446); \$602,000 in NHPP funding in FY 2021 for the Route 7/Route 690 Interchange project (TIP ID 6618); \$4.2 million in RSTP and AC funding between FY 2018 and FY 2020 for the Neabsco Mills Road Widening project (TIP ID 6541); and \$6 million in NHPP funding in FY 2018 for a study of the I-495 Express Lanes Northern Extension project (TIP ID 6625), as described in the attached materials; and

WHEREAS, the first five projects are included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP (Route 1 – CON ID 84/VP1AF, East Spring Street – CON ID 267/VU10B, Neabsco Mills – CON ID 593/VSP65, George Washington Blvd. – CON ID 682/NRS, VA 690 – CON ID 653/VP2P) and funding for the study on the I-495 Express Lanes Northern Extension project is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP to \$25 million in AC and RSTP funds between FY 2018 and FY 2021 for the Route 7/George Washington Boulevard Overpass project (TIP ID 6553); \$9 million in AC, RSTP and state funding between FY 2018 and FY 2020 for the Widen East Spring Street project (TIP ID 6537); \$61 million in NHPP, AC, RSTP, and NVTA funding between FY 2018 and FY 2019 for the Route 1 Widening project (TIP ID 6446); \$602,000 in NHPP funding in FY 2021 for the Route 7/Route 690 Interchange project (TIP ID 6618); \$4.2 million in RSTP and AC

funding between FY 2018 and FY 2020 for the Neabsco Mills Road Widening project (TIP ID 6541); and \$6 million in NHPP funding in FY 2018 for a study of the I-495 Express Lanes Northern Extension project (TIP ID 6625),as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on May 4, 2018



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

Stephen C. Brich, P.E.
COMMISSIONER

April 26, 2018

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

RE: National Capital Region FY 2017-2022 Transportation Improvement Program Amendments

Dear Chairman Allen:

The Virginia Department of Transportation (VDOT) requests amendments to five projects in the FY 2017-2022 Transportation Improvement Program (TIP). The projects are as follows:

Project: Rte. 7/George Washington Blvd. Interchange			
UPC/TIP ID 105584/6553	Total Cost Est.: \$27,330,72	Phases: PE, RW, CN	Funding: RSTP, AC Conversion, AC
New TIP funding: release \$22 (RSTP) FFY18 PE phase; add an additional \$22 (RSTP) & \$153,320 (AC-RSTP) FFY18 with conversion of same in FFY19 RW phase; add \$ 6,425,277 (RSTP) & \$9,221,470 (AC-RSTP) FFY19, add \$6,821,470 (ACC-RSTP) FFY20, add \$2,400,000 (ACC-RSTP) FFY21 CN phase			

Project: Widen E. Spring Street			
UPC/TIP ID 105521/6537	Total Cost Est.: \$11,468,331	Phases: PE, RW, CN	Funding: RSTP, AC Conversion, AC, NHS/NHPP
New TIP funding: add \$73,382 (AC-Other-State) FFY18 PE phase; move \$2,000,000 (AC-Other-State) from Prev to FFY19 & add an additional \$1,373,105, add \$572,000 (AC-RSTP) & \$72,000 (RSTP) FFY19, add \$332,000 (ACC-RSTP) FFY20, add \$160,000 (ACC-RSTP) FFY21 RW phase; add \$6,511,844 (AC-Other-State) FFY20 CN phase.			

Project: Widen Route 1 to Six Lanes			
UPC/TIP ID : 104303/6446	Total Cost Est: \$84,573,999	Phases: PE, RW, CN	Funding: RSTP, AC Conversion, AC,
New TIP funding: release \$400,000 (RSTP) FFY18 PE phase; add an additional \$972,564 (NHPP), add \$868,482 (RSTP), release \$3,018,141 (AC-RSTP), release \$26,704,642 (Other funds - NVTA AR) Prev, add \$1,704,991 (NHPP), \$6,540,016 (ACNH), add an additional \$3,747,668 (ACC-RSTP) FFY18, add \$6,131,742 (ACC-RSTP) & \$1,739,005 (ACC-NHPP) FFY19, add \$4,801,011 (ACC-NHPP) FFY20 RW phase; add \$37,535,263 (Other funds - NVTA AR) FFY19 CN phas			

Project: Route 7/Route 690 Interchange			
UPC/TIP ID: 111666/6618	Total Cost Est.: \$36164	Phases: PE, RW	Funding: AC, NHS/NHPP
New TIP funding: add \$602,000 (NHPP) FFY21 RW phase.			

Project: Neabsco Mills Rd., Widen to Four lanes			
UPC/TIP ID: 107947/6541	Total Cost Est.: \$35,013,140	Phases: PE, ROW	Funding: RSTP, AC,AC Conversion
New TIP funding: add \$760,000 (RSTP) FFY18 PE phase; move \$1,477,918 (RSTP) from Prev to FFY20 & add an additional \$2,273,184, release \$1,000,000 (REVSH), move \$362,082 (AC-RSTP) from Prev to FFY20 & add an additional \$914,514, move \$362,062 (ACC-RSTP) from FFY18 to FFY20 & add an additional \$914,514 RW phase			

More detailed information is included in the attached TPB TIP Tables. For project tracking purposes, these funding adjustments are being made in advance of the TPB’s adoption of a new FY 2019-2024 TIP later this year.

All of these projects are included in the adopted CLRP and are consistent with the 2014 CLRP Financial Analysis. The projects are included in, or exempt from, the adopted 2016 CLRP Air Quality Conformity Analysis. The requested amendments reflect the Commonwealth Transportation Board’s latest priorities, cost estimates and funding allocations

VDOT requests that these amendments be placed on the agenda of the Transportation Planning Board's Steering Committee at its meeting on May 4, 2018. VDOT's representative will attend the meeting and will be available to answer any questions.

Thank you for your consideration of this request.

Sincerely,

A handwritten signature in black ink that reads "Helen Cuervo". The signature is written in a cursive, flowing style.

Helen Cuervo, P.E.
District Administrator

cc: Ms. Rene'e Hamilton, VDOT
Ms. Maria Sinner, P.E., VDOT
Mr. Norman Whitaker, AICP, VDOT



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

Stephen C. Brich, P.E.
COMMISSIONER

April 26, 2018

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

RE: National Capital Region FY 2017-2022 Transportation Improvement Program Amendment for I-495 Express Lanes Northern Extension

Dear Chairman Allen:

The Virginia Department of Transportation (VDOT) requests an amendment to the FY 2017-2022 Transportation Improvement Program (TIP) to add funding for an environmental study of the proposed extension of Virginia's I-495 Express Lanes north to the American Legion Bridge.

The I-495 Express Lanes Extension is being studied to select a preferred alternative concept for extension of the Express Lanes in anticipation of Maryland's planned Toll Express Lanes, which will connect to the Virginia side of the American Legion Bridge. Six million dollars in Federal National Highway System National Highway Performance Program (NHS/NHPP) funds are being programmed for the study. More detailed information is included in the attached TPB TIP Table.

The I-495 Express Lane Extension is included in the adopted 2016 CLRP and Air Quality Conformity Analysis. VDOT has requested amendments to the project in the Visualize 2045 Long Range Plan update process in order to accelerate completion dates and increase the number of express lanes in the northernmost segment. The requested amendments reflect the Commonwealth Transportation Board's latest priorities, cost estimates and funding allocations. The Federal funds that will support this study were anticipated in the 2014 CLRP Financial Plan.

VDOT requests that this amendment be placed on the agenda of the Transportation Planning Board's Steering Committee at its meeting on May 4, 2018. VDOT's representative will attend the meeting and will be available to answer any questions.

Thank you for your consideration of this request.

Sincerely,



Helen Cuervo, P.E.
District Administrator

cc: Ms. Rene'e Hamilton, VDOT
Ms. Maria Sinner, P.E., VDOT
Ms. Susan Shaw, P.E., VDOT
Mr. Norman Whitaker, AICP, VDOT

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

FY 2017 - 2022

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6446 Agency ID: 104303	Title: Route 1 Widening from Featherstone Road to Mary's Way						Project Cost: \$84,574		Complete: 2019	
Facility: US 1 Route 1	AC	100/0/0			6,540 b					6,540
From: Featherstone Road	AC Conversion	85/15/0			9,242 b	9,213 b	5,620 b			24,075
To: Mary's Way	NHPP	100/0/0	2,500 b		1,705 b					1,705
	NVTA-BOND	100/0/0				37,535 c				37,535
	NVTA-PAYGO	0/100/0	4,100 a 51,479 b							
	RSTP	80/20/0	300 a		-500 a					
Total Funds:										69,855

Description: Widen from a 4 lane undivided highway to a 6 lane divided highway

Amendment: Reprogram Funding **Approved on: 5/4/2018**
 TIP AMD - release \$400,000 (RSTP) FFY18 PE phase; add an addit'l \$972,564 (NHPP), add \$868,482 (RSTP), release \$3,018,141 (AC-RSTP), release \$26,704,642 (Other funds - NVTA AR) Prev, add \$1,704,991 (NHPP), \$6,540,016 (ACNH), add an addit'l \$3,747,668 (ACC)

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6537 Agency ID: 105521	Title: Widen East Spring Street						Project Cost: \$11,468		Complete: 2019	
Facility: Spring Street	AC	100/0/0		2,000 b	73 a	3,373 b	3,512 c			8,958
From: Herndon Parkway	AC 1	80/20/0				715 b				715
To: Fairfax County Parkway	AC Conversion	80/20/0					415 b	200 b		615
	RSTP	80/20/0				90 b				90
Total Funds:										10,378

Description: Widen Spring Street from 4 lanes to 6 lanes, FXCO PKWY ramp improvements, intersection improvements, sidewalk

Amendment: Reprogram Funding **Approved on: 5/4/2018**
 TIP AMD - add \$73,382 (AC-Other-State) FFY18 PE phase; move \$2,000,000 (AC-Other-State) from Prev to FFY19 & add an addit'l \$1,373,105, add \$572,000 (AC-RSTP) & \$72,000 (RSTP) FFY19, add \$332,000 (ACC-RSTP) FFY20, add \$160,000 (ACC-RSTP) FFY21 RW phase; a

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

FY 2017 - 2022

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6541 Agency ID: 107947	Title: NEABSCO MILLS ROAD - Widen to 4 lanes						Project Cost: \$35,013		Complete: 2024	
Facility: Neabsco Mills Road	AC	80/20/0		453 b			1,596 b			2,049
From: Smoke Court										
To: US 1 Jefferson Davis Highway	AC Conversion	80/20/0						1,596 b		1,596
	REVSH	50/50/0		2,000 b						2,000
	RSTP	80/20/0		1,700 a	950 a		4,689 b			9,187
				1,848 b						
Total Funds:										14,832

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

Amendment: Reprogram Funding **Approved on: 5/4/2018**
TIP AMD - add \$760,000 (RSTP) FFY18 PE phase; move \$1,477,918 (RSTP) from Prev to FFY20 & add an addit'l \$2,273,184, release \$1,000,000 (REVSH), move \$362,082 (AC-RSTP) from Prev to FFY20 & add an addit'l \$914,514, move \$362,062 (ACC-RSTP) from FFY18 to FF

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6553 Agency ID: 105584	Title: ROUTE 7/GEORGE WASHINGTON BLVD OVERPASS						Project Cost: \$27,339		Complete:	
Facility: VA 7 Harry Bird Highway	AC	80/20/0			191 b	11,526 c				11,717
From: Overpass @ G.W. Blvd										
To:	AC Conversion	80/20/0				191 b	8,526 c	3,000 c		11,717
	RSTP	80/20/0	1,367 a		5,722 b	8,031 c				13,753
Total Funds:										37,187

Description: Project will Improve traffic operations on Route 7 by constructing a grade separated overpass at Route 1050 George Washington Blvd. FROM: 0. 25 MI. S. OF RESEARCH PLACE TO: CENTER LINE OF RESEARCH PLACE (0.2500 MI)

Amendment: Reprogram Funding **Approved on: 5/4/2018**
TIP AMD - release \$22 (RSTP) FFY18 PE phase; add an addit'l \$22 (RSTP) & \$153,320 (AC-RSTP) FFY18 with conversion of same in FFY19 RW phase; add \$ 6,425,277 (RSTP) & \$9,221,470 (AC-RSTP) FFY19, add \$6,821,470 (ACC-RSTP) FFY20, add \$2,400,000 (ACC-RSTP) FF

Amendment: Add and Adjust Funding **Approved on: 6/2/2017**
Update project funding per current estimate and obligations: add \$1.091 million AC funding for RW in FY 17; add \$4.244 million RSTP funding for RW in FY 17; adjust Previous Funding to include \$1.367 million in RSTP funding for PE in FY 15; reduce RSTP CN funding in FY 21 to \$2.381 million. All funding amounts include matching.

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

FY 2017 - 2022

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6618 Agency ID: 111666	Title: ROUTE 7/ROUTE 690 INTERCHANGE #SMART18						Project Cost: \$36,165		Complete: 2025	
Facility: VA 7 Harry Byrd Highway	AC	100/0/0			3,948 a					3,948
From: VA 690 Hillsboro Road										
To:	NHPP	100/0/0						602 b		602
Total Funds:										4,550

Description: This new Interchange at RT 7 and RT 690 will include a shared use path and four ramps.

Amendment: New Project	Approved on: 5/4/2018
#SMART18 ROUTE 7/ROUTE 690 INTERCHANGE	
Amendment: Add Project	Approved on: 1/5/2018
Amend project into the FY 2017-2022 TIP with \$3.948 million in advanced construction funding in FY 2018 for planning and engineering.	

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6624 Agency ID: T21333	Title: I-495 Express Lanes Northern Extension						Project Cost: \$6,000		Complete: 2025	
Facility: I 495 Beltway	NHPP	100/20/0			6,000 a					6,000
From: S. of Existing Express Lanes										
To: American Legion Bridge										
Total Funds:										6,000

Description: Extend I-495 HOT Lanes north to the American Legion Bridge from south of their current northern terminus in the vicinity of Old Dominion Drive to the American Legion Bridge.

Amendment: I-495 Express Lanes Northern Extension	Approved on: 5/4/2018
Extend I-495 HOT Lanes north to the American Legion Bridge from south of their current northern terminus in the vicinity of Old Dominion Drive to the American Legion Bridge.. Add \$6 million for NEPA study and early P.E.	



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: May 10, 2018

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



National Capital Region
Transportation Planning Board

May 1, 2018

The Honorable Emmett V. Jordan
Mayor
City of Greenbelt
25 Crescent Road
Greenbelt, MD 20770

Dear Mayor Jordan:

Thank you for your April 6, 2018 letter regarding a recently approved Transportation Improvement Program (TIP) amendment which added Maryland state funding for planning and engineering for the I-270 and I-495 Traffic Relief Plan.

At its April 18 meeting, the Transportation Planning Board (TPB) was presented with your letter, was briefed on the TIP amendment process that was followed in March and was offered an opportunity to discuss the matter. The Maryland Department of Transportation (MDOT) requested a TIP amendment and the Steering Committee took action to amend the TIP on March 8. The Steering Committee approval was shared with the TPB in the TPB mailout materials on March 15. The TPB was then briefed on this action during the March 23, 2018 meeting, at which time the board concurred with the Steering Committee action. After receiving the briefing, no further action was taken in response to your letter during the April 18 meeting.

If you have any questions or need more clarification, please do not hesitate to contact Lyn Erickson, the Plan Development and Coordination Program Director at 202-962-3319 or lerickson@mwkog.org. She will be happy to assist you.

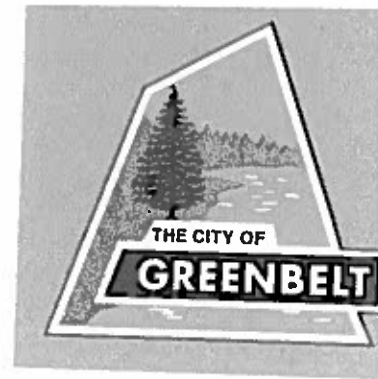
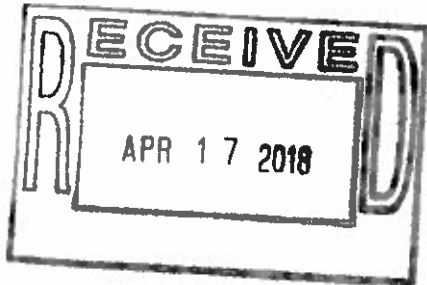
Sincerely,

Charles Allen
Chairman

cc: The Honorable Rodney Roberts, City of Greenbelt Council Chairman

CITY OF GREENBELT

25 CRESCENT ROAD, GREENBELT, MD. 20770-1886



April 6, 2018

CITY COUNCIL

Emmett V. Jordan, Mayor
Judith F. Davis, Mayor Pro Tem
Colin A. Byrd
Leta M. Mach
Silke I. Pope
Edward V.J. Putens
Rodney M. Roberts

The Honorable Charles Allen, Chair
Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, NE, STE 300
Washington, DC 20002

Dear Chair Allen:

On March 8, the TPB Steering Committee approved an amendment to the Transportation Improvement Program (TIP) to include \$67 Million in State funding for planning and engineering on the I-270 and I-495 Traffic Relief Plan. The City believes such a project is not minor and should be considered/approved by the full Transportation Planning Board (TPB), which is representative of MWCOG's membership and our region's jurisdictions.

In the future, the Greenbelt City Council urges the full TPB to consider this matter. Further, the City encourages the TPB to modify its practices so these regionally-significant matters are addressed by the entire Board.

Sincerely,


Emmett V. Jordan
Mayor

cc: City Council
Chuck Bean, MWCOG Executive Director

A NATIONAL HISTORIC LANDMARK

(301) 474-8000 FAX: (301) 441-8248

www.greenbeltmd.gov





MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: May 10, 2018

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

NEWS RELEASE

Metrorail Safety Commission names David L. Mayer CEO

Apr 24, 2018



Note: News release sent on behalf of the Metrorail Safety Commission.

The Metrorail Safety Commission (MSC) unanimously approved David L. Mayer, Ph.D. as the Chief Executive Officer of the new, independent safety body, effective June 4, 2018.

As Chief Executive Officer, Dr. Mayer will oversee the management and operations of the MSC, which was created by the District of Columbia, Maryland, and Virginia to serve as the State Safety Oversight Agency for the Metrorail system. His broad experience in safety management includes serving most recently as Chief Safety Officer for the Metropolitan Transportation Authority (MTA) in New York City and previously serving as Managing Director at the National Transportation Safety Board (NTSB).

“Dr. Mayer’s 25 years of transportation safety experience and outstanding leadership skills, coupled with his knowledge of complex federal oversight and regulatory practices, make him the ideal person to lead our new organization as we work to help ensure a safe Metro system for area residents and visitors to our region,” said MSC Chairman Christopher Hart.

“I appreciate the support expressed by the Metrorail Safety Commission and look forward to the opportunity to work with the Commissioners, Metro, the Federal Transit Administration (FTA), and our regional partners on this important new initiative,” Dr. Mayer said. “Given my previous work at the NTSB and as a former resident of the Washington region and longtime Metrorail commuter, I am very familiar with Metro and understand the importance of ensuring a safe transit system.”

At the MTA, Dr. Mayer served as the senior safety executive at North America’s largest transportation authority where he leveraged resources of more than 300 safety professionals across multiple agencies and instituted programs to foster an effective safety culture. At the

NTSB, he oversaw more than 65 major investigations of high-visibility transportation accidents, including the 2009 Metrorail Red Line train collision near the Fort Totten station.

He has a Ph.D. and M.A. in Human Factors/Experimental Psychology from Rice University as well as a B.A. in Psychology from Centenary College.

Dr. Mayer's selection is the latest action to bring the MSC another step closer to being certified by the Federal Transit Administration. The Metropolitan Washington Council of Governments (COG) has been supporting the jurisdictions and the FTA in establishing the MSC so that it can assume safety oversight of Metro from the FTA.

Please direct all media inquiries regarding the Metrorail Safety Commission to MSC Counsel Chuck Spitulnik: cspitulnik@kaplankirsch.com, (202) 955-5600

Contact: **Steve Kania**

Phone: **(202) 962-3249**

Email: **skania@mwkog.org**



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, TPB Plan Development and Coordination Program Director
SUBJECT: Recap of the April 23 “Transportation Forum for Virginia’s Elected Leaders,” sponsored by the Northern Virginia Transportation Authority
DATE: May 10, 2018

The Northern Virginia Transportation Authority (NVTA) hosted a Transportation Forum for Northern Virginia’s Elected Leaders on the morning of Monday, April 23 at George Mason University. The Commonwealth Transportation Board (CTB), the Virginia Department of Rail and Public Transportation (DRPT), the Northern Virginia Transit Commission (NVTC), OmniRide, the National Capitol Region Transportation Planning Board (TPB), the Virginia Department of Transportation (VDOT) and the Virginia Railway Express (VRE) joined the NVTA in presenting to Northern Virginia’s Elected Leaders their responsibilities and funding details and highlighting how we all collaborate with each other to deliver multimodal solutions across the region. Over twenty state delegates and senators and local elected officials came to the meeting to learn about and discuss how the transportation agencies in Northern Virginia are working together to deliver sound solutions for the region’s transportation network.

Each agency prepared a one-page summary which is attached. The presentations and handouts are also located on the NVTA website here: <https://bit.ly/2JiUmDV>.



Commonwealth Transportation Board

Responsibilities

Membership

17 members :

- ⇒ 14 Appointed Citizens
- ⇒ Secretary of Transportation
- ⇒ DRPT and VDOT directors are ex-officio.
- Citizen members are appointed by the Governor and serve 4 year terms - can NOT be removed as Governor changes, except for cause (fraud, conflict etc).
- CTB generally meets monthly with exceptions of August and November. Meetings are live streamed. Documents are available to the public in advance via a website
- 9 CTB members represent districts (NVTA jurisdictions make up NOVA district)
- 5 Members are at-large, at least 2 must be urban members and at least 2 must be rural members

CTB is responsible for the development and approval of VTRANS

- the state's long-range surface transportation plan that focuses on accessibility and safety needs. This plan is updated every four years on a rolling basis.

VTrans analyzes travel and demographic trends, identifies and prioritizes needs based on the four focus areas listed below, and develops recommendations for the Tier I needs.

VTRANS focuses on 4 key kinds of places:

1. Corridors of Statewide Significance (CoSS) – Key multimodal travel corridors that move people and goods within and through Virginia, serving primarily long-distance /inter-regional travel markets
2. Regional Networks (RN) – Multimodal networks that facilitate travel within urbanized areas/intra-regional travel markets
3. Urban Development Areas (UDA) – Areas where jurisdictions intend to concentrate future population growth and development consistent with the UDA section within the Code of Virginia (§ 15.2-2223.1)
4. Transportation Safety Needs – Statewide safety needs identified in VTrans

Statutory Requirements

Primary responsibilities of the Board are to:

- (i) program surface transportation funds through the Six-Year Improvement Program,
- (ii) develop the long-range surface transportation plan, and
- (iii) conduct oversight of transportation programs including SMART SCALE, State of Good Repair Program, and Revenue Sharing Program.

In addition, the Board has other powers related to the establishment of regulations for operation of the state highway system including location of routes, and entering into contracts with other entities.



Commonwealth Transportation Board

Main Responsibility = Oversight of Road & Transit Funding

The CTB oversees the following key transportation programs:

- **State of Good Repair Programs:** capital funding for rehabilitating and replacing bridges and reconstruction pavements with funds distributed to each district based on an asset management based needs formula
- **SMART SCALE funds are allocated every two years and are divided 50/50 into two programs:**
 - *High Priority Projects Program:* a statewide discretionary funds with projects selected on a competitive basis across districts
 - *Construction District Grant Program:* a district-based distribution of funds with projects selected on a competitive basis within each district
- **Transit Programs:**
 - *Transit Capital Funds:* used to purchase assets for transit systems, bulk of funds are used for transit facilities and replacement of existing buses
 - *Transit Operating Assistance:* used to support the existing operations of transit systems
 - *Transit Special Funds:* used to support transportation demand management activities, planning studies and other activities
- **Intercity Passenger Rail Operating and Capital Program:** used to support direct costs of operating state supported Amtrak services in the Commonwealth as well as make capital investments to expand passenger rail service in the Commonwealth
- **Rail Enhancement Fund:** used to support freight and passenger rail investments, requires a 30% non-state match
- **Specialized Programs:**
 - *Revenue Sharing Program:* a state program that requires 50% local match for projects with an annual cap per locality of \$5 million
 - *Transportation Alternatives Program:* a federal program to fund pedestrian, bicycle and other improvements
 - *Highway Safety Improvement Program:* a federal program focused on reducing crashes that results in fatalities and severe injuries
 - *Congestion Mitigation Air Quality Program:* a federal program focused on improving air quality, these funds may not be used to expand capacity for single-occupant vehicles
 - *Virginia Transportation Infrastructure Bank:* a state revolving fund that provides low-interest loans to finance transportation improvements with applications accepted on a rolling basis
- DRPT also runs a number of smaller grant programs; allocations from those programs typically require a vote of the CTB.

Regional Coordination

The NOVA District CTB member is also appointed by the Governor to sit on the Northern Virginia Transportation Authority. This linkage ensures that the two funding bodies are aware of each other's processes and timelines. There have been numerous snags to work through as funding has increased significantly since the passage of HB 2313 in 2013. Cross-appointment has been helpful in this regard. CTB holds spring and fall meetings to gather information from the public about proposals the CTB is considering.

Agency Overview



Virginia Department of Rail and Public Transportation

MISSION

The mission of DRPT is to facilitate and improve the mobility of the citizens of Virginia and to promote the efficient transport of goods and people in a safe, reliable, and cost-effective manner.

STAKEHOLDERS

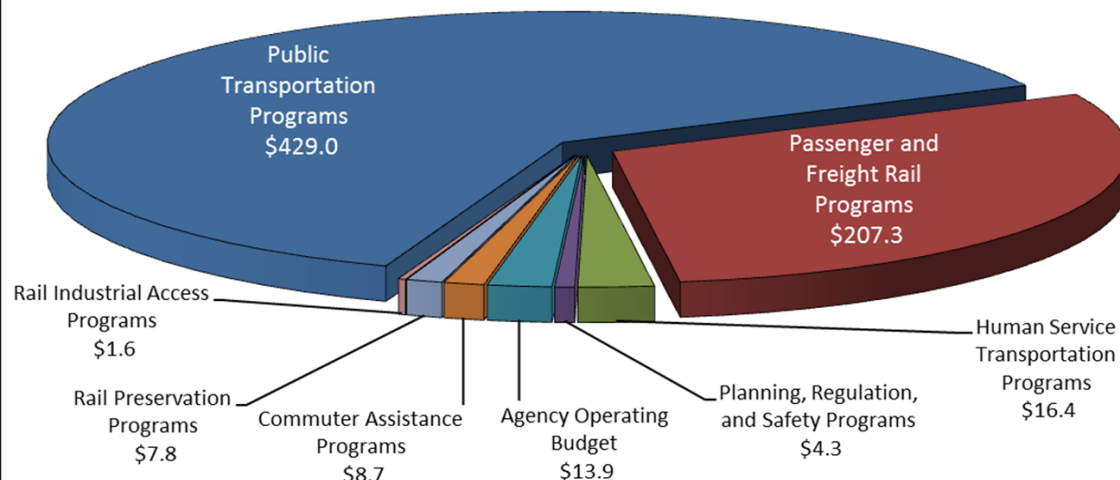
- **41** Transit Systems
- **76** Human Service Operators
- **1** Commuter Rail Operator (VRE)
- **18** TDM Agencies
- **15** MPOs
- **9** Short line Railroads
- **2** Class I Freight Railroads
- **1** Intercity Passenger Rail Operator (Amtrak)
- **1** DRPT-Supported Intercity Bus

DRPT Provides Support for Projects and Programs:

- Assessing feasibility and environmental impacts of new and expanding services.
- Conducting statewide rail and public transportation studies.
- Planning and programming new services and capital improvement projects.
- Providing leadership, advocacy, technical assistance, and funding.



FY 2018 BUDGETED EXPENDITURES



Agency Overview



Virginia Department of Rail and Public Transportation

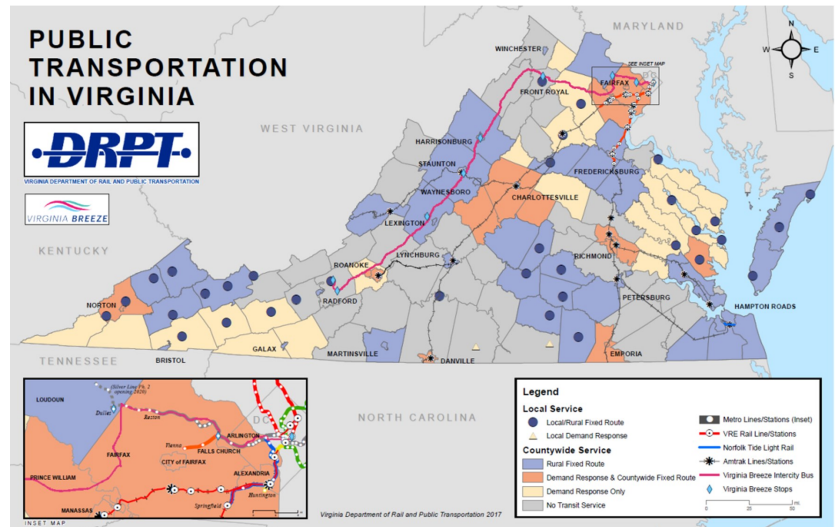
Transit plays a **key role** in congestion mitigation, economic development, and environmental stewardship in Virginia.

Transit **provides mobility** to many of Virginia's citizens who have no other means of transportation.

Transit **meets critical transportation needs** for not only citizens of the Commonwealth but for all individuals traveling in Virginia.

Transit **provides economic value**. VRE and WMATA alone provide **\$600 million** to Virginia's economy as the two systems transport approximately **293,000** people on an average weekday.

PUBLIC TRANSPORTATION IN VIRGINIA



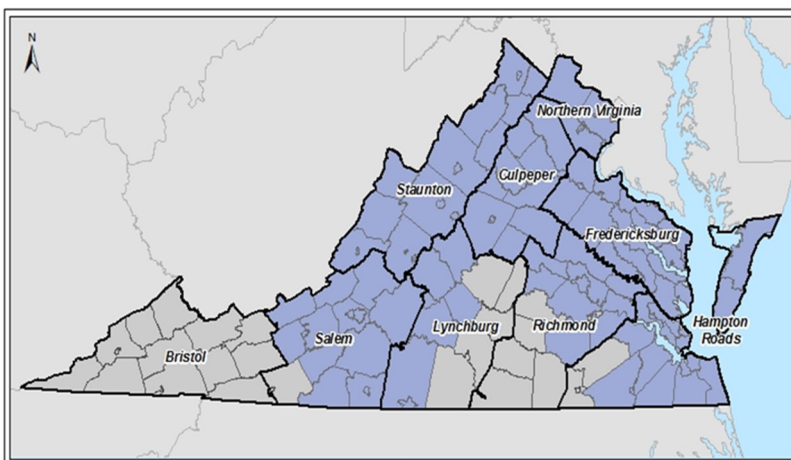
TRANSPORTATION DEMAND MANAGEMENT

Moving people through TDM:

- Growing vanpooling and carpooling
- Encouraging transit ridership
- Promoting telework
- Bike to Work Week

Working with VDOT on major projects to mitigate construction impacts through transportation

TDM AND COMMUTER SERVICES



Try Transit Week



Agency Overview



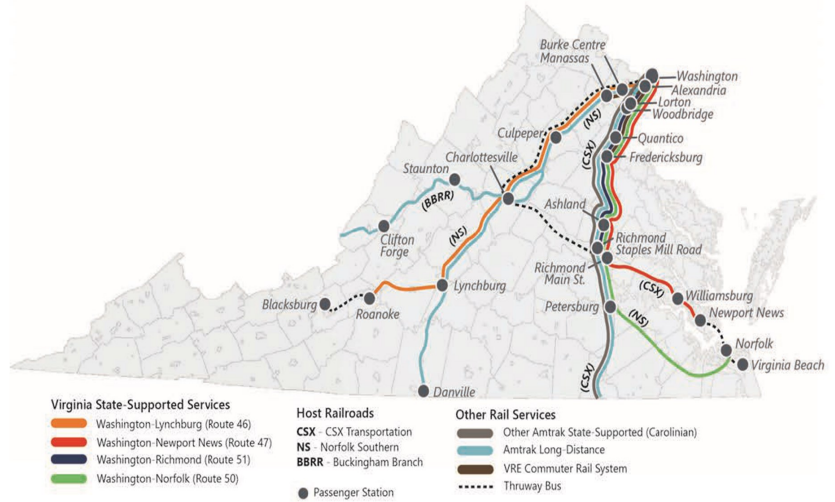
Virginia Department of Rail and Public Transportation

PASSENGER RAIL IN VIRGINIA

Virginia sponsors **6 daily** Amtrak Trains accounting for over **850,000** rides in 2017.

Passenger rail provides **\$190 million** in **direct benefits** to Virginia each year.

8 passenger rail cars equal **240 vehicles off** of Virginia highways



FREIGHT RAIL IN VIRGINIA

Freight rail is part of Virginia's vision for a multi-modal network.

It is part of a national system with access to international markets.

Rail lines are privately owned in Virginia

The Port of Virginia ships 36% of cargo by rail - more rail volume than any other East Coast port.

11 Freight railroads: **2** national Class I Railroads: Norfolk Southern and CSX; **9** local short line railroads





Virginia Department of Transportation

Statistics

- ⇒ NOVA has 760 employees.
- ⇒ We serve 2.4 million citizens in the Northern Virginia District
- ⇒ We are responsible for close to 14,000 lane miles
- ⇒ We are responsible for 2,200 bridges and culverts
- ⇒ We operate and maintain 1,400 traffic signals
- ⇒ We are responsible for approximately 45,000 wheelchair-accessible curb ramps.

Who We Are: Roles & Responsibilities

- We plan, design, construct, operate, and maintain transportation facilities.
- Maintaining the state road network includes potholes, guardrail, paving, bridge repair, and drainage issues.
- We respond to emergencies, including weather, damaged infrastructure and support homeland security initiatives.
- We oversee any work on the state road network.
- We administer or review design and construction in our highway network—whether it's a developer, our contractors, a locality, a utility or a homeowner. We oversee efforts in all facets to ensure that safety, quality, and sound engineering principles are applied.
- We work with police & fire to clear highways as quickly as possible.
- We operate tolling and oversee operation of Public-Private Partnerships.
- We build, maintain and operate a commuter park-and-ride system.

Regional Coordination and Members

- We collaborate on regional and state planning with local governments, transit providers and regional agencies.
- We work with partners in the General Assembly, localities, NVTA, TPB, DRPT and NVTC.
- VDOT is represented by our District Administrator on the NVTA Board of Directors, and we participate in the Regional Jurisdictions Advisory Coordinating Committee (RJACC) and other committee meetings as needed.
- VDOT has a voting representative on The National Capital Region Transportation Planning Board (TPB); and participates in many TPB committees including the Steering, State Technical Working Group; Technical; Travel Forecasting; Metropolitan Area Transportation Operations Coordination (MATOC); Long-Range Planning Task Force; Bike and Pedestrian; Metropolitan Washington Air Quality; Climate, Energy and Environment Policy committees; Clean Air Partners; and Commuter Connections.
- VDOT works regularly with the Northern Virginia Transportation Commission (NVTC); the Metropolitan Washington Council of Governments; the Northern Virginia Regional Commission (NVRC); Virginia Railway Express (VRE). We also partner with the Washington Metropolitan Area Transit Authority (WMATA) and Metropolitan Washington Airports Authority (MWAA). We partner, on a daily basis, with sister department ,the Virginia Department of Rail and Public Transportation.



Virginia Department of Transportation

Beyond Building & Maintaining Roads

We recognize that road widening alone is not the solution. VDOT works closely with the Department of Rail and Public Transportation to plan, design, construct, operate, and maintain multi-modal transportation facilities. Projects like I-66 and I-395 HOT lanes are generating hundreds of millions of dollars for improved transit services.

CTB policies require Context Sensitive Design and Solutions. The CSS approach seeks a realistic and practical balance between more traditional transportation objectives; such as mobility and safety; and preservation of scenic, aesthetic, historic, and environmental resources, and other community values and needs. VDOT policies require provision of pedestrian and bicycle accommodations as part of transportation projects.

We also take community involvement and public participation seriously. On I-66 alone, we participated in more than 200 public meetings, ranging from homeowners' yards to hundreds filling high school gyms.

Statutory Requirements

Under Virginia Administrative Code, VDOT is charged with implementing and enforcing the policies and regulations of the Commonwealth Transportation Board. VDOT operates under the overall supervision of the Secretary of Transportation, who is designated as Chairman of the CTB.

The Commissioner is chief executive officer of VDOT and is authorized to perform all acts necessary for constructing, improving, and maintaining the roads comprising the state highway system. VDOT is divided into nine Districts, each headed by a District Administrator. The Northern Virginia District includes Arlington, Fairfax, Loudoun and Prince William counties, and the cities and towns within their boundaries.

Funding

- VDOT's FY2018 Budget includes 5.4 billion dollars in revenues. The largest sources are:
 - Federal funds: 20%
 - Motor Vehicle Sales and Use Tax: 17%
 - Sales tax on motor fuels: 15%
 - Retail sales and use tax: 14%
 - Motor Vehicle License Tax: 5%
 - Local: 9%
- 51% of the revenues come from the 4 major sales and use taxes shown above.
- The above revenues include the Northern Virginia Transportation Authority Fund
- The Secretary of Transportation, Commissioner and CTB prioritize and allocate funds for our state transportation networks using VTRANS (State Transportation Plan) Smart Scale and the Six Year Improvements Program.
- NoVA District administers the application and evaluation process for Northern Virginia, and we provide technical assistance to guide applicants through the process.
- VDOT passes Federal Congestion Management Air Quality Mitigation (CMAQ) and Regional Surface Transportation Program (RSTP) through to NVTA member governments and transportation providers.



Northern Virginia Transportation Authority

Responsibilities

Membership

14 Voting Members:

- ⇒ Counties of Arlington, Fairfax, Loudoun and Prince William
- ⇒ Cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park
- ⇒ 2 Virginia House of Delegates
- ⇒ 1 Virginia Senator
- ⇒ 2 Governor's Appointees

3 Non-Voting Members:

- ⇒ 1 Town Representative
- ⇒ Virginia Department of Transportation
- ⇒ Department of Rail & Public Transportation

Primary Responsibilities:

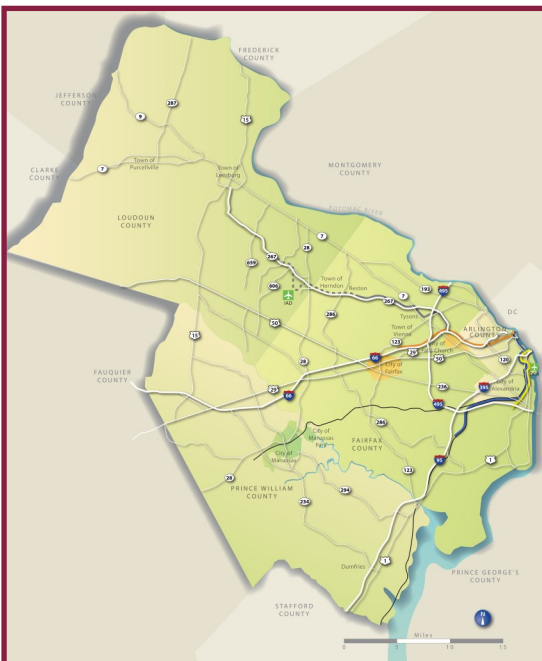
- Develop and update long range Transportation Plan in Northern Virginia → TransAction
- Prioritize and Fund regional transportation projects.
- Give priority to projects that provide greatest level of congestion relief relative to cost.

Additional Responsibilities:

- Provide general oversight of regional programs involving mass transit or congestion mitigation, including carpooling, vanpooling and ridesharing.
- Issue bonds or other debt in such amounts as it deems appropriate.
- Act as a responsible public entity under the Public-Private Transportation Act of 1995.
- Serve as an advocate for the transportation needs of Northern Virginia before the state and federal governments.
- Recommend to the Commonwealth Transportation Board priority regional transportation projects for receipt of federal and state funds.

Statutory Requirements

SB576, the Authority's enabling legislation, states: "The Authority shall be responsible for long-range transportation planning for regional transportation projects in Northern Virginia. In carrying out this responsibility, the Authority shall, on the basis of a regional consensus, whenever possible, set regional transportation policies and priorities for regional transportation projects. The policies and priorities shall be guided by performance-based criteria such as the ability to improve travel times, reduce delays, connect regional activity centers, improve safety, improve air quality, and move the most people in the most cost-effective manner."





Northern Virginia Transportation Authority

Funding

Examples of Regional Coordination

The NVTA has coordinates with its member jurisdictions and agencies to fund more than \$185M in projects for the Washington Metropolitan Area Transit Authority (WMATA).

These projects include construction of the Innovation Center Metrorail Station and traction power upgrades for the Orange and Blue lines.



The Authority has funded more than \$115M in congestion-relieving transportation projects along Route 28. These improvements and road widenings were funded through the Authority's FY2014-2017 programs, which required coordination with Fairfax County, Loudoun County, Manassas, Manassas Park and Prince William County.

The NVTA's revenues result from legislation enacted by the Virginia General Assembly in 2013 (HB 2313). HB 2313 separates these funds into "70% Regional Revenues," which are allocated by the Authority to regional transportation projects; and "30% Local Distribution Revenues," which are distributed to localities for locally determined transportation projects and purposes.

The NVTA's current funding sources are three existing taxes – Sales Tax, Grantor's Tax, and Transient Occupancy Tax. These taxes were increased in Northern Virginia to generate the NVTA's annual revenues of approximately \$330 million. In addition, the NVTA can finance projects through the issuance of long term bonds. NVTA revenues can be used to repay debt service on the bonds.

Since July 2013 when its revenue stream started, the NVTA has approved \$990 million to fund 79 regional projects. This excludes the local projects being funded by the NVTA's member jurisdictions using the 30% revenues. NVTA-funded regional projects include, but are not limited to, roadway widenings, new roads and other interchange improvements, new Metrorail stations, new bus acquisitions, rail infrastructure improvements, and intelligent transportation systems.

Regional Coordination

The NVTA's regional success thus far is largely a result of direct collaboration with the counties and cities that make up the region, as well as the transit agencies that serve Northern Virginia. In particular, the NVTA's committees provide a platform for coordination across the region. These committees include two statutorily mandated committees – the Planning Coordination Advisory Committee (PCAC) and the Technical Advisory Committee (TAC). In addition, the Authority's Bylaws require three standing committees; Finance, Planning and Programming, and Governance and Personnel.

Stay Connected!

- Visit: TheNoVaAuthority.org & NVTATransAction.org
- Subscribe to our e-mail list at TheNoVaAuthority.org for updates!
- Follow us on Facebook: @TheNVTA
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OUR SERVICE

OmniRide is the service name of the Potomac and Rappahannock Transportation Commission. PRTC's governing body oversees its transportation services and funding. **OmniRide** includes local and express bus routes, vanpools, and ride-matching services for Prince William County, Manassas and Manassas Park.

Key destinations for **OmniRide** include the Pentagon, Washington, D.C., and Tysons, with connections to Virginia Railway Express (VRE) and WMATA Metrorail stations. Local service offers connectivity in the urban areas of Manassas, Manassas Park, and eastern Prince William County; the ability to move across the county; and easy access to VDOT's regional Park & Ride locations.

PRTC also co-sponsors VRE in partnership with the Northern Virginia Transportation Commission (NVTC). The VRE provides commuter rail service along the Fredericksburg and Manassas Lines, connecting to transit providers at stations in Virginia and the District of Columbia.

OUR IMPACT

In 2017, **OmniRide** removed nearly 17,000 car trips from regional roadways every day:

- +2.5 million customer trips across almost 3 million revenue miles
- Over 660 active vanpools in the Vanpool Alliance, with more than 1.6 million vanpool & carpool riders
- More than two dozen area employers worked with us to expand commuting options for their employees
- \$36M annual operating budget with a capital projects budget of \$6-12M annually depending on program needs
- 159 Buses: 99 long-haul commuter-style and 60 transit buses of 30', 35' & 40' lengths

OUR MEMBERS

Prince William County
City of Manassas

City of Manassas Park
City of Fredericksburg

Stafford County
Spotsylvania County

Stafford County, Spotsylvania County and the City of Fredericksburg confine their PRTC service sponsorship to VRE, while Prince William County and the Cities of Manassas and Manassas Park sponsor both **OmniRide** bus services and VRE.

PRTC member jurisdictions are eligible to collect a 2.1% motor fuels tax for transportation programs within their local jurisdictions to include bus and rail transit, park & ride facilities, and sidewalk projects.

FUNDING

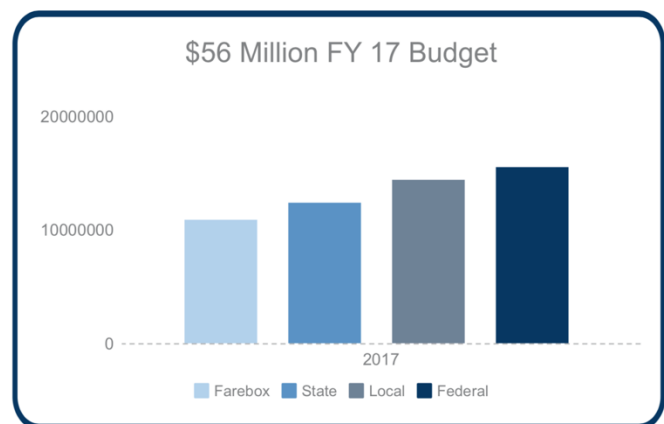
PRTC funding comes from a combination of local, state and federal dollars, along with passenger fares. The member jurisdictions use the 2.1% motor fuels tax to meet their respective subsidy obligations. State dollars primarily come from the Department of Rail and Public Transportation (DRPT). Federal dollars primarily come from the Federal Transit Administration (FTA).

PRTC has seen a reduction of 55% in federal funding over the last six years, mainly because of the elimination of fixed-guideway formula funding for buses and because providing services on HOT lanes no longer qualifies for federal funding.

FY17 Budget

\$34,484,000	Operating
<u>\$21,562,300</u>	Capital
\$56,046,300	Total Budget

With the drop in fuel prices, there is less 2.1% motor fuels tax available for jurisdictions to spend on transportation projects other than rail (VRE) and bus (PRTC).



VIRGINIA RAILWAY EXPRESS

WHO WE ARE

Virginia Railway Express (VRE) is Virginia's only commuter rail system serving the Northern Virginia and Washington, D.C. area since 1992. Our service reaches as far west as Manassas and as far south as Spotsylvania County running parallel to the I-95/395 and I-66 Corridors of Statewide Significance (CoSS).

VRE's two lines—the 60-mile Fredericksburg Line and the 35-mile Manassas Line—provide direct access to jobs in Alexandria, Arlington, and Washington, DC. VRE provides safe, cost-effective, accessible, reliable, convenient, and customer responsive services to its riders. VRE is jointly operated by the Northern Virginia Transportation Commission (NVTC) and the Potomac and Rappahannock Transportation Commission (PRTC).

VRE CONTRIBUTIONS TO THE VIRGINIA ECONOMY

- VRE's current ridership takes 20,000 cars off those CoSS during the busiest periods of every weekday providing the equivalent capacity of an entire lane on I-95/395 and I-66.
- According to a Commonwealth Transportation Board (CTB) study, VRE provides service valued around \$8.7 billion.
- NVTC's recent study found that VRE and Metro contribute over \$600 million dollars to the Commonwealth's general fund, an over 250 percent ROI.

FUNDING

VRE is primarily funded through federal, state, and regional grants along with member jurisdiction subsidies and fares.

Operating Funds: Even with strong business practices and regular increases in fares and local jurisdictional subsidies, VRE operating costs are projected to rise faster than revenues. The operating funding gap on average, is \$11 million annually through 2040.

Currently, VRE utilizes all available options for operating funds, such as:

- Increasing passenger fares by 3 percent every other year to continue to cover more than 50 percent of operating costs.
- Increasing the jurisdictional subsidies 3 percent every other year.
- Applying for state funding through DRPT's transit assistance programs.

Our financial analysis shows these actions will no longer be sufficient to cover costs and without additional resources to cover operating costs, service levels must be cut. Less service will result in lower ridership, which leads to lower revenues, creating a financial "death spiral." This "death spiral" will result in drastic cuts to service starting as early as 2024 and eventual cessation of VRE service by 2033.



VRE Contacts

Doug Allen – CEO, ☎ 703.838.5411, ✉ dallen@vre.org;

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Aimee Perron-Seibert – Legislative Affairs, ☎ 804.647.3140, ✉ aimee@commonwealthstrategy.net

Capital Funds: Projected capital needs also exceed expected available funding, with a projected gap, on average, of \$34 million annually. VRE currently takes advantage of numerous sources of capital funding, including available Federal funds, regional NVTA funding, Virginia’s SmartScale, and DRPT rail and transit funding programs and will be applying for the new funds available on I-66 and I-395 as part of the HOT lanes expansion.

VRE needs on average \$45 million additional funding annually through 2040 to maintain the current level of service per our strategic financial analysis, which was verified by the CTB’s “VRE Long Range Service Plan & Financial Analysis Review.” In order to expand service as outlined in our 2040 long range plan, which would potentially double ridership, VRE will need \$60 million.

VIRGINIA RAILWAY EXPRESS



COMMUTER RAIL OPERATING AND CAPITAL (C-ROC) FUND

- Legislation passed during the 2018 Virginia Legislative session created a state fund specifically for operating and capital costs of commuter rail service.
- Legislation was also passed directing \$15 million of regional fuels tax revenue annually into C-ROC.
- Vital to VRE’s financial stability:
 - Offset operating expense growth without major increases in local subsidy or fares
 - Provide funding for critical capacity projects like L’Enfant Station and Fourth Track and Crystal City Station
 - Support future needs such as railcar replacement

ADDITIONAL NEEDS

- Fixing the transit capital fiscal cliff
- \$30 million annually for Phase I
- An additional \$15 million annually to fully implement Phase II

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 GoTrains@vre.org
 [@VARailXpress](https://twitter.com/VARailXpress)
 [@RideVRE](https://www.facebook.com/RideVRE)
 [@virginiarailwayexpress](https://www.instagram.com/virginiarailwayexpress)

Role in the Region

The Northern Virginia Transportation Commission (NVTC) serves as a regional forum for discussion and analysis of transit issues that are critically important to Northern Virginia’s economy and quality of life. NVTC’s efforts include:

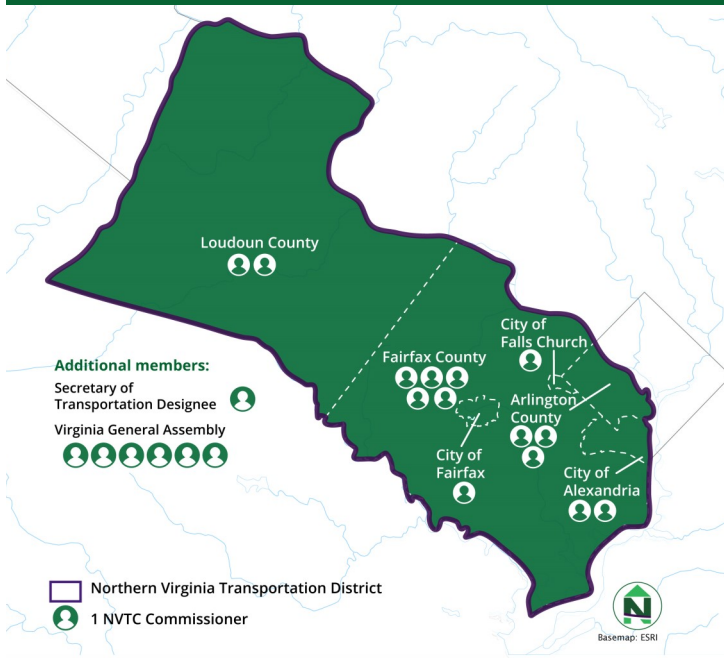
- ◆ Funding and stewardship of Metro and Virginia Railway Express
- ◆ Managing state and regional funding for six bus systems
- ◆ Working across jurisdictional boundaries to coordinate transit service
- ◆ Administering the I-66 Commuter Choice program
- ◆ Directing efforts for new fare box technologies
- ◆ Analyzing regional transit ridership to identify trends and opportunities
- ◆ Providing Northern Virginia-focused transit research and technical expertise

Statutory Requirements

NVTC was established to manage and control the functions, affairs, and property of the Northern Virginia Transportation District, by the 1964 Acts of Assembly of the Commonwealth of Virginia, Chapter 630, and the Transportation District Act. The purpose of the Act is to facilitate “planning and developing a transportation system for Northern Virginia and for the safety, comfort and convenience of its citizens and for the economical utilization of public funds.” The duties and powers of the commission are set in *Sections 33.2-1900 through 33.2-1934* of the Virginia Code.

NVTC also administers the regional motor vehicle fuels tax, *Section 58.1-2295*, which provides dedicated capital and operating funds for WMATA.

Membership



NVTC’s governing body consists of 21 commissioners from across Northern Virginia. Fourteen are locally elected officials from NVTC’s six member jurisdictions.

- Fairfax County — five members
- Arlington County — three members
- City of Alexandria -- two members
- City of Fairfax — one member
- City of Falls Church — one member
- Loudoun County — two members

The General Assembly appoints six commissioners, two senators and four delegates, and Virginia’s Secretary of Transportation appoints one commissioner.

NVTC officers are elected in January and serve for one year.

Transit Systems Serving NVTC Jurisdictions



FINANCIAL MANAGEMENT

NVTC manages more than \$260 million annually in state transit assistance for WMATA, VRE and five bus systems. In addition, NVTC administers the regional motor vehicles fuel tax (totaling \$30.6 million in fiscal year 2017) to support WMATA operating and capital needs. NVTC awards around \$10 million each year to multimodal projects through its I-66 Commuter Choice program. NVTC also manages and conducts compliance reviews of federal transit grant funds on behalf of several Northern Virginia jurisdictions.

FINANCIAL & POLICY ANALYSIS

Sustained federal, state and local funding is essential for high-quality, high-capacity transit to flourish in Northern Virginia. To ensure such funding, NVTC performs financial analyses of transit projects, documents transportation funding needs, and works with the commonwealth to develop new funding sources. NVTC also analyzes policy options and serves on the state's Transit Service Delivery Advisory Committee (TSDAC).

FARE COLLECTION TECHNOLOGY

NVTC works with local transit agencies and regional partners to maintain an operational, cost-effective regional fare collection system that meets current and future needs. NVTC is coordinating regional upgrades to extend the useful life of the regional fare collection program (Smartrip) and analyzing future regional fare collection needs and options.

I-66 COMMUTER CHOICE

To move more people more efficiently and reliably through the I-66 corridor between the Capital Beltway and Potomac River, NVTC funds a variety of transit and roadway enhancement projects. The goals of the I-66 Commuter Choice program are straightforward: to support projects that move more people, increase opportunities to connect from one mode of travel to another, improve transit service, reduce roadway congestion, and increase travel options. Tolls will provide revenue to fund new projects well into the future. These projects are specifically designed to benefit I-66 toll payers.



ENVISION ROUTE 7 BRT

NVTC manages Envision Route 7, an effort to deploy financially sustainable new transit along Route 7 between Alexandria and Tysons. NVTC has recommended bus rapid transit (BRT), which is expected to attract 9,500 new daily transit riders to Route 7. BRT is proposed to run 11 miles between the Spring Hill Metrorail Station and the Mark Center, connecting to the East Falls Church Metrorail Station. NVTC has engaged in a conceptual engineering study as the next step toward providing faster and more reliable service.



RESEARCH & DATA ANALYSIS

NVTC performs cutting edge research and data analysis to inform policy and budgetary decisions and transit service planning. Many of its reports, most recently on the economic value of rail transit to Virginia, are widely cited. NVTC's adaptation of a transit planning tool, known as TBEST, allows staff to estimate transit demand for its member jurisdictions and bus systems.

REGIONAL BUS AGENDA

To ensure access to safe, efficient, quality bus service throughout Northern Virginia, NVTC identifies opportunities for enhanced or new service that often transcends jurisdictional boundaries in order to connect communities. Using GIS, NVTC develops tools to help localities plan, develop and implement an innovative regional bus investment strategy.

EMERGENCY PREPAREDNESS

NVTC serves as a convening body for regional transit responses to Metrorail station closures and other service disruptions. During Safe-track, NVTC facilitated the movement of people from Metrorail to alternatives, such as bus and VRE, during track closures. NVTC also supports periodic updates to station-specific plans to ensure the safe evacuation of Virginia's 25 Metrorail stations in an emergency. Accompanying maps – which feature bus and pedestrian routes, as well as gathering locations – facilitate evacuations.



National Capital Region Transportation Planning Board

Membership

44 Members Include:

- **State transportation agencies:** District of Columbia Department of Transportation, Maryland Department of Transportation, Virginia Department of Rail and Public Transportation Virginia Department of Transportation.
- **23 local jurisdictions:** The District of Columbia, Charles, Frederick, Montgomery, Prince George's counties in Maryland, Arlington, Fairfax, Loudoun, Prince William counties in Virginia, and the cities of Bowie, College Park, Frederick, Gaithersburg, Greenbelt, Laurel, Rockville, Takoma Park in Maryland, and Alexandria, Fairfax, Falls Church, Manassas, and Manassas Park in Virginia. Plus, the urbanized area around Warrenton in Fauquier County, Virginia.
- **State and DC legislatures**
- **WMATA**
- **MWAA**
- **NPS**
- **USDOT (FHWA & FTA)**

Who We Are

The National Capital Region Transportation Planning Board (TPB) is the federally designated Metropolitan Planning Organization (MPO) for the Washington region. MPOs must carry out transportation planning activities for the US Census declared Urbanized Area. The Washington Urbanized Area encompasses portions of the State of Maryland, portions of the Commonwealth of Virginia and the District of Columbia.

- ⇒ 3,500 square miles in area
- ⇒ Home to more than 5 million people and 3 million jobs
- ⇒ 17 million person trips per day

Roles and Responsibilities

- Is a federally-mandated and federally-funded transportation policy-making organization that must follow the Federal Metropolitan Transportation Planning Process as regulated by the latest federal transportation authorization (FAST Act).
- Is made up of representatives from local governments and governmental transportation authorities.
- Carries out the "3C Process" – "Continuing, cooperative, and comprehensive" consultation process in cooperation with the state DOT(s) and transit operators.
- Leads the REGIONAL transportation planning process in cooperation with the state DOT(s) and transit operators.
- Develops plans and programs that consider all transportation modes and support metropolitan community and economic development
- Works in conjunction with state air and transportation agencies to meet federal Clean Air Act standards.

All federally funded projects and other regionally significant transportation projects must be included in the MPO's long-range transportation plan and the Transportation Improvement Program (TIP).

- **Long-Range Metropolitan Transportation Plan:** The LRP serves as the vision for the region and includes all the transportation improvements where funding is reasonably expected to be available over the next 20 years. Major updates are scheduled every 4 years. This year, the TPB is currently working on a major update called Visualize 2045.
- **Transportation Improvement Program (TIP):** Each MPO develops a short 4-6 year program for project implementation. Projects in the TIP must show that funding in the first 2 years is available and committed. All projects in the TPB TIP must come from a legislatively approved capital program. Major updates to the TIP are scheduled every two years with regular amendments as needed.



National Capital Region Transportation Planning Board

Regional Coordination

- ⇒ The TPB serves as a regional forum for transportation planning.
- ⇒ As individual projects go through the project development process, projects must be included in the plan and/or TIP in order for federal approval of key project milestones (ex NEPA) and in order to use federal funding.
- ⇒ We have a robust public involvement process and often conduct public outreach activities.
- ⇒ The TPB has 14 committees to help disseminate data, information and TPB products, to make sure the TPB is on track with our members' needs.

Funding

The MPO planning activities are federally funded. The MPO spends on average about \$13-\$15 million a year to conduct the metropolitan transportation planning process.

The Transportation Alternatives Set Aside allocates federal reimbursable aid for capital improvements considered alternative to traditional highway construction. Large MPOs, like the TPB, are responsible for project selection on an annual basis for a sub-allocated portion of TA Set Aside Funds. The TPB works with the District of Columbia, Maryland, and Virginia to coordinate each state's application process in the region. The TPB strongly encourages applications that support priority criteria, Safe Routes to School, bicycle/pedestrian facilities, and non-motorized transit access improvements. The TPB has selected 82 projects since 2014 for a total of over \$30 million.

COG/TPB has also been designated by the governors and the mayor as the designated recipient for the Federal Transit Administration's Enhanced Mobility of Seniors and Individuals with Disabilities Program. Every two years the TPB selects and awards the federal grant funding to projects throughout the region aimed at improving mobility for older adults and persons with disabilities. This year, \$6 million in funding was awarded for 17 local and regional grants. Since 2007, the TPB has solicited, selected and implemented over 100 projects totaling over \$65 million.

The MPO has project selection authority over all regionally significant projects through its TIP and long-range plan. However, fiscal constraint must be demonstrated through local approval processes prior to inclusion into the plan and TIP. Therefore the TPB tends to rely on the local implementing agencies for their expertise and approval.

Statutory Requirements

The mission is defined by federal law. It is to implement the Federal Metropolitan Transportation Planning Process. At the TPB, board interests are synchronized with those federal regulations. We are a regional forum for transportation planning. We prepare plans and programs that enable federal funds to flow to metropolitan Washington. We provide technical resources for decision-making.