

Welcome to the TPB Virtual Public Forum on the FY 2023-2026 Transportation Improvement Program (TIP)

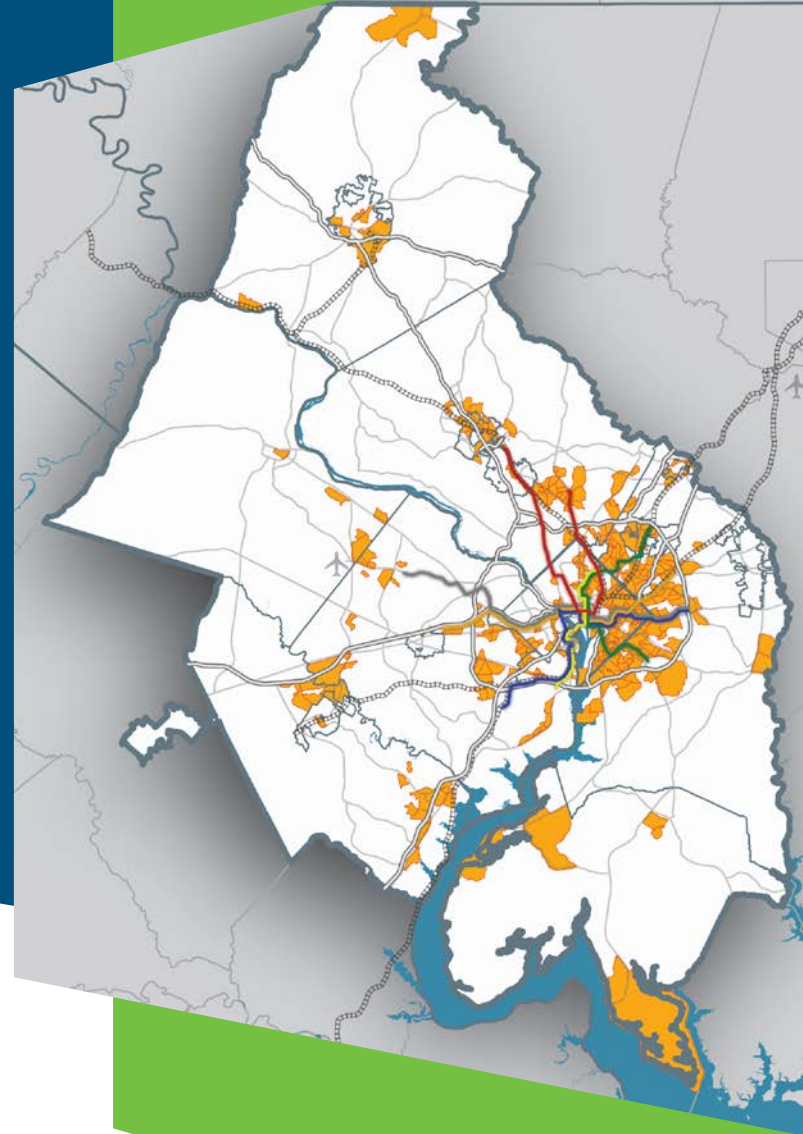
The forum will begin at 6:00 PM



Public Forum on the FY 2023–2026 Transportation Improvement Program (TIP)

April 14, 2022

fiscal year Transportation
23-26 Improvement
Program



TIP Forum Agenda

1

Welcome and Introductions

2

Background: The Transportation Planning Board (TPB) and Visualize 2045

3

Developing the FY 2023–2026 TIP

4

Project Selection and Funding by the Region's Transportation Agencies

5

Analysis of the FY 2023–2026 TIP

6

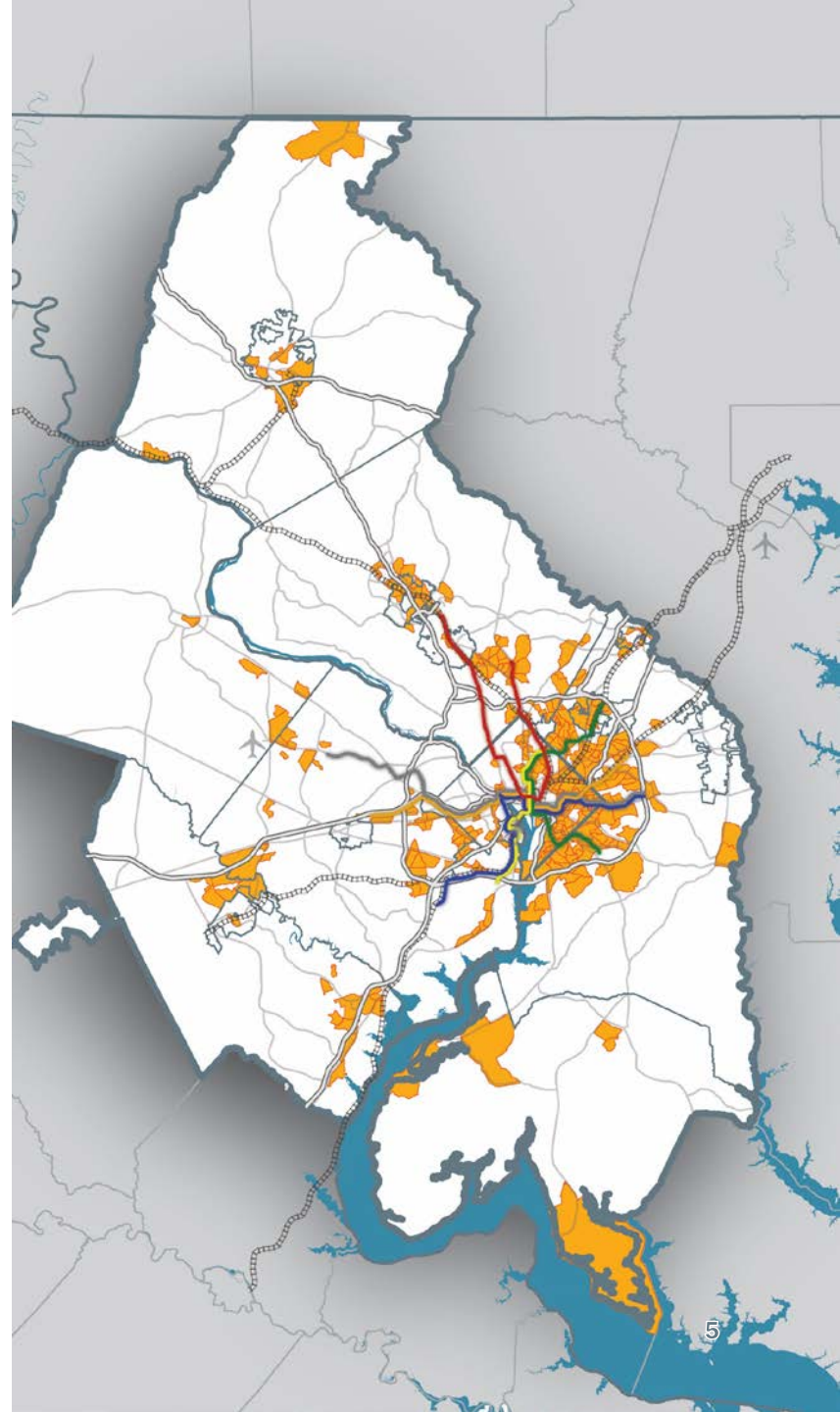
Q&A with Regional and State Transportation Planners

2. The TPB and Visualize 2045

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Transportation Planning Board

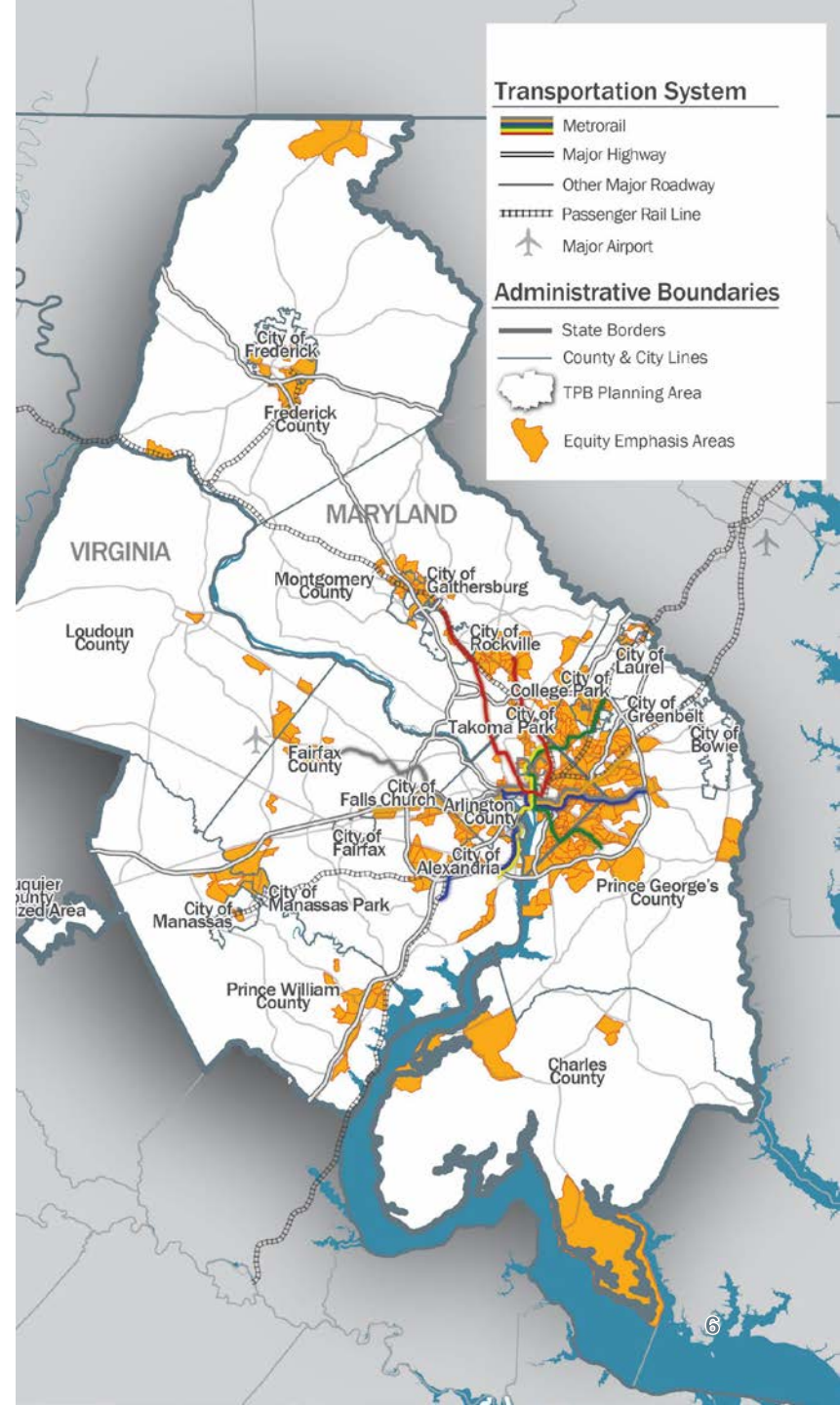
- The designated metropolitan planning organization (MPO) for the Washington region
- 24 local governments
- 44 members



TPB Region

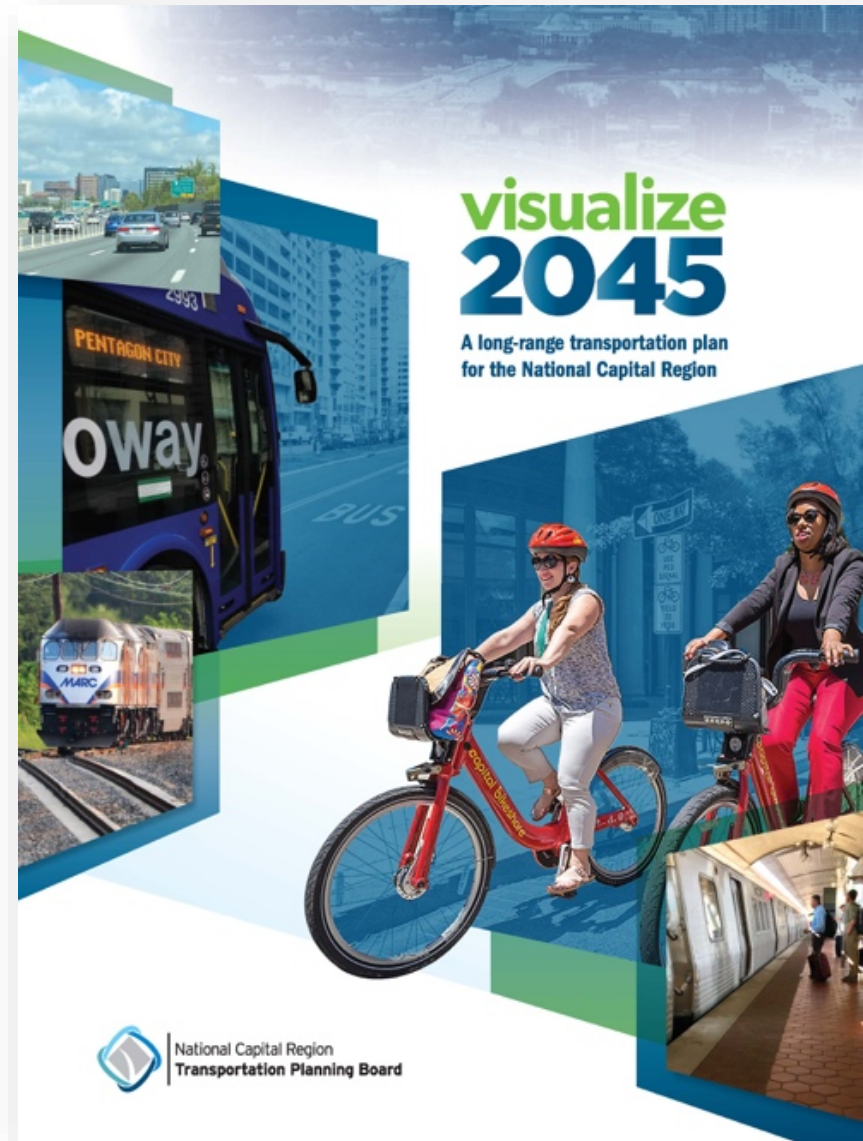
	Today	2045	
People	5.7 million	7.0 million	▲ 23%
Jobs	3.4 million	4.3 million	▲ 26%

- Our region is about 3,500 square miles
- Population increase of 23%, from 5.7 to 7.0 million
- Jobs growth of 26% from 3.4 million today to 4.3 million by 2045



Visualize 2045

- Long-range transportation plan for the National Capital Region
- Developed cooperatively by the region's Transportation and Transit agencies
- All regionally significant projects and programs
- Hundreds of road and transit projects
- Financially constrained: funds must be "reasonably expected to be available"
- Must meet air quality standards
- Must cover 20-year period
Horizon Year: 2045
- Major update every four years



3. Developing the FY 2023-2026 TIP

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What is a Transportation Improvement Program?

- It's a closer inspection of the first 4 years of the long-range plan
- Planned schedule for expenditures for projects and programs over the next 4 years
 - Shows planned funding for project implementation (planning & engineering, right-of-way acquisition, construction) but doesn't guarantee that's when those activities will occur
- Required for a project to receive federal formula funding from the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA)
- Laser focus on federal funding and federal requirements, does not include all projects in the region
- Is treated more like a day-to-day budget
 - Continuously amended and modified



Federal Requirements for the TIP

- Must cover at least a 4 year period and be updated every 4 years.
 - The TPB's TIP is formally updated every 2 years and amended and modified on a monthly basis
- The TIP must be **financially-constrained**:
 - Funding in the first two fiscal years must be “available and committed”
- Projects and programs must consider and address **11 federal planning factors** during project development
- **Public involvement and Environmental Justice**

Federal Planning Factors

- Preservation of the existing system.
- Efficient system management & operation
- Integration & connectivity across and between modes
- Support the economic vitality of the metropolitan area
- Protect & enhance the environment
- Increase the security of the system
- Support homeland security & safeguard security of all users
- Improve resiliency & reliability of the system
- Increase safety of the system
- Increase accessibility & mobility for people
- Increase accessibility & mobility of freight
- Enhance travel and tourism

**Public
Involvement**

**Financial
Constraint**

Title VI: Environmental Justice

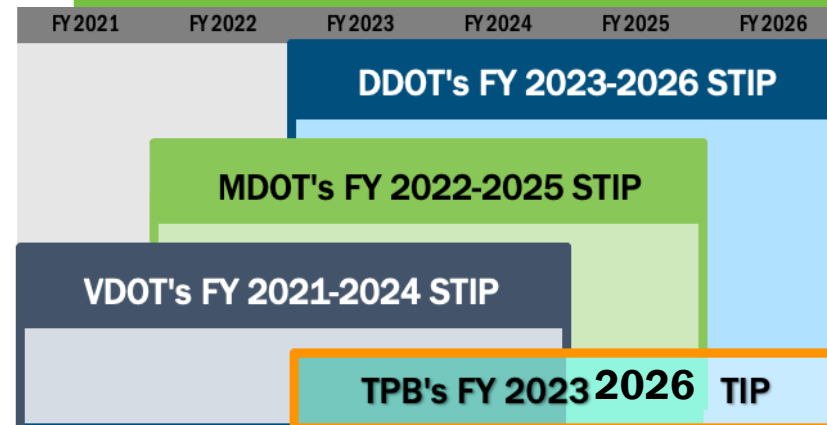
Federal Requirements for the TIP

- **Performance-Based Planning and Programming:** funding in the TIP should be based on an investment plan to attain a set of TPB-approved performance targets
- **Air Quality:** Emissions generated by use of the transportation system in the future cannot exceed pollution budgets set by the EPA
- **Congestion Management Process:** Alternatives to adding capacity for single-occupant vehicles must be considered first
- Must be consistent with the region's **Statewide Transportation Improvement Programs (STIPs)**



Developing the FY 2023-2026 TIP

- TPB issued the Technical Inputs Solicitation: Submission Guide in December 2020
- Implementing agencies provided inputs to the FY 2023-2026 TIP in February and March 2022
 - Projects in the current TIP (FY 2021-2024) rolled over as the baseline for the new TIP
 - Each agency is on its own STIP cycle
 - DDOT – Every 2 years
 - MDOT – Every year
 - VDOT – Every 3 years
- Released for 30-day public comment and inter-agency review period on April 1

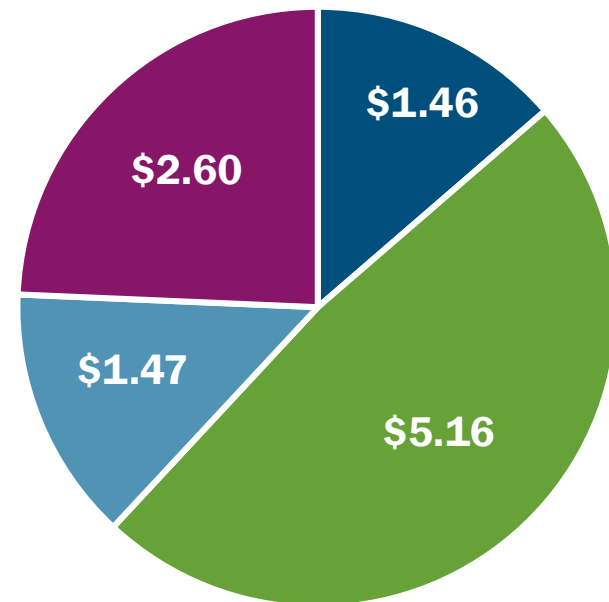


FY 2023-2026 TIP Funding by Jurisdiction

The FY 2023-2026 Transportation Improvement Program (TIP) features more than 300 funding records for projects, programs, and project groupings throughout the region, totaling approximately \$10.7 Billion

- This is a high-level, regional total
- There is no singular document that can capture every project, program, or improvement or track every dollar spent

Funding Programmed by Jurisdiction (\$10.7 Billion)



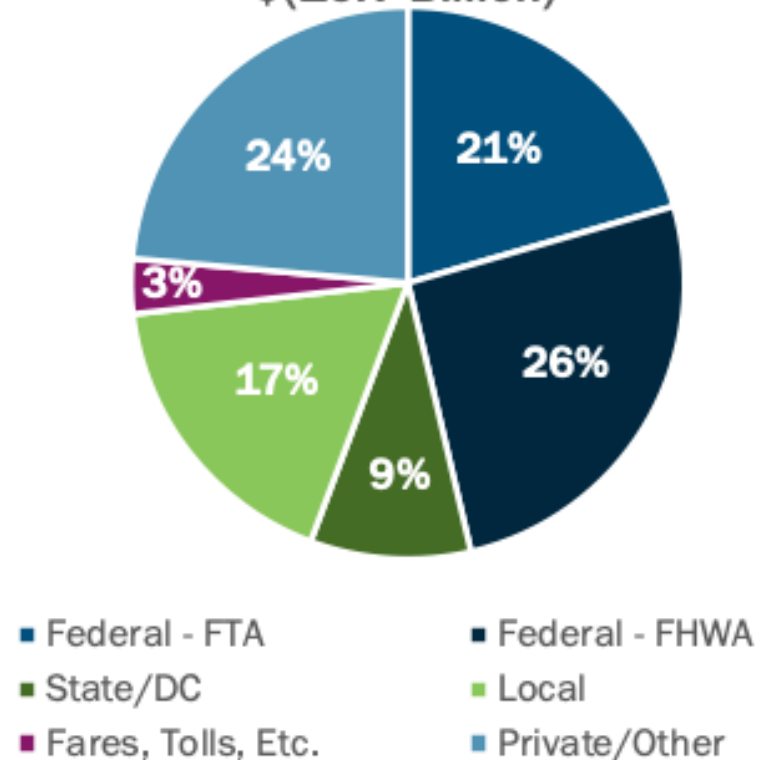
- District of Columbia
- Suburban Maryland
- Northern Virginia
- WMATA

FY 2023-2026 TIP Funding by Source

While it's purpose is for the programming and obligation of federal funds from FHWA and FTA, there are many other sources used to pay for the projects and programs in the TIP – each with their own purposes, stipulations and restrictions

- Federal formula funds - \$5 Billion
- State (and DC) and local - \$2.9 Billion
 - Funds are allocated to each state independently and cannot be transferred to other jurisdictions
- Private entities/Other - \$2.5 Billion
- Tolls/Transit fares- \$0.3 Billion

Funding Programmed by Source
\$(10.7 Billion)



Federal Funding Sources

Federal funds provided through the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are divided into more than 25 different programs, each with a very specific purpose for which those funds may be used

Examples of FHWA Sources

- **Congestion Mitigation and Air Quality Improvement Program (CMAQ)** – Intended to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter and for former non-attainment areas
- **Highway Safety Improvement Program (HSIP)** – Intended to achieve a significant reduction in traffic fatalities and serious injuries on all public roads and requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance
- **National Highway Performance Program (NHPP)** - provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS

Federal Funding Sources

Examples of FTA Sources

- **Section 5307 Urbanized Area Formula Program** – Funding for transit capital and operating assistance in urbanized areas and for transportation-related planning
- **Section 5309 New Starts** - Provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors
- **Section 5337 State of Good Repair Grant Funds** - Provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair
- Some sources even have more specific allowable uses:
 - **Section 5339 (b) Bus and Bus Facilities Discretionary Program**
 - **Section 5339 (c) Low or No Emission Vehicle Program**

4. Project Selection and Funding by the Region's Transportation Agencies

District of Columbia

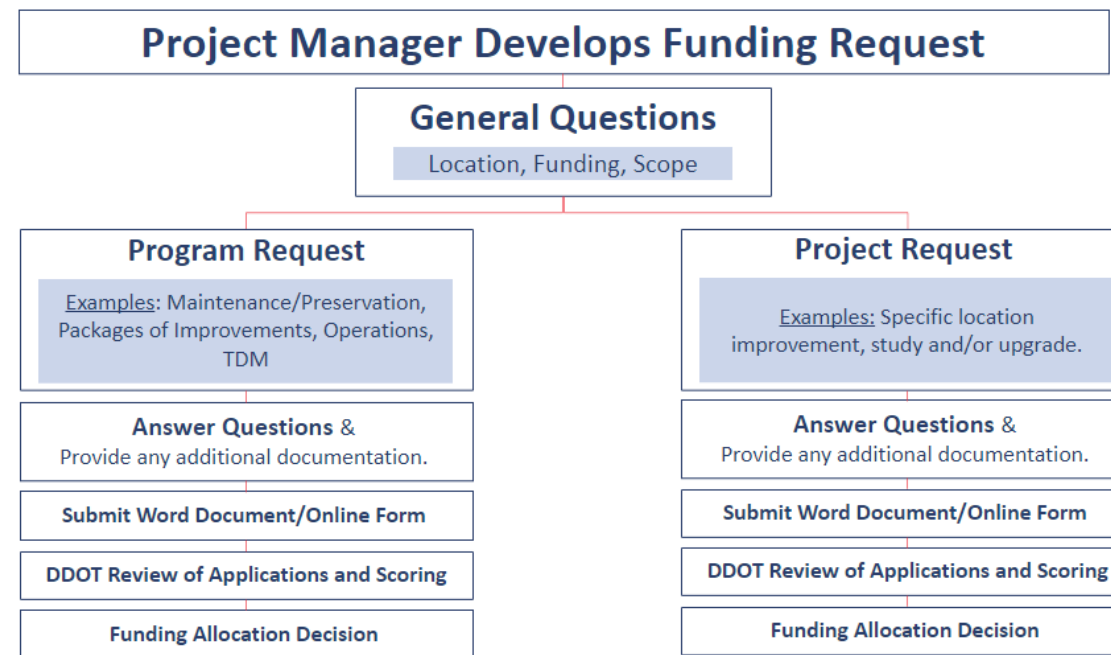
Sam Brooks

District Department of Transportation

fiscal year Transportation
23-26 Improvement
Program

Budget Formulation

- Each Fall DDOT conducts budget formulation
- Every project must be submitted as a funding request
- Fund type agnostic
 - Federal/Local
- Resource Allocation Division and State & Regional Planning Division
 - Compile requests and generate scores with prioritization tool



moveDC and Project Prioritization

Each budget formulation submission includes an equity score, and project/program managers are asked questions about how each project/program relates to moveDC goals.

moveDC is the District of Columbia's long range transportation plan.

moveDC Ranking

- Each project has a moveDC ranking generated from questions about the six remaining moveDC goals.
- The responses are calculated into a score and are used to help prioritize projects and programs based on their alignment with moveDC's goals

MoveDC

[Link to moveDC 2021 Strategies](#)
[Reference these maps for questions about project location and surrounding features](#)

	1. Safety
1-a. Is the project on / along a DDOT Vision Zero High-Crash corridor? ^{2*}	Yes
1-b. Does the project fill sidewalk gaps, or improve conditions on the Bicycle Priority Network? ^{2*}	Yes
1-c. Does the project provide dedicated space between different modes for vulnerable roadway users in the roadway or along the curbside? ^{2*}	Yes
	2. Mobility
2-a. Does the project create a new service or infrastructure? ^{2*}	Yes
2-b. Does the project enhance an existing service or infrastructure? ^{2*}	Yes
2-c. Is the project on a Transit Priority Network or Bicycle Priority Network corridor? ^{2*}	Yes
2-d. Does the project connect to or within an area of greatest transportation need? ^{2*}	No

Budget Development Process

- Project Manager requests presented to Chief Administrative Officer
- DDOT Chief Officers review
- moveDC, TAMP, Performance Measures
- Chief’s Recommendation presented to Director and Senior Leadership team
- DDOT’s requested budget submitted to EOM
- Council hearing conducted on EOM budget
- Council revises budget
- Mayor signs budget
- The budget is adopted and submitted to the President of the United States for submission to Congress for approval

New Capital Requests				
Project Name	moveDC Score	moveDC Rank	Equity Score	Notes
Alabama Avenue SE, Safety Improvements From Martin Luther King Jr. Avenue To Bowen Road	65.0	1	6	
East Capitol Street Corridor Mobility and Safety Plan	65.0	1	25	
Safety Implementation and Maintenance Branch - FY 2023 Capital Budget	60.8	3	21	
Martin Luther King, Jr. Avenue SE/Good Hope Road SE	60.0	4	25	

New Operating Requests				
Project Name	moveDC Score	moveDC Rank	Equity Score	Notes
Vision Zero Communications Specialist	70.0	1.0	33.0	
Vision Zero Policy Analyst	70.0	1.0	33.0	
Vision Zero Staff for Project Reporting	70.0	1.0	33.0	
Capital Bikeshare Operations, Maintenance, and Marketing	60.0	4.0	24.0	
Capital Bikeshare Sponsorship Contract	60.0	4.0	24.0	
Citywide Trails Maintenance	60.0	4.0	28.0	
Permit Team FTEs Construction Permits	60.0	4.0	0.0	
Permit Team FTEs Occupancy Permits	60.0	4.0	0.0	
Permit Team FTEs Public Space Committee	60.0	4.0	0.0	
Protected Bike Lane Maintenance Project	60.0	4.0	29.0	
Public Space Inspectors FTEs	60.0	4.0	0.0	
Safety Implementation and Maintenance Branch - FY 2023 Operating Budget	60.0	4.0	21.0	
TOPS System Enhancements	60.0	4.0	0.0	
TOPS System Maintenance	60.0	4.0	0.0	

Revising the STIP

- Sometimes projects need to revise funding during the fiscal year
 - Bids come in high
 - Unforeseen circumstances arise
- Internal Process
 - Three categories
- External Process
 - Two categories

DDOT Internal Revision Types

	<u>Definition</u>	<u>Approval Requirement</u>
Technical Change	<ul style="list-style-type: none"> • Negative or no-cost change 	STIP team
Minor Change	<ul style="list-style-type: none"> • Increases in funding of less than \$500k and 40% of the phase cost • Construction change orders under \$1M 	Email from corresponding associate director or deputy (division level).
Major Change	<ul style="list-style-type: none"> • Increases in funding of greater than \$500k or 40% of the phase cost • New projects • Construction change orders over \$1M 	Email from any chief (administration level).

External Revision Types

Amendments: monthly	Modifications: rolling monthly
Approved Monthly (at TPB Board Meeting)	Approved in a monthly window (with TPB staff)
Submitted to TPB for approval the following month	Submitted to TPB during a two-week window monthly for approval

dc stip

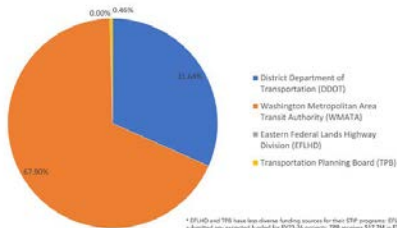
District of Columbia
Statewide Transportation
Improvement Program

The District of Columbia Statewide Transportation Improvement Program (DC STIP) is the District's multi-year listing of all upcoming projects that are regionally significant or will be funded with federal dollars. The District is unique in the United States because the STIP is composed entirely of projects from one Transportation Improvement Program (TIP). There are four agencies in the District whose projects are in the TIP and the DC STIP:

- District Department of Transportation (DDOT)
- Eastern Federal Lands Highway Division (EFLHD)
- Transportation Planning Board (DC's Metropolitan Planning Organization) (TPB)
- Washington Metropolitan Area Transit Authority (WMATA)

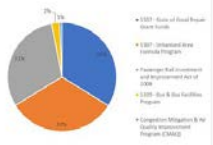
The DC STIP is updated every two years and demonstrates how the vision of *moveDC*, the District's Long-Range Multimodal Transportation Plan, is being achieved. Learn more and review the draft at movedc.dc.gov/pages/dcstip.

Projected funding for federally funded transportation projects 2023 to 2026, Total = \$3,834.91M (includes local match)

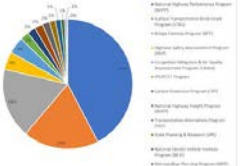


* EFLHD and TPB have no federal funding sources for their STIP programs. EFLHD has one submitted but unapproved funding for FY23 projects. TPB receives \$17.7M in FTA 5110. EFLHD and TPB receive no additional funding and local funding.

FHWA and FTA Funding by Program for WMATA 2023-2026, Total = \$1,939M (excludes local match)

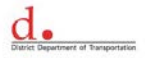


FHWA Funding by Program for DDOT 2023-2026, Total = \$1,029.24M (excludes local match)

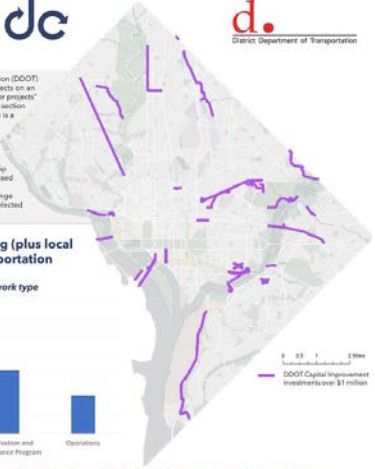


move dc

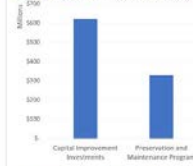
Our Transportation Future



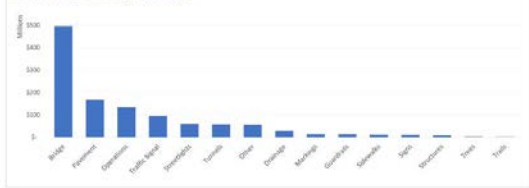
The District Department of Transportation (DDOT) updates their list of federal capital projects on an annual basis through an internal "call for projects" and this list provides the basis for their selection of the TIP and STIP. Budget formulation is a process through which DDOT project managers and leadership use subject requests for funding a wide array of projects and programs. Planning staff review this list of projects and coordinate with the executive leadership to determine the priority of projects based on the values and goals set forth in *moveDC* (the District's 25-year long-range statewide transportation plan) and by elected officials.



Planned federal funding (plus local match) for DDOT transportation projects 2023 to 2026 (in millions), by work type



Planned federal funding (plus local match) for DDOT transportation projects 2023 to 2026 (in millions), by asset type



The FY 2023 –2026 District of Columbia STIP is currently open for public comment.

[Movedc.dc.gov/pages/dcstip](https://movedc.dc.gov/pages/dcstip)



dc stip

District of Columbia
Statewide Transportation
Improvement Program

Suburban Maryland

Kari Snyder

Maryland Department of Transportation

fiscal year Transportation
23-26 Improvement
Program

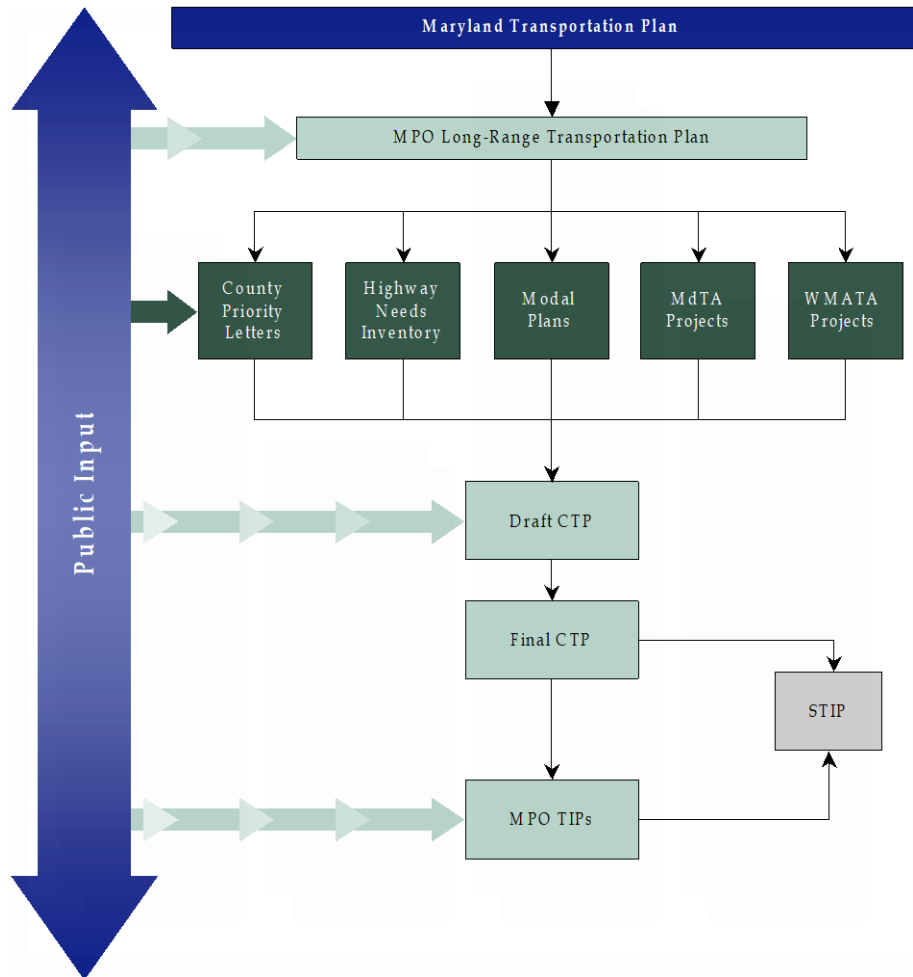
CTP Building Blocks

- 2040 Maryland Transportation Plan (MTP): 20-year mission document for a balanced, multimodal approach to transportation planning
 - This shapes our transportation priorities and is updated every 5 years.
- The Consolidated Transportation Program (CTP) is MDOT's fiscally constrained **6-year capital budget**
 - Contains all State major and minor transportation projects.
- Transportation Business Units Needs Assessments
 - SHA, MTA, MPA, MVA, MAA, & MDTA
- Public involvement and feedback through the County Priority Letters and the Secretary's Annual Tour

State Funding & the CTP

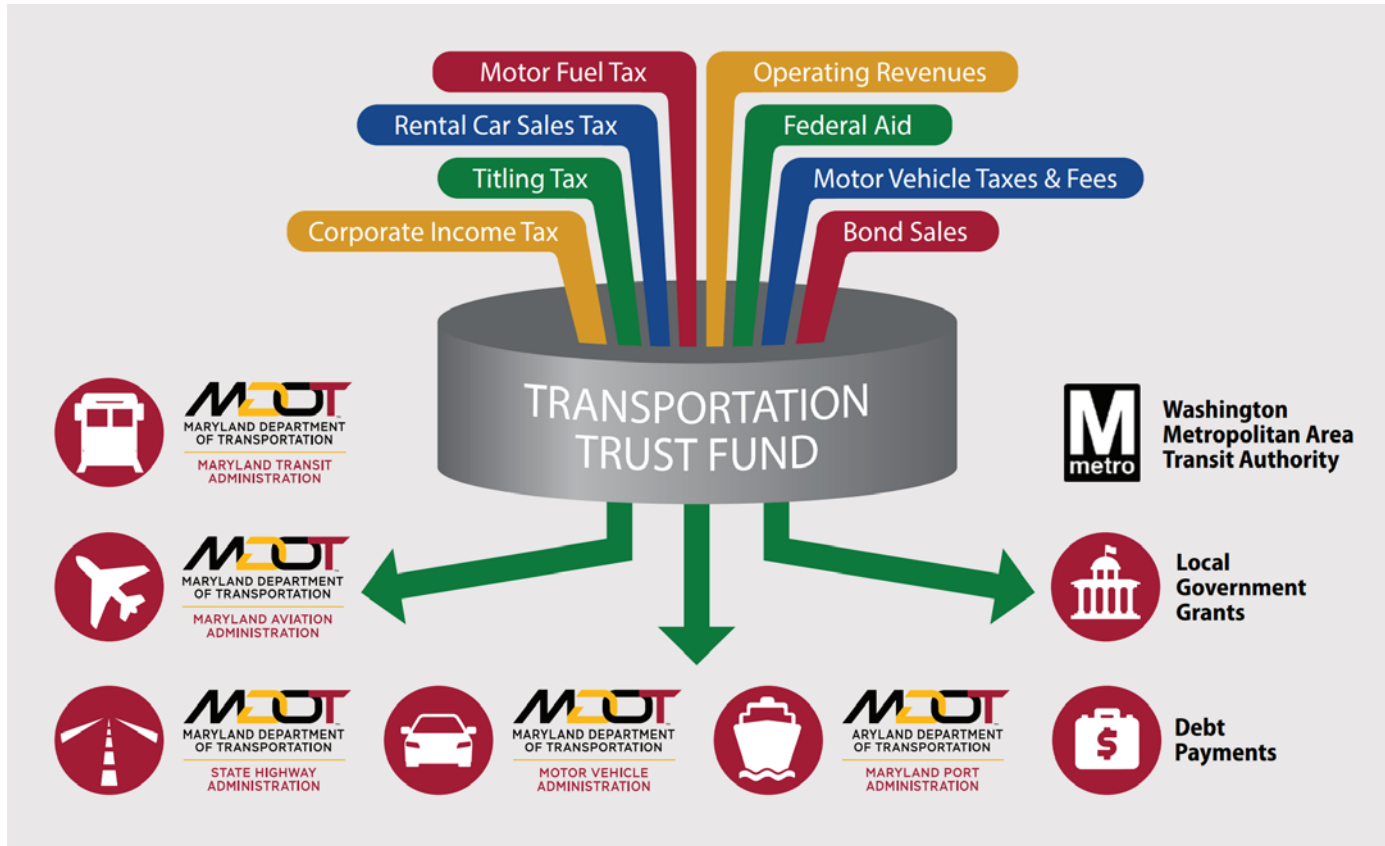
- Priority letters represent each County's internal ranking of State projects deemed most important based on local need and local input. They can include:
 - Information on project consistency with State and local plans
 - How the projects address the MTP or State transportation goals
- Counties typically submit a Priority Letter every year in the spring before the draft CTP is developed
- The source of a majority of "State" funding for transportation needs in Maryland is the Transportation Trust Fund (TTF)
- Since MDOT encompasses all modes, MDOT is able to direct resources to priority projects statewide and strategically allocate State funding to maximize federal funding within the TTF
- MDTA is a separate toll revenue bonding capacity for those projects.

Project Development Process



How the Trust Fund Works

TTF allows transportation projects to be programmed based on when the funding is needed and available



Statewide Transportation Improvement Program (STIP)

- **THE TIP IS NOT APPROVED BY USDOT.** It must first be included and submitted by the State into the STIP.
- The STIP is the program of State and Federally-funded projects, which includes each MPO's approved TIP (without change) and regional projects.
- All projects in the STIP are identical to the projects in the CTP.

Northern Virginia

Amir Shahpar

Virginia Department of Transportation

fiscal year Transportation
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Project Selection & Funding in Virginia

Virginia Uses Performance Based Planning to Select Projects for Funding

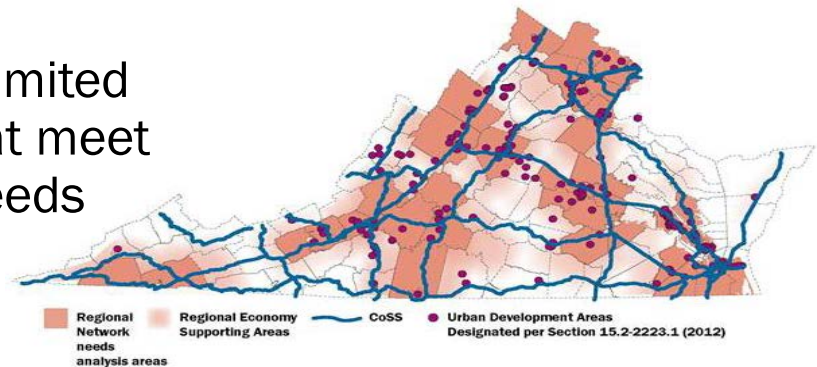
- Plans / Funding Program
 - VTRANS (State Plan) – SMART SCALE, State, and Federal Funds
 - Identifies multimodal needs
 - More information at www.vtrans.org
 - TransAction (NVTA Regional Plan)
 - Approved multimodal projects are included in NVTA's Six Year Program, which is updated every two years
 - Like TransAction, NVTA's Six Year Program is currently being updated, with adoption of the FY2022-2027 Six Year Program anticipated in July 2022
 - More information at www.nvtatransaction.org

Project Selection & Funding in Virginia

- Other Major Funding Sources:
 - Federal – CMAQ, RSTP, HSIP, TAP
 - State – Revenue Sharing, Safety, Interstate, ITTF
 - Local Government Capital Improvements Programs
 - Proffers: infrastructure funded by developers
 - Toll revenues
 - Private funds from HOT lanes concessionaires
 - WMATA agreement

Project Selection & Funding in Virginia

- Commonwealth Six Year Improvement Program
 - Summarizes planned expenditures for VDOT and DRPT
 - Updated annually; two public meetings a year to get preliminary input on projects and to comment on final draft plan
 - Next public meeting – May 4, 2022
 - Next update SYIP FY23-28 www.ctb.virginia.gov/planning/syip
- Strategically Targeted Affordable Roadway Solutions (STARS) and Project Pipeline Studies
 - Focus on multimodal priorities established through VTRANS Mid-term Needs
- SMART SCALE is about investing limited tax dollars in the right projects that meet the most critical transportation needs



Project Selection & Funding in Virginia

- **SMART SCALE** was established by Virginia General Assembly in 2014
- Process used to prioritize projects for Virginia's Six Year Program (SYIP)

Fiscal Year	# apps Scored Statewide	Total SMART SCALE Funding	# NoVA Apps Funded	NoVA Funding Amount
FY 2017	287	\$1.42 billion	18	\$223 million
FY 2018	404	\$1.03 billion	21	\$367 million
FY 2020	433	\$0.8 billion	11	\$205 million
FY 2022	397	\$1.38 billion	13	\$286 million

- FY 2024 Final application due date August 1, 2022
- New funding will be added to FY 2024 in the FY 2024 – 2029 Six Year Program

Project Selection & Funding in Virginia

- **SMART SCALE** uses Objective Quantitative Performance Scoring to Allocate Transportation Funding

(Category A – Large Urban Districts)

Factor	Weight
Congestion Mitigation	45%
Land Use	20%
Accessibility	15%
Environmental Quality	10%
Safety	5%
Economic Development	5%

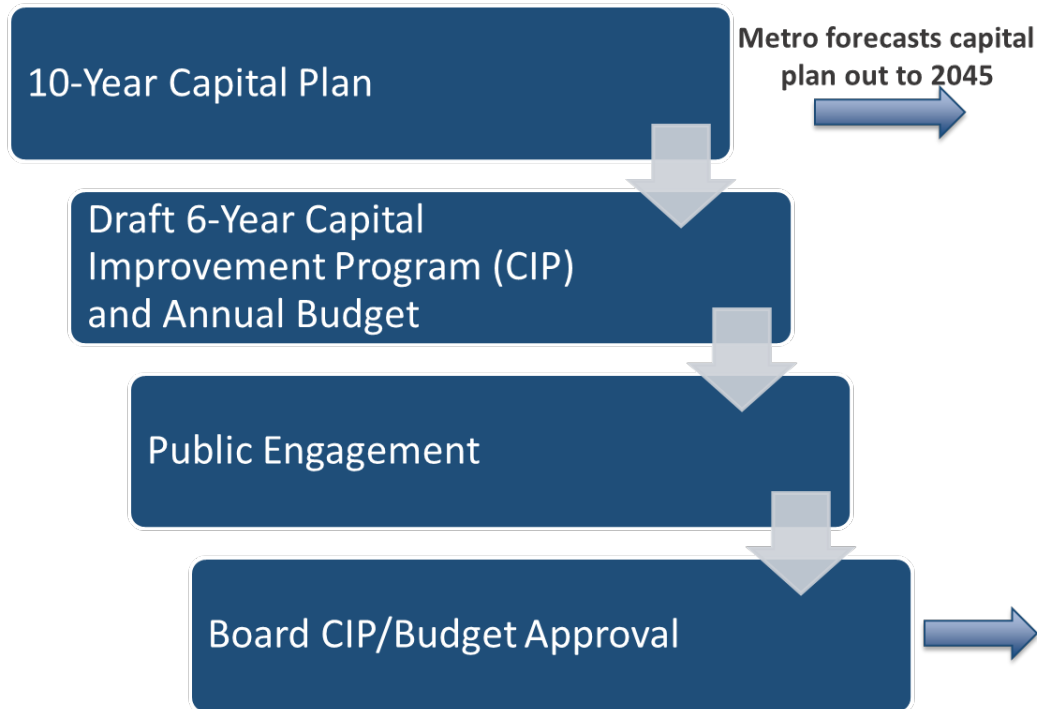
- More Information available at www.smartscale.org
- Virginia TIP for FY2023 – 2026
- Virginia STIP for FY2024 – 2027

Regional Transit: Metrorail & Metrobus

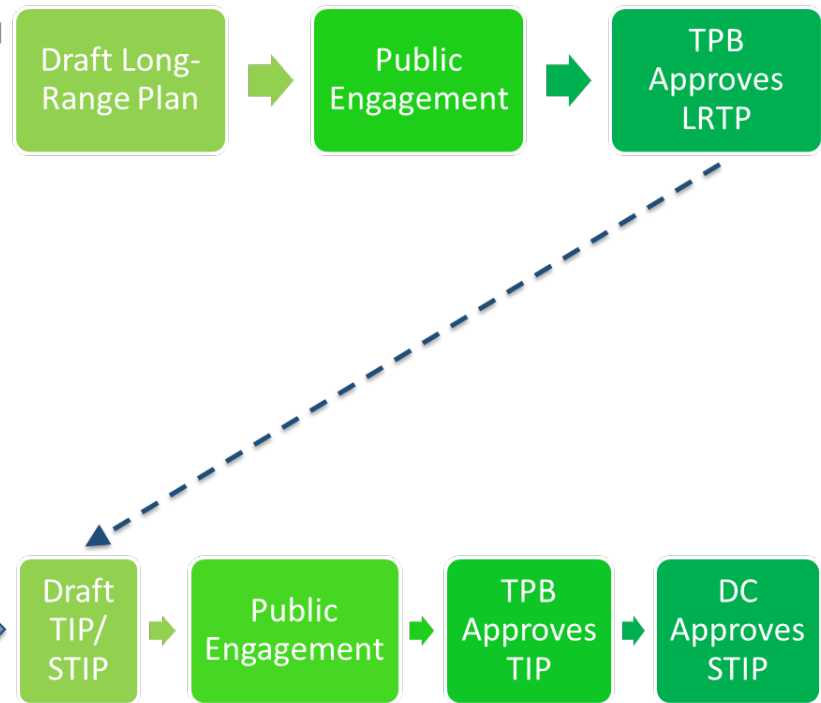
Mark Phillips
Washington Metropolitan
Area Transit Authority

How Metro's Capital Plan Informs Visualize 2045, the TIP, and DC's STIP

Metro's Capital Planning Process

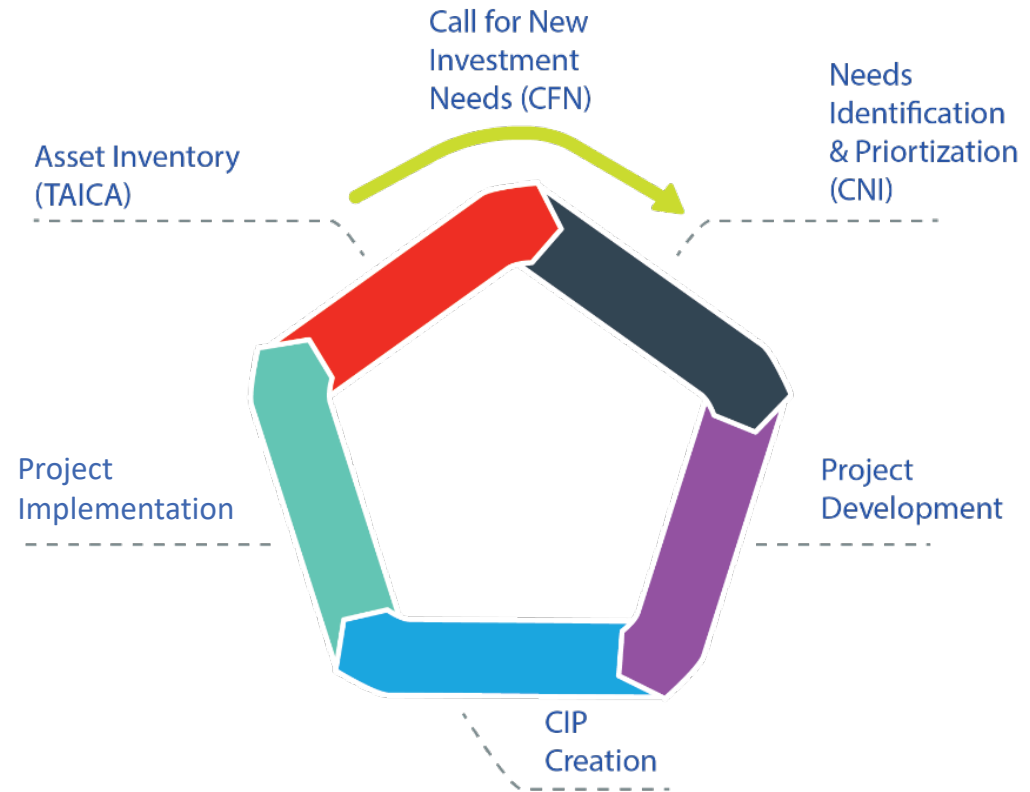


TPB Plans and Programs



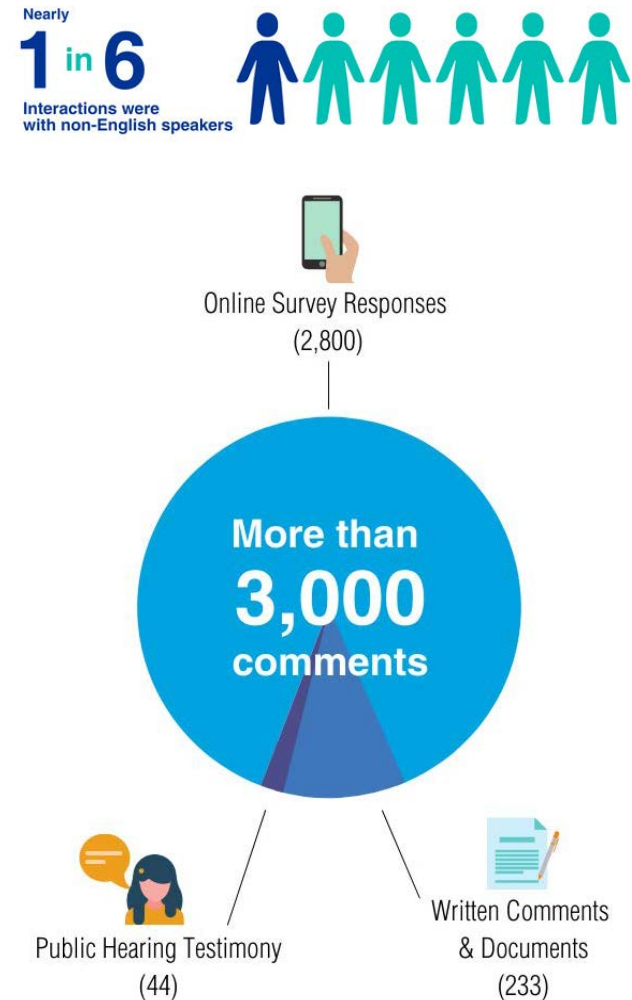
Metro Project Selection & Funding Process

- Priorities: Safety, Reliability, and Financial responsibility
- Focuses on system preservation and state of good repair
- Address backlog of repair and modernization needs
- FY23-28 CIP = \$12.4 billion
- FY23 Budget = \$2.3 billion capital, \$2.2 billion operating
- Approved by Metro's Board in March 2022
- Submitted for inclusion in FY23-26 TIP and DC STIP



Metro's CIP and Budget Are Shaped by Public Input

- Compact public hearings (hybrid model)
 - February 7 in VA
 - February 8 in DC (Metro HQ)
 - February 9 in MD
- Outreach at stations and bus stops
 - Rail stations, transit centers, major bus stops
 - Multilingual teams
 - 135,000 customer interactions, 77,000 brochures
- Website
- Online survey (English and Spanish)
- Social media and advertising
- 3,000+ comments received



Types of Projects in Metro's CIP and Budget



- New stations
 - Silver Line Phase 2
 - Potomac Yard station
- Begin 8000-series railcar acquisition
- Platform Improvement Project
- Upgrade traction power, train control
- Station access/circulation projects
- Mobile fare payments and new faregates
- Repairing tracks, bridges & aerial structures

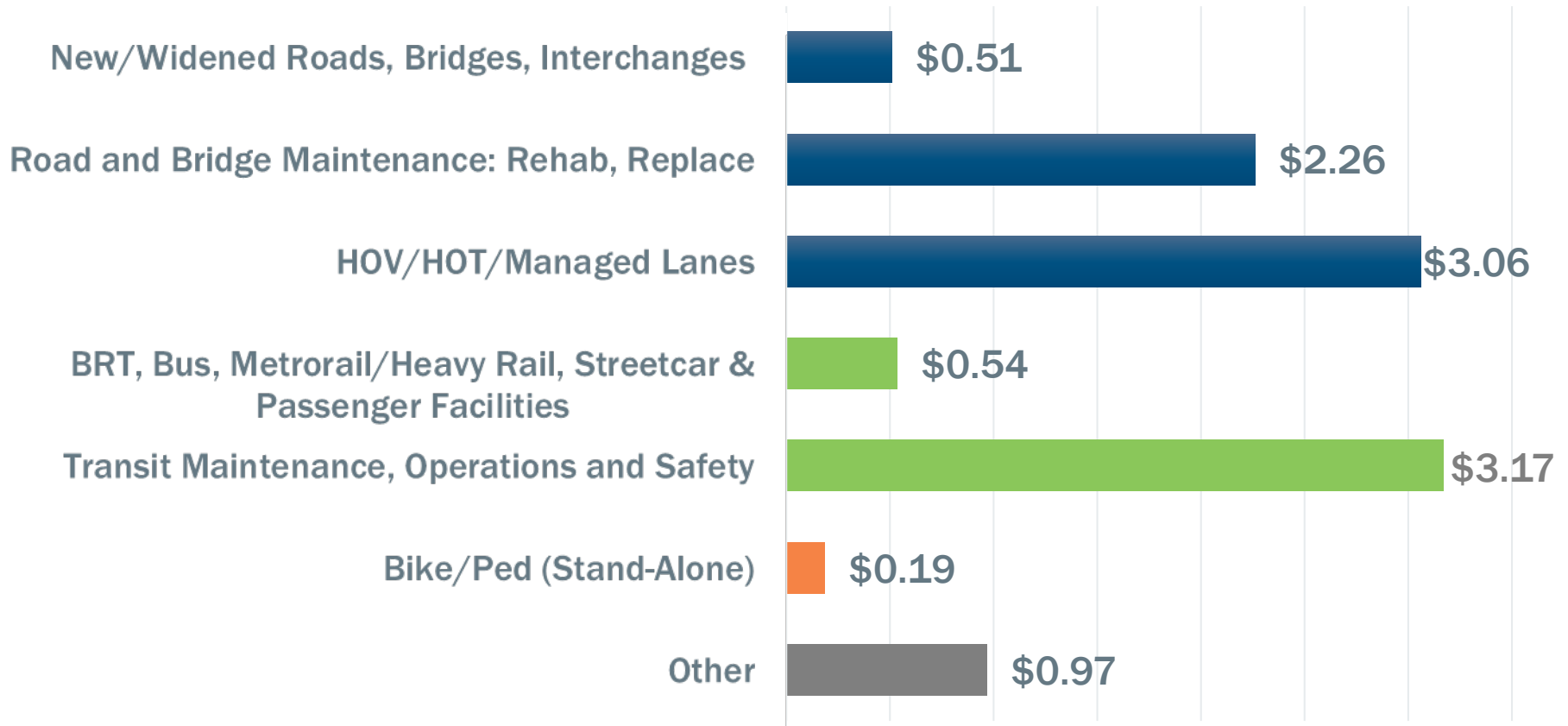


- Fleet renewal
 - Replace 100 buses/year
 - Overhaul 100 buses/year
 - Pilot electric buses and charging
 - Purchase 200 MetroAccess vehicles
- Start Bus Network Redesign
- Bus priority projects
- Improve bus stops and transit centers
- Rehab and reconstruct bus garages
- Install electric bus charging infrastructure
- New MetroAccess scheduling system

5. Analysis of the FY 2023-2026 TIP

Project Types in the FY 2023-2026 TIP

Funding Programmed by Project Type

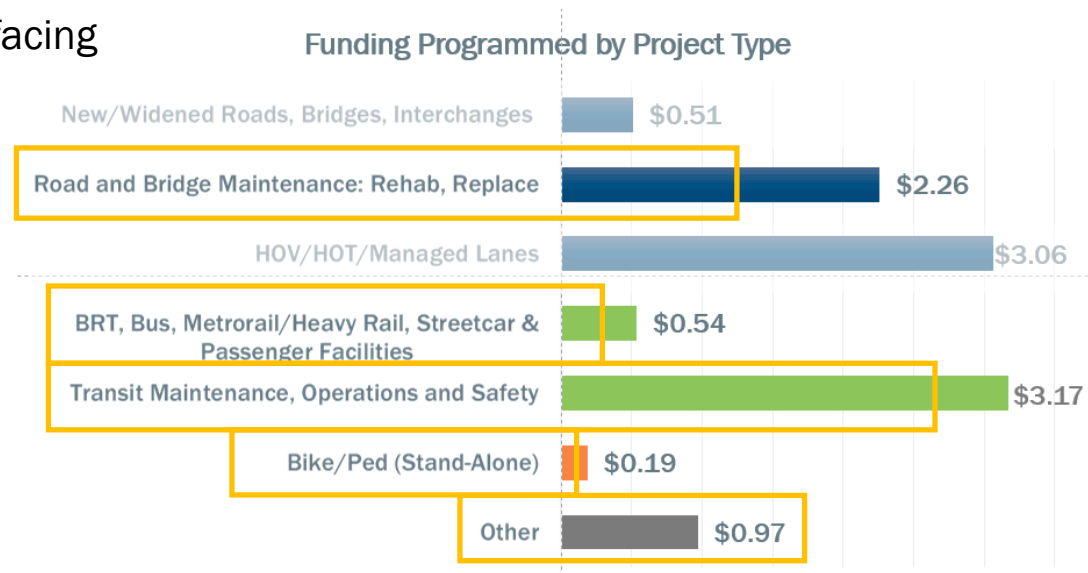


Project Types in the FY 2023-2026 TIP

A significant amount of funds in the TIP are programmed on projects and programs that don't add capacity to or otherwise visibly alter the region's transportation system

Out of 331 records for funding in the TIP, 123 are 'Ongoing Programs' with approximately \$7.2 billion

- Jurisdiction-wide pavement resurfacing
- Traffic Signal Optimization
- Bridge Inspection
- Seniors and Individuals with Disabilities programs
- Bus or Railcar Replacements
- Ridesharing
- Transit facility maintenance
- Debt Service

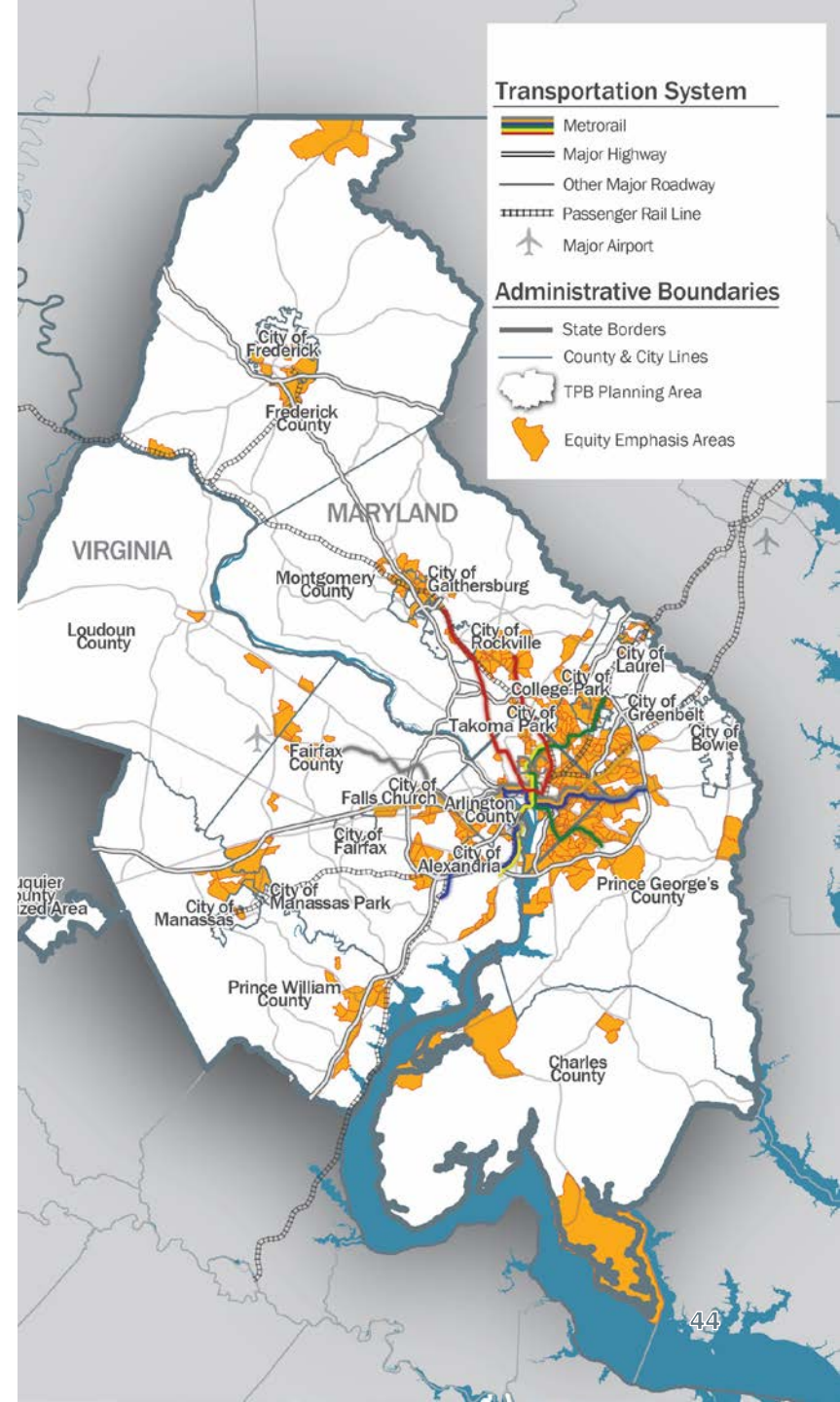


Projects in Equity Emphasis Areas

Of 331 records in the TIP (excluding ongoing programs), 29 of those records are in or partially within an Equity Emphasis Area (EEA)* with a total of \$3.4 billion programmed

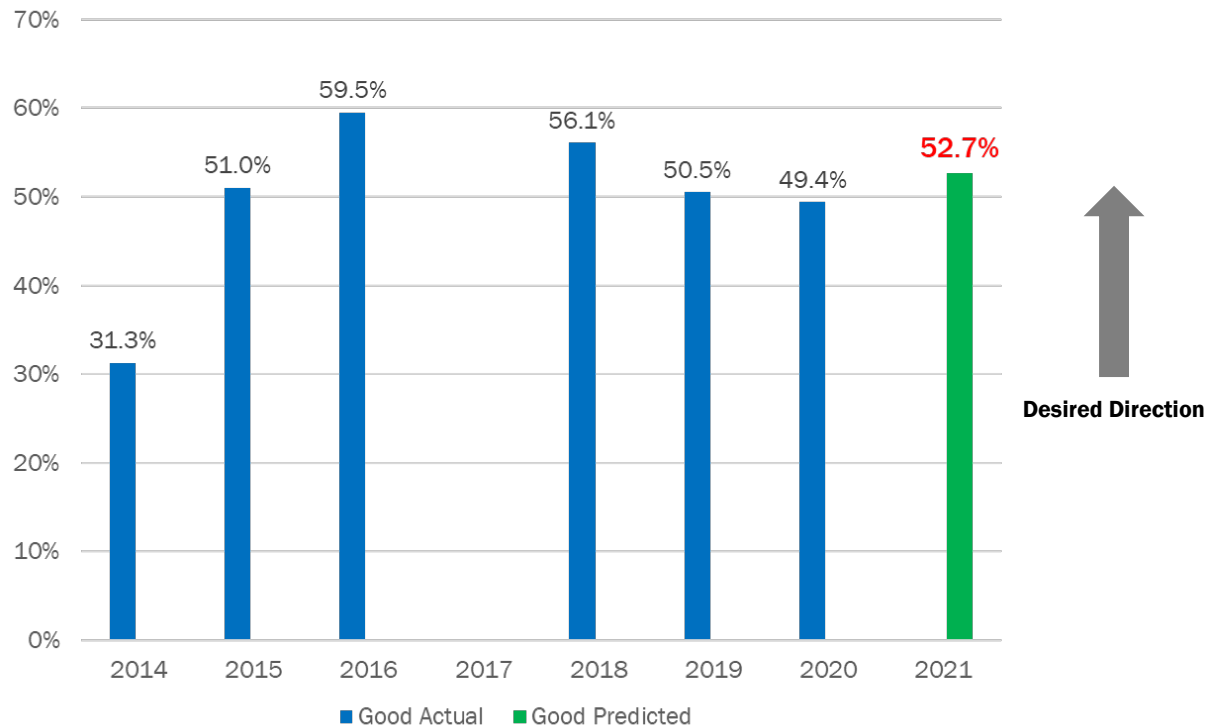
- 10 roadway, HOV/Managed Lane projects
- 1 Bridge replacement w/ added capacity
- 7 BRT or bus projects
- 2 Streetcar/light—rail projects
- 8 Bicycle/Pedestrian Projects

* *Determined using a GIS analysis of project locations during the conformity inputs process in early 2021. Some projects added to the TIP in early 2022 may not be included in this figure.*



Performance-Based Planning and Programming

Interstate Pavement Performance vs. Targets (Good Condition)



6. Question & Answer Session

Next Steps

- April 1 - May 1, 2022: Public Comment and Interagency Review Period on the draft: plan, TIP and Air Quality Conformity Analysis of the plan and TIP
- May 2022 TPB meeting:
 - TPB Staff present public comment summary
- June 2022 TPB meeting:
 - Staff recommendation for approval of the update to Visualize 2045 and adoption of the FY 2023-2026 TIP
- Following approval, TPB Staff submit plan, TIP, and Conformity Analysis for federal review
 - After federal approval of conformity analysis of plan and TIP, DDOT, MDOT, and VDOT can amend STIPs

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