

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202

Date: June 18, 2014
Time: 12 noon
Place: COG Board Room

AGENDA (BEGINS PROMPTLY AT NOON)

- 12 noon 1. **Public Comment on TPB Procedures and Activities**
..... Chairman Wojahn
- Interested members of the public will be given the opportunity to make brief comments on transportation issues under consideration by the TPB. Each speaker will be allowed up to three minutes to present his or her views. Board members will have an opportunity to ask questions of the speakers, and to engage in limited discussion. Speakers are asked to bring written copies of their remarks (65 copies) for distribution at the meeting.
- 12:20 pm 2. **Approval of Minutes of May 21 Meeting**
..... Chairman Wojahn
- 12:25 pm 3. **Report of Technical Committee**
..... Mr. Srikanth
Chair, Technical Committee
- 12:30 pm 4. **Report of the Citizens Advisory Committee**
..... Ms. Loh
Chair, Citizens Advisory Committee
- 12:35 pm 5. **Report of Steering Committee**
..... Mr. Miller
Acting Co-Director, Department of
Transportation Planning (DTP)
- 12:40 pm 6. **Chair's Remarks**
..... Chairman Wojahn

Alternative formats of this agenda and all other meeting materials are available upon request. Email: accommodations@mwcoq.org. Phone: 202-962-3300 or 202-962-3213 (TDD). Please allow seven working days for preparation of the material. Electronic versions are available at www.mwcoq.org.

ACTION ITEM

- 12:50 pm 7. **Approval of an Amendment to the FY 2013-2018 TIP that is Exempt from the Air Quality Conformity Requirement to Update Projects and Funding in the District of Columbia Section of the FY 2013-2018 TIP**
..... Mr. Zimbabwe
At the May 21 meeting notice was provided that the District Department of Transportation (DDOT) has requested an amendment to update projects and funding in the District section of the FY 2013-2018 TIP. The Board will be asked to approve this amendment to the District section of the FY 2013-2018 TIP.
Action: Adopt Resolution R18-2014 to approve an amendment to update projects and funding in the District of Columbia section of the FY 2013-18 TIP.

INFORMATION ITEMS

- 12:55 pm 8. **Briefing on the 2014 Regional Bike to Work Day**
..... Mr. Ramfos, DTP
The Board will be briefed on the participation and events for the regional Bike to Work Day held on Friday May 16.
- 1:00 pm 9. **Briefing on the Implementation of the TPB Regional Priority Bus Project under the Transportation Investments Generating Economic Recovery (TIGER) Program**
..... Mr. Randall, DTP
The Board will be briefed on the current status of the TPB Regional Priority Bus Project, which includes 16 project components being implemented by five project owners under a \$58 million TIGER grant administered by FTA.
- 1:15 pm 10. **Briefing on the Update of the Coordinated Human Service Transportation Plan for the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program**
..... Mr. Lovain, 2nd Vice Chair,
Chair, Human Service Transportation Coordination Task Force
Ms. Klancher, DTP
The Coordinated Human Service Transportation Plan, which was approved by the TPB in 2009, must be updated to guide funding decisions for the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program. The Board will be briefed on key elements of the update of the Coordinated Plan which include the competitive selection framework for the Enhanced Mobility Program. On June 12, the key elements of the update of the plan were released for a 30-day public comment period that will end July 12. At the July 16 TPB meeting, the Board will be asked to approve the key elements of the update to the Coordinated Plan in preparation for a grant solicitation for the Enhanced Mobility funds from August to October. The TPB will be asked to approve the entire update to the Coordinated Plan in September.

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

777 North Capitol Street, NE
Washington, D.C. 20002-4226
(202) 962-3200

**MINUTES OF THE
TRANSPORTATION PLANNING BOARD
May 21, 2014**

Members and Alternates Present

Rick Canizales, Prince William County
Marc Elrich, Montgomery County
Dan Emerine, DC Office of Planning
Dennis Enslinger, City of Gaithersburg
Gary Erenrich, Montgomery County Executive
Lyn Erickson, MDOT
Jay Fisette, Arlington County
Tawanna Gaines, Maryland House of Delegates
Jason Groth, Charles County
Rene'e Hamilton, VDOT
Konrad Herling, City of Greenbelt
Cathy Hudgins, Fairfax County
Shyam Kannan, WMATA
Julia Koster, NCPC
Tim Lovain, City of Alexandria
Bridget Donnell Newton, City of Rockville
Karen Oliver, City of Falls Church
Mark Rawlings, DC DOT
Kelly Russell, City of Frederick
Paul Smith, Frederick County
Linda Smyth, Fairfax County
Kanathur Srikanth, VDOT
Jonathan Way, City of Manassas
Patrick Wojahn, City of College Park
Scott K. York, Loudoun County
Sam Zimbabwe, DDOT

MWCOG Staff and Others Present

Gerald Miller
Robert Griffiths
Nicholas Ramfos
Eric Randall
John Swanson
Rich Roisman
Andrew Meese
John Swanson
Andrew Austin
William Bacon
Ben Hampton
Bryan Hayes
Sarah Crawford
Erin Morrow
Lamont B. Cobb
Debbie Leigh
Deborah Etheridge
Chuck Bean COG/EO
Paul DesJardin COG/DCPS
Judi Gold CM Bowser
John B. Townsend AAA Mid-Atlantic
Nick Alexandrow PRTC
Jeanette Tejada de Gomez AAA Mid-Atlantic
Monte Edwards Committee of 100 on the Federal City
Dag Gogue Transit Labs
Isabella Neihardt Coalition for Smarter Growth
Stewart Schwartz Coalition for Smarter Growth
Mike Lake Fairfax County DOT
Malcolm Watson Fairfax County DOT
Danielle Wesolek WMATA
Pierre Holloman City of Alexandria
Patrick Durany Supervisor Jenkins/Prince William County
Christine Green Greater Washington DC Safe Routes to School Network
Mike Lambert Kimley-Horn
Maria Sinner VDOT
Bill Orleans Resident

1. Public Comment on TPB Procedures and Activities

Monte Edward, vice chair of the Committee of 100 on the Federal City, spoke about the importance of rail. He expressed concern about Item 12 in which DDOT has proposed an amendment to the Long Bridge study that would delete one of the proposed tracks for study, reducing the number of rail tracks from four to three for the rebuilt Long Bridge. He said it would be impossible to accommodate future growth if passenger and freight rail are forced to share three tracks on the Long Bridge. Copies of his remarks were distributed for the record.

Stewart Schwartz, Coalition for Smarter Growth, said that Northern Virginia focuses too much on highway and road expansion. He said the Commonwealth's flawed priorities were reflected in the list of projects that were submitted for the Transportation Improvement Program.

2. Approval of Minutes of April 16 Meeting

A motion was made to approve the minutes. The motion was seconded and passed.

3. Report of the Technical Committee

Referring to the handout summary, Mr. Srikanth said the Technical Committee met on May 2 and reviewed two items on the TPB agenda:

- Related to Item 8, the Committee was briefed on projects that a TPB selection panel had recommended to receive suballocated funding for Northern Virginia under the federal Transportation Alternatives Program.
- Related to Item 9, the Committee heard a briefing from the executive director of the Association of Metropolitan Planning Organizations (AMPO) regarding the status of the reauthorization of federal surface transportation legislation.

Mr. Srikanth said the Technical Committee reviewed a number of other items, including the TPB staff's qualitative assessment comparing the Regional Transportation Priorities Plan with the Constrained Long-Range Plan and a TPB study of how the federal shutdown of October 2013 affected travel conditions in the region.

Regarding the quarterly congestion report, Mr. Emerine asked if the TPB staff have information or data regarding the impact of roadway congestion on transit vehicles.

Mr. Srikanth said the Technical Committee would review that suggestion.

4. Report of the Citizen Advisory Committee

Referring to the handout report, Ms. Loh said the CAC met on May 8. She said the majority of the meeting was dedicated to conducting a listening session on how the region can measure progress in the implementation of the Regional Transportation Priorities Plan. She said that staff

intends to conduct similar listening sessions with the staff of the TPB's member jurisdictions and she encouraged participation in these sessions.

5. Report of Steering Committee

Mr. Miller said the Steering Committee did not take any actions at its meeting on May 2. Referring to the mailout material, Mr. Miller asked Mr. Swanson of TPB staff to speak about the listening sessions that Ms. Loh described in her report. Referring to the memo that was included in the Letters Sent/Received packet, Mr. Swanson said that staff would conduct approximately 15 listening sessions over the next two months. He said the purpose of these sessions is to gather information on whether and how key stakeholders and constituencies believe the region is achieving goals that were laid out in the Regional Transportation Priorities Plan. He said the information that is received in these sessions will be used for the development of the assessment report that will be released in September. The information will also help to frame future work activities.

Mr. Miller called attention to a letter on "planning emphasis areas" that was sent by Federal Highway Administration and Federal Transit Administration to the executive directors of MPO organizations. He said that he believed the work program that the TPB approved in March enabled the TPB to address the planning areas that the federal agencies identified.

Mr. Miller called attention to a letter from the D.C. League of Women Voters supporting streetcars extending into Montgomery County.

In the handout material, Mr. Miller called attention to a memo from Mike Farrell to the TPB describing potential implementation of a bicycle beltway. He noted that Mr. Fiset had asked TPB staff to look into this. He said the TPB would be briefed on this concept in the fall.

Mr. Miller also called attention to a letters exchanged between the WMATA board and Chuck Bean, COG executive director. The WMATA board requested an update on the TPB's TIGER grant projects. The TPB will be briefed on the status of those projects in June.

6. Chair's Remarks

Chairman Wojahn thanked the Commuter Connections staff for their work on Bike to Work Day. He noted that the weather was poor, but nonetheless he said it was a great event. He also encouraged TPB member staff to participate in the sessions that Mr. Swanson described.

Chairman Wojahn asked Mr. Bean to provide an update on the search for the Director of Transportation Planning. Mr. Bean said the selection panel includes the current TPB chair, and three past TPB chairs who have also served as a Metro chair, or an Access for All chair, or a MWAQC chair, or a COG chair. He said the selection panel met that morning. He said a national search has been conducted by the firm Slavin Management Consultant. He said that 45 applications had been received and 19 were deemed qualified. These 19 each received an

extensive questionnaire. Based upon their responses to those questions, the list of remaining candidates was reduced to ten individuals. He said that interviews would be conducted in June. The new director is expected to be on staff by the end of summer.

Mr. Bean announced that the COG Training Center would be dedicated to Ron Kirby in a ceremony on July 23. He thanked Bob Griffiths for his assistance with that event.

ACTION ITEMS

7. Approval of an Amendment to the FY 2013-2018 TIP that is Exempt from the Air Quality Conformity Requirement to Include project and Funding Updates for the Northern Virginia Section of the FY 2013-2018 TIP

Ms. Hamilton spoke to VDOT's proposed TIP amendment. She reminded Board members that it was presented to the TPB at its April 16 meeting and said that VDOT had received no public comment on the proposed amendment. She noted comments from Ms. Smyth regarding projects in the TIP that Ms. Smyth said had already been completed. Ms. Hamilton said that the projects remain in the TIP until a formal closeout process has been finished.

Ms. Hamilton also noted comments from Arlington County, in particular from Mr. Fisette, regarding a resolution passed by the TPB several years ago, pertaining to local concerns about proposed "spot improvements" to I-66 inside the Beltway. Ms. Hamilton explained that VDOT was working closely with Arlington and Fairfax counties and the City of Falls Church to address some of the concerns, in particular by making enhancements to adjacent streets and trails.

Ms. Hamilton moved Resolution R16-2014 for Board approval. The motion was seconded by Mr. York.

Mr. Fisette said he planned to abstain from the vote. He said that he recognized the improved and positive relationship between Arlington County and VDOT, as well as the enhancements to adjacent streets and trails that have been made in recent years, but noted the stated position of the Arlington County Board.

Resolution R16-2014 was approved by the Board, with one abstention, from Mr. Fisette.

8. Briefing on and Approval of Recommended Projects for Funding Under the MAP-21 Transportation Alternatives Program for FY 2015 in Northern Virginia

Ms. Koster, of the National Capital Planning Commission and chair of the selection panel, introduced the recommended FY 2015 Transportation Alternatives Program projects for Northern Virginia. She thanked Kevin Belanger and Stephen Hurst for their help on the selection panel. She said that the selection criteria reflect the Board's interest in multimodal transportation, service to schools and disadvantaged communities, and growth in regional Activity Centers. She also mentioned that projects were chosen on readiness. She encouraged jurisdictions to submit

more high-quality projects in the future. She introduced Ms. Crawford.

Ms. Crawford said that these projects represent the second round of funding in the Transportation Alternatives Program for Northern Virginia. She reminded the TPB that they approved FY13 and FY14 projects for the District of Columbia, Maryland, and Virginia in July of 2013. Referring to her handout, she described the Transportation Alternatives Program as a formula program under MAP-21, that tasks MPOs with selecting projects for a sub-allocated portion of funding. The Transportation Alternatives Program combines three previous programs: Transportation Enhancement, Safe Routes to School, and Recreational Trails. She said that the Transportation Alternatives Program complements ongoing work at the TPB including the Regional Transportation Priorities Plan and the Transportation/Land-Use Connections program.

Ms. Crawford said that VDOT conducted the solicitation for the Northern Virginia projects. VDOT also processed the applications and analyzed them for readiness and eligibility. Then members of Northern Virginia CTB's evaluated and selected projects to fund. Finally, the TPB technical review committee reviewed the remaining projects. Nearly \$3 million were available for distribution, \$2.5 million coming from the FY 2105 sub-allocation with additional funding carried over from FY 2014.

Ms. Crawford said that the panel recommended that the TPB fund three Safe Routes to School projects and three trail connections projects. Additionally, there were sidewalk and facility gap projects that bring facilities into ADA compliance, and some streetscape projects.

Ms. Crawford said that TPB staff are working with the MDOT State Highway Administration and the DDOT on the next round of funding for Transportation Alternatives projects.

Mr. Way asked why the CTB chose some projects, and the TPB chose other projects.

Ms. Crawford said that CTB project recommendations were made first, and that the remaining projects were sent to the TPB for consideration.

Ms. Loh asked if the Northern Virginia project selections were conditional on MAP-21 being reauthorized for 2015.

Ms. Crawford said that was correct.

Mr. Kannan asked how projects were identified and prioritized.

Ms. Crawford said that the TPB selection panel only deliberated on projects that had not already been chosen by CTB members for funding.

Mr. Enslinger said that he was encouraged by the regional review process. He encourages the selection committee to refine the selection criteria to match the priorities identified in the Regional Transportation Priorities Plan.

A motion was made to adopt Resolution R17-2014 to approve projects for funding under the Virginia MAP-21 Transportation Alternatives Program for FY 2015. The motion was approved.

Mr. Miller acknowledged that Sarah Crawford, who staffed the TPB since 2007, has taken a new job with Arlington County. He noted that she was very effective managing the Transportation/Land-Use Connections program and that she will be missed. The board applauded her service.

9. Briefing on the Status of the Highway Trust Fund and Reauthorization of the Moving Ahead for Progress in the 21st Century Act (MAP-21), and Approval of a Letter to the Washington Region's Congressional Delegation in Support of Replenishing the Highway Trust Fund and Reauthorizing MAP-21

Ms. Hardy, executive director of the Association of Metropolitan Planning Organizations (AMPO), briefed the Board. In her presentation, she highlighted the fact that the Highway Trust Fund is expected to become insolvent as soon as August of this year, meaning that the federal government will have to stop or delay payments to states and localities for projects that are already underway and programmed to receive federal funding. She said that \$51 billion in spending had been promised in FY 2014, but fuel tax receipts would only amount to \$39 billion, leaving a shortfall of \$12 billion.

Ms. Hardy also provided a quick overview of current efforts in the U.S. House of Representatives and the U.S. Senate, particularly by individual committees with jurisdiction over certain elements of the federal transportation program, to extend or reauthorize MAP-21, which expires on September 30. She said several committees are working on this issue, with some expected to announce proposals as early as June. She also provided an overview of the Administration's transportation proposal, known as the GROW AMERICA Act.

Mr. Fisette asked whether there was any threat to the federal Transportation Alternatives Program, under which the Board approved funding for ten projects in Northern Virginia under the Item 8 on the agenda. He also asked about the transfers from the General Fund that Ms. Hardy said had been made in recent years to cover shortfalls in the Highway Trust Fund, in particular whether the size of the transfers was expected to grow in coming years and whether General Fund transfers took money away from other budget priorities.

Ms. Hardy said that transfers would indeed be likely to grow as costs continue to rise faster than receipts from fuel taxes, which are not indexed to keep pace with inflation. She also confirmed that the a primary concern about making General Fund transfers is that it takes money away from other budget priorities.

Mr. Lovain pointed out that the General Fund transfers are a way to keep the Highway Trust Fund afloat without having to find budget offsets.

Mr. Erenrich asked which of the region's members of Congress serve on the key House and Senate committees Ms. Hardy mentioned in her presentation.

Ms. Hardy said that Eleanor Holmes Norton is one of the key members. She encouraged Board members to meet with their Congressional representatives to make the case for funding transportation in the Washington region.

Mr. Herling asked whether any of the plans that are being proposed really solve the ongoing, long-term funding problem.

Ms. Hardy said that there are many ideas on the table, but that it remains politically very difficult to vote for increases in gas taxes and other long-term revenue sources.

Mr. Zimbabwe asked whether AMPO had identified a preferred solution to the funding problem.

Ms. Hardy said that it had not, wishing to keep all reasonable options on the table for consideration.

Mr. Enslinger asked what the chances are of getting a longer-term extension or reauthorization of MAP-21.

Ms. Hardy said the future is very uncertain. She said a longer-term solution is possible, and that longer-term commitments certainly help states and metropolitan areas plan for the future. However, she did not make any real prediction as to what the outcome is likely to be.

Chair Wojahn entertained a motion to approve a letter, drafted by staff, to send to the region's Congressional delegation calling for Congress to address the immediate issue of imminent insolvency of the Highway Trust Fund and to secure more reliable federal funding for transportation in the long term.

Approval of the letter was moved and seconded.

Mr. Zimbabwe offered a friendly amendment to strike the second and third sentences from the ninth paragraph of the letter drafted by staff.

Chair Wojahn accepted the friendly amendment.

The Board voted to approve the letter, as amended, to the region's Congressional delegation.

INFORMATION ITEMS

10. Briefing on the Virginia Railway Express (VRE) Systems Plan

Mr. Allen, chief executive officer of Virginia Railway Express (VRE), briefed the Board on

VRE and its long-range System Plan for 2040. The major elements of the System Plan highlighted in his presentation included the purchase of new railcars to run longer trains and expansion of existing station platforms and parking lots to accommodate more riders. The presentation also featured a handful of larger-ticket items, like expansion of the Long Bridge between Arlington and the District, adding a third track along the entirety of the Fredericksburg line, adding a fourth track between Alexandria and Union Station, extending the Manassas line to Gainesville-Haymarket, extending the Fredericksburg line to Spotsylvania, and adding an in-fill station at Potomac Shores. The total cost of the plan, according to the presentation, is estimated to be about \$2.7 billion. At the end of his presentation, Mr. Allen also touched on the possibility of so-called “run-through” commuter rail service on both VRE and MARC.

Mr. Herling asked whether VRE has considered additional transit and non-auto options for getting people to its stations rather than just building more parking.

Mr. Allen acknowledged the expense of providing parking and said he was hopeful that more and more stations would start to see a greater amount of residential and commercial development within walking distance so that more people could arrive by non-auto modes. He said the new stations coming online will provide an opportunity for that kind of planning, and he said that there are plans around some of the existing stations to encourage more development nearby. He also said that six or seven of the existing stations have good local bus connections to help people arrive by modes other than car.

Mr. Canizales asked how much ridership on VRE was expected to increase under the plan and how much that would affect congestion.

Mr. Allen said that they expect a doubling of ridership under the plan and that increase, according to a study by the Texas Transportation Institute, would result in a 14 percent reduction in congestion on major interstates in the corridors served by VRE.

Mr. Lovain pointed out that Alexandria is planning to build a new pedestrian tunnel to better connect the VRE station and the Metrorail King Street station.

Mr. Allen said that was a good example of efforts to improve pedestrian connections at VRE stations. He also pointed out efforts to run mid-day trains from the Haymarket-Manassas area to Alexandria—not all the way into downtown—to provide an opportunity for people to connect to the Metro system to get into downtown or elsewhere in the region by transit.

Ms. Russell complimented VRE on its policy to allow bicycles on its railcars.

11. Briefing on the MARC Growth and Investment Plan

Ms. Ratcliff, of the MARC, said that in 2007 MARC authored an ambitious Growth and Investment Plan that assumed a robust economy and a well-funded capital program. She said that since the economy slowed, MARC recognized the need to adapt the Growth and Investment Plan

for 2014. Referring to her presentation, she described MARC's current level of service and outlined capacity constraints and other challenges. She said that the four main objectives of the new plan are to: maintain a state of good repair; increase ridership; improve service; and enhance customer experience. For each objective she described strategies for achieving those objectives that include purchasing new train cars and locomotives, building new train storage and maintenance facilities, adjusting train schedules, adding new service on weekends and other non-peak times, and providing improved ticketing and train tracking services.

Chair Wojahn mentioned that foldable bikes are allowed on MARC trains.

Mr. Erenrich commented on the importance of connectivity between commuter rail and other transit services, mentioning specifically MARC's connection to the Rockville, Silver Spring, and Union Station stops on WMATA's red line.

Ms. Ratcliff added that the Purple Line would eventually connect with all three MARC lines that travel east to west.

Mr. Zimbabwe asked whether the new weekend MARC service has lived up to expectations.

Ms. Ratcliff says that it has exceeded expectations and has been very successful.

Mr. Herling asked whether MARC weekend service operated late enough to accommodate people headed home from baseball games.

Ms. Ratcliff said that she believed the weekend service could accommodate those needs.

Ms. Russell said that she supports rule changes that allow bicycles onto MARC trains, and that she hopes that MARC lines can extend to Frederick County and into the City of Frederick.

Mr. Groth thanked Ms. Ratcliff for her service and mentioned that she is retiring in June.

12. Notice of Proposed amendment to update projects and funding in the District of Columbia section of the FY 2013-2018 TIP

Mr. Zimbabwe spoke to the notice of a proposed TIP amendment from the District of Columbia that would be considered and voted on by the TPB at its June 18 meeting.

13. Other Business

There was no other business brought before the board.

14. Adjourn

The meeting was adjourned at 1:55 pm.

TPB Technical Committee Meeting Highlights

June 6, 2014

The Technical Committee met on June 6 at COG. Four items were reviewed for inclusion on the TPB agenda for June 18.

- TPB agenda Item 8

The Committee was briefed on the participation and events for the regional Bike to Work Day held on Friday May 16.

- TPB agenda Item 9

The Committee was briefed on the current status of the TPB Regional Priority Bus Project, which includes 16 project components being implemented by five project owners under a \$58 million TIGER grant administered by FTA.

- TPB agenda Item 10

The Coordinated Human Service Transportation Plan, which was approved by the TPB in 2009, must be updated to guide funding decisions for the Federal Transit Administration's (FTA's) new Section 5310 Enhanced Mobility Program. The Committee was briefed on key elements of the Update and the competitive selection framework. On June 12, the key elements of the update of the plan will be released for public comment. The TPB will be briefed on the key elements of the update to the plan at its June 18 meeting and asked to approve them at its July 16 meeting.

- TPB agenda Item 11

The Committee discussed the just issued FTA policy guidance on representation by transit agencies on MPO board and the proposed rule on statewide and MPO metropolitan transportation planning. Staff and the Committee will review the guidance and proposed rule in the coming weeks to better understand their implications for TPB.

Four items were presented for information and discussion:

- The Participation Plan, which was adopted by the TPB in December 2007, provides the framework for public and agency involvement in the regional transportation planning process, including the development of the CLRP and TIP. The Committee was briefed on the main elements of the update. The TPB will be briefed on the update at its July 16 meeting. The plan will be released for a 45-day public comment period at this meeting and the TPB will be asked to adopt the updated plan at its September 17 meeting.

- Staff updated the Committee on forms received from the implementing agencies to date for the 2014 CLRP, the 2015-2020 TIP, congestion management documentation forms, and the bicycle and pedestrian and complete street project information.
- COG Department of Environmental Programs (DEP) staff briefed the Committee on an update of the “Gold Book”, which is a compilation of local voluntary actions and measures that are being implemented to improve air quality in the region. The actions and measures are based on best practice research by DEP staff and applicable items from the COG Climate Change Report and Action Plan.
- The Committee was briefed on the draft 2014 Congestion Management Process (CMP) Technical Report, which includes data, analysis, findings, and recommendations compiled in the major biennial update of this key component of the CMP. Comments on the draft report were requested from reviewers by June 18, 2014, and the report is to be finalized at the June 27 Technical Committee meeting.

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES
ATTENDANCE – June 6, 2014**

DISTRICT OF COLUMBIA

DDOT	Mark Rawlings
	Jameshia Peterson
DCOP	-----

MARYLAND

Charles County	-----
Frederick County	Ron Burns
City of Frederick	Tim Davis
Gaithersburg	-----
Montgomery County	John Thomas
Prince George's County	Vic Weissberg
Rockville	-----
M-NCPPC	
Montgomery County	-----
Prince George's County	Faramarz Mokhtari
MDOT	Lyn Erickson
SHA	Dami Kehinde
	Matt Baker
MTA	-----
Takoma Park	-----

VIRGINIA

Alexandria	Pierre Holloman
Arlington County	-----
City of Fairfax	-----
Fairfax County	Mike Lake
	Malcolm Watson
Falls Church	-----
Loudoun County	Robert Brown
Manassas	-----
Prince William County	Ricardo Canizales
NVTA	Denise Harris
NVTC	Claire Gron
PRTC	Nick Alexandrow
VRE	-----
VDOT	Kanathur Srikanth
	Norman Whitaker
VDRPT	Tim Roseboom
NVPDC	-----
VDOA	

WMATA

Danielle Wesolek

FEDERAL/REGIONAL

FHWA-DC	-----
FHWA-VA	-----
FTA	-----
NCPC	-----
NPS	-----
MWAQC	-----
MWAA	-----

COG STAFF

Gerald Miller, DTP
 Robert Griffiths, DTP
 Andrew Meese, DTP
 Eric Randall, DTP
 Lynn Winchell-Mendy, DTP
 Wendy Klancher, DTP
 Rich Roisman, DTP
 Elena Constantine, DTP
 Nicholas Ramfos, DTP
 Andrew Austin, DTP
 Wenjing Pu, DTP
 Ron Milone, DTP
 John Swanson, DTP
 Jon Schermann, DTP
 Sergio Ritacco, DTP
 Erin Morrow, DTP
 Marco Trigueros, DTP
 Feng Xie, DTP
 Jeff King, DEP
 Isabel Ricker, DEP

OTHER

Katie List, Foursquare ITP
 Michael Weinberger, Foursquare, ITP
 David Skites, Vectre Corporation
 Bill Orleans



NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD

Item #5

MEMORANDUM

June 12, 2014

To: Transportation Planning Board

From: Gerald Miller *GM*
Acting Co-Director,
Department of Transportation Planning

Re: Steering Committee Actions

At its meeting on June 6, 2014, the TPB Steering Committee approved the following resolutions:

- SR14-2014: Resolution to amend the FY 2014 and FY 2015 Commuter Connections Work Programs, as requested by the Virginia Department of Transportation (VDOT)
- SR15-2014: Resolution on an amendment to the FY 2013- 2018 TIP that is exempt from the air quality conformity requirement to include additional funding for the I-95/Contee Road interchange and MD 97/Randolph Road interchange projects, as requested by The Maryland Department Of Transportation (MDOT)
- SR16-2014: Resolution on an amendment to the FY 2013- 2018 TIP that is exempt from the air quality conformity requirement to include funding for the Silver Line Innovation Station Metrorail Access project, as requested by the Virginia Department of Rail and Public Transportation (DRPT) and VDOT
- SR17-2014: Resolution on an amendment to the FY 2013- 2018 TIP that is exempt from the air quality conformity requirement to include funding for Debt Service For The I-495 Northern Section Shoulder-Use Project, as requested by VDOT

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

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

**RESOLUTION TO AMEND THE
FY 2014 AND FY 2015 COMMUTER CONNECTIONS WORK PROGRAMS
AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION**

WHEREAS, the National Capital Region Transportation Planning Board (TPB) has been designated by the Governors of Maryland and Virginia and the Mayor of the District of Columbia as the Metropolitan Planning Organization (MPO) for the Washington Metropolitan Area; and

WHEREAS, on March 20, 2013 the TPB approved the FY 2014 Commuter Connections Work Program (CCWP); and

WHEREAS, on March 19, 2014 the TPB approved the FY 2015 CCWP; and

WHEREAS, in the attached letter of May 28, 2014, VDOT has requested that \$50,000 in funding from the Pool Rewards project for the Marketing program be removed from the FY 2014 CCWP and carried over to the FY 2015 CCWP Pool Rewards project for the Marketing program; and that the funds be used to implement an additional incentive for new carpools that form and use the I-95 corridor;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2014 CCWP to remove \$50,000 in funding from the Pool Rewards program and adds it to the FY 2015 CCWP for the Pool Rewards project, as described in the attached materials.

**Adopted by the Transportation Planning Board Steering Committee at its regular meeting on
June 6, 2013**



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

4975 Alliance Drive
Fairfax, VA 22030

May 28, 2014

Mr. Patrick Wojahn, Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington DC 20002-4201

RE: Commuter Connections FY 2014 and FY 2015 Work Program Amendments

Dear Chairman Wojahn:

This is a request to amend the FY 2014 Commuter Connections Work Program (CCWP) to carryover \$50,000 of under-run funds from the Mass Marketing TERM to the FY 2015 CCWP. The \$50,000 will amend the 'Pool Rewards Project in the FY 2015 CCWP Mass Marketing TERM. The funds are to be used to implement an additional incentive for commuters that form new carpools and are using an E-Z Pass Flex on the I-95 Corridor Express Lanes, scheduled to be operational in early 2015.

The amendment was discussed and agreed upon by the state funding agencies and COG/TPB staff during the State TDM Work Group meeting held on May 13, 2014.

The Virginia Department of Transportation (VDOT) requests that the CCWP amendments be considered and acted upon by the Transportation Planning Board's Steering Committee at its meeting on June 6, 2014. VDOT's representative will attend the meeting and be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,

A handwritten signature in black ink that reads 'Helen L. Cuervo'.

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

cc: Ms. Renée Hamilton, VDOT-NoVA
Ms. Maria Sinner, VDOT-NoVA
Mr. Kanathur Srikanth, VDOT-NoVA
Ms. Susan Shaw, VDOT-NoVA
Ms. Fatemeh Allahdoust, VDOT-NoVA

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2013-2018 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE ADDITIONAL FUNDING FOR
THE I-95/ CONTEE ROAD INTERCHANGE AND MD 97/RANDOLPH ROAD
INTERCHANGE PROJECTS, AS REQUESTED BY THE
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of Moving Ahead for Progress in the 21st Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

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

WHEREAS, on July 18, 2012 the TPB adopted the FY 2013-2018 TIP; and

WHEREAS, in the attached letter of May 29, 2014 MDOT has requested an amendment to the FY 2013-2018 TIP to add \$6.5 million in National Highway Performance Program (NHPP) funding between fiscal years 2014 and 2015 to the I-95/Contee Road Interchange project and to add \$7.1 million in Surface Transportation Program (STP) funding between fiscal years 2015 and 2017 to the MD 97/Randolph Road Interchange project, as described in the attached materials; and

WHEREAS, these projects are included in the air quality conformity analysis of the 2013 CLRP and FY 2013-2018 TIP;

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board amends the FY 2013-2018 TIP to add \$6.5 million in NHPP funding between fiscal years 2014 and 2015 to the I-95/Contee Road Interchange project and to add \$7.1 million in STP funding between fiscal years 2015 and 2017 to the MD 97/Randolph Road Interchange project as described in the attached materials.

**Adopted by the Transportation Planning Board Steering Committee at its regular meeting on
June 6, 2014.**



Maryland Department of Transportation
The Secretary's Office

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

James T. Smith, Jr.
Secretary

May 29, 2014

The Honorable Patrick Wojahn, 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 Wojahn:

The Maryland Department of Transportation (MDOT) requests two amendments to the State Highway Administration (SHA) portion of the FY 2013-2018 Transportation Improvement Program (TIP) as described in the attached memo. The amendment is needed to reflect \$6.5 million in additional funding for right-of-way for the I-95/Contee Road Interchange project (TIP ID: 3033) and \$7.1 million in construction funds for advanced utility relocation for the MD 97/Randolph Road interchange project (TIP ID: 3104). These projects are included in the currently approved air quality conformity analysis.

The additional funds for both projects have been made available due to an increase in federal-aid obligational authority. The amendment details are summarized below and in the attached memo.

TIP ID #	Project	Phase	Amount of New Funding	Comment
3033	I-95/Contee Road Interchange	RW	\$6,523,000	Add \$6.5 million in NHPP funds to the FY 2013 TIP for the relocation of utilities for the I-95/Contee Road Interchange project. These funds include \$5.6 million for FY 14 and \$0.9 million for FY 15.
3104	MD 97/Randolph Road Interchange	CO	\$7,148,000	Add \$7.1 million in construction funds to the FY 2013 TIP for advanced utility relocation for the MD 97/Randolph Road interchange project. These funds include \$1.6 million for FY 15, \$2.8 million for FY 16, and \$2.7 million for FY 17.

MDOT requests that this amendment be approved by the Transportation Planning Board (TPB) Steering Committee on its June 6, 2014 meeting.

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 Patrick Wojahn

Page Two

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

We appreciate your cooperation in this matter. If you have any questions or comments, please do not hesitate to contact Ms. Lyn Erickson, at 410-865-1279, toll-free at 888-713-1414 or via email at lerickson@mdot.state.md.us. Of course, please feel free to contact me directly. Thank you for your assistance.

Sincerely



Michael W. Nixon, Manager
Office of Planning and Capital Programming

Attachment

cc: Ms. Mary Deitz, Chief, Regional and Intermodal Planning Division, SHA
Ms. Lyn Erickson, Manager, Office of Planning and Capital Programming,
Maryland Department of Transportation
Ms. Heather Murphy, Deputy Director, Office of Planning and Capital Programming
Maryland Department of Transportation

Martin O'Malley, Governor
Anthony G. Brown, Lt. Governor



MARYLAND DEPARTMENT OF TRANSPORTATION

James T. Smith, Jr., Secretary
Melinda B. Peters, Administrator

RECEIVED

MAY 30 2014

OFFICE OF PLANNING & CAPITAL PROGRAMMING

MEMORANDUM

TO: Mr. Don Halligan
Director of Planning and Capital Programming
Maryland Department of Transportation

ATTN: Mr. Mike Nixon
Ms. Lyn Erickson

FROM: Mary Deitz, Chief *MD*
Regional and Intermodal Planning Division

DATE: May 28, 2014

SUBJECT: Amendment Request to the Fiscal Year (FY) 2013 Transportation Improvement Program (TIP) for the National Capital Region

The State Highway Administration (SHA) hereby requests an amendment of the FY 2013 National Capital Region Transportation Improvement Program (TIP). The additional funding has been programmed for two projects in the National Capital Region as summarized below and detailed in the attached TIP sheets. The amendment is needed to reflect \$6.5 million in additional funding for right-of-way for the I-95/Contee Road Interchange project (TIP ID: 3033) and \$7.1 million in construction funds for advanced utility relocation for the MD 97/Randolph Road interchange project (TIP ID: 3104). The additional funds for these two projects are available due to an increase in federal - aid obligational authority.

TIP ID#	Project	Phase	Amount of New Funding	Comment
3033	I-95/Contee Road Interchange	RW	\$6,523,000	Add \$6.5 million in NHPP funds to the FY 2013 TIP for the relocation of utilities for the I-95/Contee Road Interchange project. These funds include \$5.6 million for FY 14 and \$0.9 million for FY 15.
3104	MD 97/Randolph Road Interchange	CO	\$7,148,000	Add \$7.1 million in construction funds to the FY 2013 TIP for advanced utility relocation for the MD 97/Randolph Road interchange project. These funds include \$1.6 million for FY 15, \$2.8 million for FY 16, and \$2.7 million for FY 17.

My telephone number/toll-free number is **410-545-5675/1-888-204-4828**

Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.roads.maryland.gov

Mr. Don Halligan
Page Two

The proposed action 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.

After your review, please forward this request to the Washington Metropolitan Council of Governments. Upon approval of the requested TIP administrative modification, please process an administrative modification to the FY 2013 STIP using the funding information provided in the attachment. If you have any questions, please do not hesitate to contact Ms. Damilola Kehinde, Senior Regional Planner, SHA at 410-545-5560 or via email at dkehinde@sha.state.md.us. You may also contact Mr. David Rodgers, Assistant Regional Planner, SHA at 410-545-5670 or via email at drodger1@sha.state.md.us.

Attachment

cc: Ms. Felicia Alexander, Deputy Director of Planning and Preliminary Engineering, SHA
Mr. Brett Deane, Project Manager, Office of Highway Development, SHA
Mr. David DeMaine, Real Property Specialist, Office of Real Estate, SHA
Ms. Damilola Kehinde, Senior Regional Planner, SHA
Mr. David Phillips, Project Manager, Office of Highway Development, SHA
Mr. David Rodgers, Assistant Regional Planner, SHA
Mr. Brian Young, District Engineer, SHA

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

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
Interstate									
I 95									
TIP ID: 3033		Agency ID: PG4191		Title: I 95				Complete:	
Facility: I Contee Road Relocated w/ C/D Roads	IM	90/10/0	3,887 a	2,025 b	11,000 c				21,116
From:			2,000 b	8,091 c					
To:			2,803 c						
	NHPP	80/20/0		5,610 b	913 b				7,690
				1,167 e					
	NHS	80/20/0	2,050 b	2,025 b	11,001 c				21,117
			2,804 c	8,091 c					
Total Funds:									49,923

Description: Construct a new interchange at Contee Road Relocated with two lane collector-distributor roads northbound and southbound at I-95 and Contee Road Relocated.

Amendment: I-95/Contee Road Interchange – Utility Relocation **Approved on: 2/7/2014**
 Add \$1.2 million in NHPP funds to the FY 2013 TIP for the relocation of utilities for the I-95/Contee Road Interchange project. These funds include \$0.6 million for FY14 and \$0.6 million for FY 15.
Amendment: Add Funding **Approved on: 6/6/2014**
 This is an amendment to add \$6.5 million in NHPP funds to the FY 2013 TIP for right-of-way for the I-95/Contee Road Interchange project. These funds include \$5.6 million for FY14 and \$0.9 million for FY 15.

Secondary									
MD 97, Georgia Avenue									
TIP ID: 3104		Agency ID: MO8541		Title: Georgia Avenue				Complete:	
Facility: MD Georgia Avenue	NHPP	80/20/0			519 c				519
From: Randolph Road									
To:	STP	80/20/0	5,827 a	30 a	77 a	5,118 b	13,563 c	2,727 c	55,261
			9,400 b	1,470 b	2,625 b	17,625 c			
			1,323 c		12,026 c				
Total Funds:									55,780

Description: Construct interchange improvements at MD 97 and Randolph Road. Includes sidewalks where appropriate and wide curb lanes will accommodate bicycles. Alternative C - Randolph Road under MD 97. Montgomery County is contributing an additional \$14.4 million for Right of Way and Utilities.

Modification: Reallocate funds from STP to NHPP **Approved on: 4/25/2013**
 Reallocate \$519K from STP RW to NHPP CO for MD 97 at Randolph Road Demolition Advanced Breakout Project
Amendment: Add Funding **Approved on: 6/6/2014**
 This is an amendment to add \$7.1 million in STP funds for construction to the FY 2013 TIP for advanced utility relocation for the MD 97/Randolph Road interchange project. These funds include \$1.6 million for FY15, \$2.8 million for FY 16, and \$2.7 million for FY 17.

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2013-2018 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THE SILVER LINE
INNOVATION STATION METRORAIL ACCESS PROJECT, AS REQUESTED BY
THE VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION (DRPT)
AND THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of Moving Ahead for Progress in the 21st Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

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

WHEREAS, on July 18, 2012 the TPB adopted the FY 2013-2018 TIP; and

WHEREAS, in the attached letter of May 28, 2014 VDOT and DRPT have requested an amendment to the FY 2013-2018 TIP to include \$9.009 million in Congestion Mitigation and Air Quality (CMAQ) funding between fiscal years 2016 and 2017 and \$41 million in Northern Virginia Transportation Authority (NVTA) Bond and Pay-As-You-Go funding in FY 2014 for the Innovation Station Metrorail access project, part of Phase II of the Silver Line extension, as described in the attached materials; and

WHEREAS, this project is already included in the air quality conformity analysis of the 2013 CLRP and the FY 2013-2018 TIP;

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board amends the FY 2013-2018 TIP to include \$9.009 million in CMAQ funding between fiscal years 2016 and 2017 and \$41 million in NVTA Bond and Pay-As-You-Go funding in FY 2014 for the Innovation Station Metrorail access project, part of Phase II of the Silver Line extension, as described in the attached materials.

**Adopted by the Transportation Planning Board Steering Committee at its regular meeting on
June 6, 2014.**



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

May 28, 2014

The Honorable Patrick Wojahn, 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 2013-2018 Transportation Improvement Program Amendment
for Innovation Station (Route 28) Metrorail Access Project

Dear Chairman Wojahn:

On behalf of the Virginia Department of Rail and Public Transportation (DRPT), the Virginia Department of Transportation (VDOT) requests an amendment to the FY 2013-2018 Transportation Improvement Program (TIP) to add funding for the Innovation Station Metrorail access project. The amendment is needed to reflect the latest planned funding obligations for this project. As part of Phase II of the Silver Line extension, this Metrorail station is vital to support the increase in development that has been approved. It will include pedestrian and bicycle improvements, bus bays and bus stop improvements, and park-and-ride and kiss-and-ride facilities.

The amendment adds \$50,009,000 in local, NVTA, CMAQ and State matching funds to the TIP. The proposed funds are included in recent allocations by the Commonwealth Transportation Board as part of VDOT's FY 2014-2019 Six Year Improvement Program. While the proposed funds are new to the TIP, they are part of the total federal and state funding estimates included in VDOT's financial plan for the 2010 CLRP update. This amendment will not impact the regional air quality conformity analysis. This project has been added to the iTIP database.

The Honorable Patrick Wojahn
May 28, 2014
Page 2

VDOT requests that this TIP Amendment be considered and acted upon by the Transportation Planning Board's Steering Committee at its meeting on June 6, 2014. VDOT's representative will attend the meeting and be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,



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

Copy: Ms. Marie Berry, DRPT
Ms. Renée Hamilton, VDOT-NoVA
Ms. Maria Sinner, P.E., VDOT-NoVA
Ms. Lauren Mollerup, P.E., VDOT-NoVA
Mr. Kanathur Srikanth, VDOT-NoVA

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

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total	
Transit										
Dulles Corridor Metrorail Extension Phase II										
TIP ID: 6362 Agency ID: 102891		Title: Route 28 Metrorail Station (Innovation Station)						Complete:		
Facility: 28 Innovation Station	CMAQ	80/20/0				1,887 c	7,122 c		9,009	
From: Silver Line at Route 28	NVTA-BOND	0/0/100		20,000 c					20,000	
To:	NVTA-PAYGO	0/0/100		21,000 c					21,000	
Total Funds:									50,009	

Description: This metrorail station, part of PH II of the Silver Line extension, is vital to support the increase in development that has been approved. It will include pedestrian and bicycle improvements, bus bays and bus stop improvements, and park-and-ride and kiss-and-ride facilities.

Amendment: New Project	Approved on: 6/6/2014
Include this project in the FY 2013-2018 TIP with \$9 million in CMAQ funding programmed in fiscal years 2016 and 2017 and \$41 million in NVTA (Pay-As-You-Go and Bond) funding in FY 2014.	

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2013-2018 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR DEBT SERVICE FOR
THE I-495 NORTHERN SECTION SHOULDER-USE 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 Moving Ahead for Progress in the 21st Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

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

WHEREAS, on July 18, 2012 the TPB adopted the FY 2013-2018 TIP; and

WHEREAS, in the attached letter of June 3, 2014 VDOT has requested an amendment to the FY 2013-2018 TIP to include \$20.704 million in Advanced Construction (AC) funding, \$7.113 million in Advanced Construction Conversion (AC Conv.) funding, and \$714,000 in National Highway Performance Program (NHPP) funding for debt service to pay for the GARVEE bonds being used to fund the I-495 Express Lanes Shoulder Use project, as described in the attached materials; and

WHEREAS, this project is already included in the air quality conformity analysis of the 2013 CLRP and the FY 2013-2018 TIP;

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board amends the FY 2013-2018 TIP to include \$20.704 million in AC funding, \$7.113 million in AC Conv. funding, and \$714,000 in NHPP funding for debt service to pay for the GARVEE bonds being used to fund the I-495 Express Lanes Shoulder Use project, as described in the attached materials.

**Adopted by the Transportation Planning Board Steering Committee at its regular meeting on
June 6, 2014.**



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

June 3, 2014

The Honorable Patrick Wojahn, 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 2013-2018 Transportation Improvement Program Amendment for I-495
Northern Section Shoulder Use Debt Service (VA UPC 106025)

Dear Chairman Wojahn:

The Virginia Department of Transportation (VDOT) requests an amendment to the FY 2013-2018 Transportation Improvement Program (TIP) to add the GARVEE bond repayment details for the I-495 Express Lanes Shoulder Use Project. This shoulder use project is part of a larger project – the I-495 Express Lanes Extension Project that proposes to extend the two existing express lanes (in each direction) between the Old Dominion Drive overpass and just south of the George Washington Parkway by the end of 2015. This interim phase of the project will provide one additional lane in the northbound direction between the same limits. During the interim period, the additional lane will be provided by using the inner shoulders of I-495 and traffic permitted to use it only during the morning and afternoon peak periods.

The current FY 2013-2018 TIP includes the planned funding obligation for the construction aspect of the project under TIP ID 6200, UPC 105130 and shows total funding of \$20M in Advance Construction (AC). A portion of the \$20M in AC funds used for construction is derived from GARVEE bonds (\$17M) and the rest in CPR Bonds (\$3M). The proposed TIP amendment adds a separate line item under TIP ID 6361, UPC 106025 detailing the planned annual payments towards the GARVEE bond debt and includes about \$4.5M in debt service costs. The total project construction cost remains at \$20M.

As noted above, this shoulder use project is part of a larger project (Express lanes Extension) which is included in the 2013 CLRP update and the regional air quality conformity analysis for the 2013 CLRP has been approved by the FHWA and FTA. As such this proposed TIP amendment will not affect the regional air quality conformity analysis of the FY 2013-2018 TIP.

The proposed funds are based on the recent allocations of funds by the Commonwealth Transportation Board as part of VDOT's FY 2014-2019 Six Year Improvement Program. While the proposed funds are new to the TIP, they are part of the total federal and state funding estimates included in VDOT's financial plan for the 2010 CLRP update.

Mr. Patrick Wojahn
June 3, 2014
Page 2

VDOT requests that this TIP Amendment be considered and acted upon by the Transportation Planning Board's Steering Committee at its meeting on June 6, 2014. VDOT's representative will attend the meeting and be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,



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

Copy: Ms. Renée Hamilton, VDOT-NoVA
Ms. Maria Sinner, VDOT-NoVA
Mr. Paul Nishimoto, VDOT-NoVA
Mr. Kanathur Srikanth, VDOT-NoVA

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

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
Interstate									
I-495 HOT LANES- South of GW Pkwy to South of Old Dominion Drive									
TIP ID: 6361		Agency ID: 106025		Title: I-495 Northern Section Shoulder Use Debt Service				Complete:	
Facility: I 495 Capital Beltway Express Lanes	AC	100/0/0		20,704 c					20,704
From: Old Dominion Drive Overpass	AC Conversion	100/0/0			1,428 c	1,401 c	1,428 c	1,428 c	5,685
To: George Washington Memorial Highway	NHPP	100/0/0		714 c					714
Total Funds:									29,959

Description: Debt service line item for I-495 Northern Section Shoulder Use. Associated with construction project UPC 105130.

Amendment: Add New Project

Approved on: 6/6/2014

Amend this project into the FY 2013-2018 TIP with \$714,000 in NHPP funding and \$29.245 million in Advanced Construction and Advanced Construction Conversion funding.



NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD

Item 5

MEMORANDUM

June 11, 2014

TO: Transportation Planning Board

FROM: Gerald K. Miller
Acting Co-Director, Department of
Transportation Planning

RE: Letters Sent/Received Since the May 21TPB Meeting

The attached letters were sent/received since the May 21 TPB meeting. The letters will be reviewed under Agenda 5 of the June 18 TPB agenda.

Attachments



NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD

May 21, 2014

The Honorable Ben Cardin
United States Senate
SH-509 Hart Senate Office Building
Washington, DC 20515

RE: Protect the Highway Trust Fund from Insolvency—Now and Into the Future

Dear Senator Cardin,

A day we have long feared is finally upon us: the federal Highway Trust Fund will be insolvent as soon as July of this year. And MAP-21, the authorizing legislation for transportation infrastructure investment in our country, is set to expire at the end of September.

As the federally designated metropolitan planning organization for the National Capital Region, a growing region of more than 5 million people, we urgently request your help—and soon.

Insolvency will result in significant administrative burdens and immediate unmet transportation needs. Agencies responsible for keeping our roadways and transit systems safe and in a state of good repair have programmed nearly \$2 billion in federal funding to spend on hundreds of improvements this year. Many of the projects address critical safety needs. Insolvency will put agencies in the impossible position of deciding which projects to keep funding and which to halt.

Disruptions in the flow of federal dollars will also threaten job growth and economic recovery in our region. And they will make it harder to maintain mobility for the federal workforce and for the millions of people who visit our nation's capital each year.

Imminent insolvency is not our only worry, however.

The Highway Trust Fund needs a more sustainable source of revenue for the long-term. Agencies need greater predictability in order to plan the major, long-term transportation investments we know we need. One-time cash infusions and other short-term funding fixes are not sufficient to meet these challenges.

In 2013, both states in our region—Maryland and Virginia—took historic steps to raise new revenue for transportation at the state level, by raising user fees and other taxes to continue investing in critical infrastructure. The District of Columbia took similar steps five years ago.

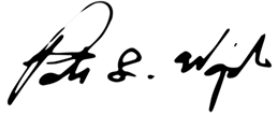
Now it's time for the federal government to do its part. Federal per-gallon excise taxes on motor fuels, traditionally the main source of revenue for the Highway Trust Fund, have not been increased in over 20 years, during which time inflation has eroded nearly 40 percent of their purchasing power. The result: more and more transfers of general fund revenues and other one-time fixes have been used to fill the widening gap between traditional revenue sources and our growing transportation needs.

We urge you to take decisive action now to replenish the Highway Trust Fund, and to secure more sustainable funding for transportation into the future when you reauthorize MAP-21 later this year.

Should you have any questions, please don't hesitate to contact Gerald Miller, acting co-director of transportation planning at the Transportation Planning Board. He can be reached by phone at 202.962.3319, or by e-mail at gkmiller@mwkog.org.

We hope we can count on your help in this exceptionally urgent matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Patrick Wojahn". The signature is written in a cursive style with a large initial "P" and a long, sweeping underline.

Patrick Wojahn
Chair, National Capital Region Transportation Planning Board

Metropolitan Washington Council of Governments

One Region Moving Forward

May 28, 2014

District of Columbia
Bladensburg*
Bowie
Charles County
College Park
Frederick
Frederick County
Gaithersburg
Greenbelt
Montgomery County
Prince George's County
Rockville
Takoma Park
Alexandria
Arlington County
Fairfax
Fairfax County
Falls Church
Loudoun County
Manassas
Manassas Park
Prince William County

*Adjunct Member

Honorable Patrick Wojahn, Chair
National Capital Region Transportation Planning Board
777 North Capitol Street, NE
Washington, D.C. 20002

Dear Chair Wojahn:

On behalf of the Climate, Energy and Environment Policy Committee (CEEPC) of the Metropolitan Washington Council of Governments I am writing in follow up to my letter of January 8 recommending that the Transportation Planning Board (TPB), when adopting the Regional Transportation Priorities Plan, identify cost-effective strategies and opportunities to reduce emissions to help meet the regional goals.

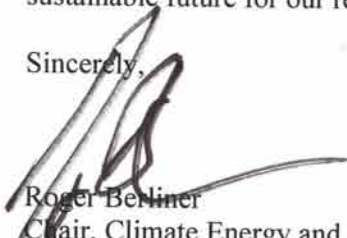
CEEPC realizes that it may now be too late to incorporate these considerations into this year's actions on the Region Transportation Priorities Plan (RTPP) and the Constrained Long Range Plan (CLRP), so is requesting the TPB to start now to include consideration of the impact on the region's greenhouse gas emission reduction goals as it updates the RTPP and during the annual update to the CLRP and similar plans.

We understand that TPB will identify focus areas or points of emphasis to incorporate into the 2015 CLRP Call for Projects in the coming months. We urge you to include environmental, climate change and air quality as points of emphasis as a first step toward better alignment of transportation investments with our region's established environmental goals. CEEPC looks forward to assisting TPB put in place actions identified in the *Gold Book* compilation of best practices for local governments and the *What Would It Take* scenario, as well as other needed actions, to move forward together to address our transportation and environmental goals.

CEEPC is making this recommendation as the principal policy adviser to the MWCOG Board on climate change, energy and other environmental issues. The MWCOG Board of Directors committed to address climate change in 2008 when it adopted the [National Capital Region Climate Change Report](#). The Board set specific greenhouse gas reduction targets for the region and sets forth recommendations for achieving these targets, including for the transportation sector.

We look forward to working together to advance our common goals to create a more livable and sustainable future for our region.

Sincerely,



Roger Berliner
Chair, Climate Energy and Environment Policy Committee
Metropolitan Washington Council of Governments

ITEM 7 – Action

June 18, 2014

Approval of an Amendment to the FY 2013-2018 TIP that is Exempt from the Air Quality Conformity Requirement to Update Projects and Funding in the District of Columbia Section of the FY 2013-2018 TIP

Staff

Recommendation:

Adopt Resolution R18-2014 to approve an amendment to update projects and funding in the District of Columbia section of the FY 2013-2018 TIP.

Issues:

None

Background:

At the May 21 meeting notice was provided that the District Department of Transportation (DDOT) has requested an amendment to update projects and funding in the District section of the FY 2013-2018 TIP.

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

**RESOLUTION ON AN AMENDMENT TO
THE FY 2013-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS
EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE
PROJECT AND FUNDING UPDATES FOR THE DISTRICT OF COLUMBIA SECTION,
AS REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of Moving Ahead for Progress in the 21st Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

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

WHEREAS, on July 18, 2012 the TPB adopted the FY 2013-2018 TIP; and

WHEREAS, the TIP is available online at www.mwcog.org/clrp/tip/ in both a searchable database and PDF formats and is updated as necessary to reflect amendments and administrative modifications; and

WHEREAS, notice was provided at the TPB Citizens Advisory Committee (CAC) meeting on May 15, 2014 that DDOT had requested an amendment to the FY 2013-2018 TIP to comprehensively update project and funding information in the District of Columbia section to be consistent with the District's Obligation Plan, as described in the attached materials; and

WHEREAS, copies of the proposed TIP update document were available at the May 21 and June 18 TPB meetings and on the web at www.mwcog.org/TIP/DDOT; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board amends the FY 2013-2018 TIP to comprehensively update project and funding information in the District of Columbia section, as described in the attached materials.

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Policy, Planning and Sustainability Administration

May 15, 2014

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

Dear Chairman Wojahn,

The District Department of Transportation (DDOT) requests that the FY 2013-2018 Transportation Improvement Program (TIP) be amended to include the District's updated Obligation Plan.

The Obligation Plan is a six-year plan for obligating (initiating) projects. DDOT updates its Obligation Plan annually. The proposed amendment will update the District's element of the FY 2013-2018 TIP with project information and additional funding for the FY 2014-2018 program years as reflected in DDOT's most recently approved Obligation Plan.

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

Sincerely,

A handwritten signature in black ink, appearing to read 'S. Zimbabwe'.

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

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

	Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
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Interstate

11th Street Bridges and Interchange Reconstruction

TIP ID: 3193	Agency ID: CD056A	Title: 11th Street Bridges SE, Replace and Reconfigure								
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Facility: 11th Street Bridge and Interchan	NHPP	80/20/0			22,500 c	10,000 c	5,000 c			37,500
From:										
To:	Total Funds: 37,500									

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

TIP ID: 5554	Agency ID: HTF02A	Title: Garvee Bond Debt Service								
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Facility:	NHPP	80/20/0			11,763 c	11,768 c	11,770 c	11,774 c	11,772 c	58,847
From:										
To:	Total Funds: 82,389									

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

Rehabilitation of I-395 HOV Bridge over Potomac River

TIP ID: 6187	Agency ID: MRR27A	Title: Rehabilitation of I-395 HOV Bridge over Potomac River								
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Facility: I-395 HOV	NHPP	80/20/0			750 a					750
From: Over Potomac River										
To: Over Potomac River	Total Funds: 750									

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

Return to L'Enfant

TIP ID: 5718	Agency ID:	Title: Return to L'Enfant								
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Facility: I Center Leg Freeway	PRIV	0/0/0	12,000 a	50,000 c	50,000 c	50,000 c	50,000 c			200,000
From: Massachusetts Avenue, NW										
To: E St., NW (Between 2nd & 3rd)	Total Funds: 200,000									

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

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

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

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
Primary									
Anacostia Waterfront Initiative									
TIP ID: 3290 Agency ID: SR049A Title: Reconstruction of Kenilworth Avenue, NE									
Facility: Kenilworth Ave, NE	NHPP	80/20/0						13,050 c	13,050
From: East Capitol St Ramp									
To: Rail Over Pass north of Benning Rd	NHS	80/20/0	750 a						750
Total Funds:									13,800

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

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

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

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

TIP ID: 5802 Agency ID: CD044A Title: Program Manager AWI									
Facility: Citywide	NHPP	80/20/0		7,500 a	7,500 a	7,500 a	7,500 a	7,500 a	37,500
From:									
To:									
Total Funds:									52,500

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

TIP ID: 5957 Agency ID: AW0, EW002C Title: Middle Anacostia River Crossings - Barney Circle									
Facility: Pennsylvania Ave and Potomac Circle	HSIP	80/20/0			1,000 a	4,750 c			5,750
From:									
To:									
Total Funds:									5,750

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

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

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

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
South Capitol Street									
TIP ID: 3423 Agency ID: AW011, AW024A, AW Title: South Capitol Street Corridor									
Facility:	DEMO	80/20/0		36,018 c	6,094 c				42,112
From: N St, MLK Ave, Suitland Pkwy, Memorial Bri									
To:	GARVEE	80/20/0				67,770 c	117,290 c	106,230 c	291,290
	NHPP	80/20/0					22,320 c	14,420 c	36,740
	State	0/100/0			78,280 c	64,750 c	22,350 c	18,650 c	184,030
Total Funds:									554,172

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

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

TIP ID: 6038 Agency ID: Title: Garvee Debt Service									
Facility:	NHPP	80/20/0				12,320 c	18,030 c	18,030 c	48,380
From:									
To:									Total Funds: 84,440

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

South Capitol Street Trail									
TIP ID: 6114 Agency ID: ZUT10C Title: South Capitol Street Trail									
Facility:	CMAQ	80/20/0		700 a			7,700 c		8,400
From:									
To:									Total Funds: 8,400

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

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

Final Draft for Public Comment

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
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Secondary**Columbia Road NW, Reconstruction 16th to 18th Streets and Resurface 18th Street to Conn Ave**

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

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

East Capitol Street Pedestrian Safety Project

TIP ID: 6315	Agency ID: SR086A	Title: East Capitol Street Corridor Mobility & Safety Plan							
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Facility: Street	STP	80/20/0		500 a	3,300 c				3,800
From:									
To:									Total Funds: 3,800

Description: Design and Construct pedestrian safety and traffic operations improvements

Livability Program

TIP ID: 6234	Agency ID: PM081A	Title: LP_Far Northeast Livability Plan - 49th Street							
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Facility: 49th Street, NE	STP	80/20/0		251 a	1,360 c				1,611
From: East Capitol Street, NE									
To: Minnesota Avenue, NE									Total Funds: 1,611

Description: Develop design plans and construction documents for the implementation of traffic calming measure recommended in the Far Northeast Livability Study. Construct improvements and provide Construction Engineering Services.

TIP ID: 6237	Agency ID: ZU020A	Title: LP_Far Northeast Livability - Collector Road Management/Florida Avenue							
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Facility: Florida Avenue, NE	STP	80/20/0		375 a					375
From: 2nd Street, NE									
To: 12 Street, NE									Total Funds: 375

Description: This project will undertake a planning and transportation analysis effort to assess options that will improve safety and create/maintain an acceptable level of service for all users along this corridor. This project will examine the existing and future traffic, transit, pedestrian and bicycling conditions to improve safety and access related to street crossings, transit stops, sidewalks, general traffic and truck traffic along the corridor. The Consultant shall work in close coordination with DDOT, community and agency stakeholders in addressing their concerns. Proposed improvements will be in accordance with the 2009 DDOT Design and Engineering Manual, 2009 DDOT Standard Details, 2009 DDOT Standard Specifications for Highways and Structures, Manual on Uniform Traffic Control Devices (MUTCD), American Association of State Highway and Transportation Officials (AASHTO), DDOT Bicycle and Pedestrian Design Guides, DDOT's Complete Street Policy, and other guidelines, standards and specifications as appropriate. The project builds on past and ongoing land use and planning projects including the NoMa Neighborhood Access Study and Transportation Management Plan (2010), the Florida Avenue Market Small Area Plan (2009), the Metro bus U Street-Garfield Line Study (2011), the Gallaudet University Campus Master Plan (ongoing), and other relevant planning studies. Additionally, the project will build upon DDOT's TOA Safety Projects within the project boundaries.



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

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
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Mid City East

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

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

Neighborhood Roadside Improvements

TIP ID: 5295	Agency ID: SR071A, SR073A	Title: Capitol Hill Transportation Study Infrastructure Improvements							
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Facility: 17th and 19th Street Corridor	STP	80/20/0	3,900 c	1,950 c					5,850
From:									
To:								Total Funds:	5,850

Description: The project includes the design and/or construction of infrastructure improvements recommended in the Capitol Hill Transportation Study. The improvements aim to enhance pedestrian and vehicle safety, traffic calming, neighborhood circulation and access at select intersections and streets throughout Capitol Hill.


Review of Capitol Hill Study recommendation to address today's safety and transportation issues along this corridor.
A. Capitol Hill Infrastructure Improvements, 17th St
B. Capitol Hill Infrastructure Improvements, 19th St.

Bike/Ped

Capital Cresent Trail Resurfacing

TIP ID: 6192	Agency ID: PM0D6A	Title: Capital Cresent Trail Resurfacing							
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Facility: Capital Cresent Trail	NRT	80/20/0		700 c					700
From: Georgetown									
To: MD Border								Total Funds:	700

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

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

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
District-wide Bicycle and Pedestrian Management Program									
TIP ID: 3232 Agency ID: CM064A, ZUT06A, C Title: Bicycle and Pedestrian Management Program									
Facility: Citywide	CMAQ	80/20/0	1,770 c	1,165 c	250 a	605 c	1,165 c	165 c	5,615
From:					495 c				
To:									
Total Funds:									5,945

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

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

Klingle Trail									
TIP ID: 2806 Agency ID: SR065A Title: Klingle Trail									
Facility: Klingle Road NW	CMAQ	80/20/0		7,500 c					7,500
From: Porter Street NW									
To: Woodley Road NW									
Total Funds:									7,500

Description: The scope of work is for planning, design and construction of a pedestrian and bicycle facility in the former right of way of Klingle Road with related environmental remediation. Local access for private properties in the Porter to Woodley section will be accommodated. Preparation of preliminary design plans and detailed plans and specifications of the project, as well as environmental remediation pursuant to Section 6018 of the Klingle Road Sustainable Development Amendment Act of 2008.

Maryland Avenue Pedestrian Safety Project									
TIP ID: 6014 Agency ID: SR088A Title: Maryland Avenue NE Road Diet									
Facility: Maryland Ave. NE	STP	80/20/0			300 a	3,300 c			3,600
From: 2nd Street NE									
To: 15th Street NE									
Total Funds:									3,600

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

Metropolitan Branch Trail									
TIP ID: 3228 Agency ID: AF073A, ZU024A Title: Metropolitan Branch Trail									
Facility: Union Station District Line	CMAQ	80/20/0	400 a		3,300 c	2,200 c			5,900
From:									
To:	DEMO	80/20/0		732 a	1,200 c				1,932
Total Funds:									7,832

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

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

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

	Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
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National Recreational Trails

TIP ID: 2796	Agency ID: AF066A	Title: National Recreational Trails								
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Facility: Citywide	NRT	80/20/0		825 a	300 a	300 a	300 a	300 a	300 a	2,325
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From:										
To:										

Total Funds: 2,925

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

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

TIP ID: 6230	Agency ID: ZU010A	Title: New York Avenue Trail								
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Facility: Paved trail/sidewalk	CMAQ	80/20/0		100 a	300 a					400
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From:										
To:										

Total Funds: 400

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

TIP ID: 6243	Agency ID: ZU009A	Title: Suitland Parkway Trail Rehabilitation								
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Facility: paved mult-use trail	NRT	80/20/0			300 a	3,300 c				3,600
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From:										
To:										

Total Funds: 3,600

Description: Rehabilitate the Suitland Parkway Trail

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

Source		Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
Oxon Run Trail Restoration										
TIP ID: 2780	Agency ID: AF089A	Title: Oxon Run Trail Restoration								
Facility:	NRT	80/20/0		488 a		1,000 a				1,488
From:										
To:	STP	80/20/0								
Total Funds:										12,988

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

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

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

Safe Routes to School										
TIP ID: 2888	Agency ID: CM086A	Title: Safe Routes to School								
Facility: Safe Routes to School	SRTS	100/0/0		1,151 c	3,500 c	1,151 c	1,151 c	1,151 c	1,151 c	9,255
From:										
To:										
Total Funds:										11,557

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

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

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

Final Draft for Public Comment

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
Bridge									
Anacostia Freeway Bridges over Nicholson Street SE									
TIP ID: 6082 Agency ID: MRR15A Title: Anacostia Freeway Bridges over Nicholson Street SE (Bridges #1001, 1002)									
Facility: Anacostia Freeway Bridges at Nicholson	NHPP	80/20/0		1,000 a					1,000
From:									
To:	TF	80/20/0				7,000 c			7,000
Total Funds:									8,000

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

H Street Bridge over Amtrak									
TIP ID: 6039 Agency ID: CD054A Title: H Street Bridge over Railroad									
Facility: H Street NE	NHPP	80/20/0		500 a				4,250 c	4,750
From: Norht Capitol Street									
To: 3rd Street NE									
Total Funds:									23,250

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

Long Bridge Study									
TIP ID: 5711 Agency ID: MRR08A Title: Long Bridge Study									
Facility: Long Bridge	ARRA	100/0/0	500 d	1,200 d					1,200
From: Virginia Interface									
To: 12th Street, SW	PRIV	0/0/0	100 d	5,000 d			53,000 a		58,000
	PRIV	0/0/100	100 d	5,000 d			53,000 a		58,000
Total Funds:									589,200

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

Monroe Street, NE Bridge over CSX & WMATA									
TIP ID: 6197 Agency ID: MRR26A Title: Monroe Street, NE Bridge over CSX & WMATA									
Facility: Monroe Street Bridge	NHPP	80/20/0		1,700 a					1,700
From:									
To:									
Total Funds:									22,400

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

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

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
Roadway and Bridge Improvement on Southern Avenue and Winkle Doodle Branch Bridge									
TIP ID: 5353 Agency ID: ED028A Title: Roadway and Bridge Improvement on Southern Avenue and Bridge #64 (over Winkle Do									
Facility: Southern Avenue	STP	80/20/0		1,100 a	1,000 a		1,900 a		19,100
From: South Capitol Street					15,100 c				
To: 23rd Street									
Total Funds:									19,100

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

Enhancement									
Transportation Enhancements Program									
TIP ID: 3210 Agency ID: AF049A Title: Transportation Alternatives Program									
Facility: Citywide	STP	80/20/0	1,150 a	1,150 a	1,150 a	1,150 a	1,150 a	1,150 a	6,900
From:									
To:									
Total Funds:									9,200

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

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

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
ITS									
Traffic Operations Improvements Citywide									
TIP ID: 3216 Agency ID: OSS07A, CI060A, CI0 Title: Traffic Operations Improvements Citywide									
Facility:	DEMO	80/20/0	50 a	46 a					96
From:	NHPP	80/20/0		428 c	437 c	437 c	477 c	477 c	2,256
To:	NHS	80/20/0	310 a						310
	STP	80/20/0	2,000 a	1,304 a	1,000 a	1,000 a	1,000 a	1,000 a	60,769
			9,965 c	7,400 c	8,000 c	8,100 c	8,200 c	8,300 c	
			400 e	700 e	650 e	600 e	600 e	550 e	
Total Funds:									83,485

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

- a. ITS On Call Technical Support Services
- b. MATOC Annual Fee
- c. Moveable Barrier System
- d. Traffic Management Center Operations
- e. Citywide Thermoplastic Pavement Markings
- f. Advanced Traffic Management System
- g. Infrastructure Information Technology Support Services

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

Source		Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
TIP ID: 6191 Agency ID: OSS13A		Title: Adaptive Signal Control System								
Facility: Citywide	STP	80/20/0		2,000	c					2,000
From: Citywide										Total Funds: 2,000
To: Citywide										

Description: The goal of this project is to implement adaptive traffic signal control system on critical corridors in the District for more efficient traffic signal operations. The scope of work will include, but is not limited to, the following items:

1. Furnishing installing and testing the vehicle detectors at the stop bars of the specified intersections as well as the mid-blocks of the segments.
2. Establishment and maintenance of temporary traffic control, reconfiguring the devices in conjunction with changes in work areas; and their removal and disposal upon project completion, including restoration of areas disturbed by temporary traffic detours to their original condition. All maintenance of traffic shall be coordinated with work performed at other projects that may be underway in the vicinity.
3. Furnishing, installing and testing the 2070E Traffic Signal Controllers at the specified intersections.
4. Furnishing, installing and testing the central adaptive signal control software at DDOT Traffic Management Center (TMC).
5. Establishment of communications between the field controllers and TMC servers.
6. Performing system integration of the software and hardware.
7. Evaluating the performance of the constructed adaptive signal control system with before-and-after analysis.
8. Provision of system training on the Adaptive Signal Control System.

TIP ID: 6198 Agency ID: Temp1317		Title: Relocation of DDOT Traffic Management Center/Communication Hub								
Facility:	State	0/100/0		5,000	a					5,000
From:										Total Funds: 5,000
To:										

Description: District Department of Transportation (DDOT) plans to relocate its Traffic Management Center (TMC) in the coming years. DDOT will analyze the alternative solutions, perform field data collection and develop a detailed PS&E packet for construction. The PS&E Package will include Network Architecture Schematics, Communication Tables, Device/End-Point Details, Splicing Details, Fiber Routing Design and New Hub Building Design.

Based on the PS&E package, DDOT will hire a construction contractor to implement relocation of the Traffic Management Center/Communication Hub. The scope of work will include, but not limited to, constructing a new hub building to host all existing devices in TMC, implementing fiber networks connecting the new hub building to field devices, relocating and installing all TMC servers and other devices, and performing system integration of hardware and software at the new hub building.

TIP ID: 6283 Agency ID: PM0A4A		Title: Managed Lanes								
Facility: Rochambeau Bridge, I-395, SW/SE Freeway	NHPP	80/20/0		5,000	a	5,309	a	15,000	a	25,309
From:										Total Funds: 25,309
To:										

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

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

	Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
Traffic Signal LED Replacement										
TIP ID: 6115 Agency ID: CI040A Title: Traffic Signal LED Replacement										
Facility:	NHPP	80/20/0		600 c	600 c	600 c	600 c	600 c	600 c	3,000
From:										
To:	STP	80/20/0		600 c	600 c	600 c	600 c	600 c	600 c	3,000
Total Funds:										8,400

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

Other										
Asset Condition Assessment										
TIP ID: 5323 Agency ID: MNT06A, SR091A Title: Condition Assessment										
Facility:	citywide	State	0/100/0		700 a					700
From:	citywide									
To:		STP	80/20/0		1,650 a	1,000 a	650 a	1,000 a	650 a	4,950
Total Funds:										7,300

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

Cleveland Park Study										
TIP ID: 6193 Agency ID: PM0D7A Title: Cleveland Park Study										
Facility:	Connecticut Ave. NW	NHPP	80/20/0			100 a	500 c			600
From:	Porter Street NW									
To:	Macomb Street NW									
Total Funds:										600

Description: Implementation of Cleveland Park study recommendations including Connecticut Avenue access lane and neighborhood parking supply, streetscape improvements and intersection reconfiguration at Porter/Quebec/Connecticut Ave NW.

Florida Avenue Transportation Study										
TIP ID: 6195 Agency ID: ZU033A Title: Florida Avenue Transportation Study										
Facility:	Florida Avenue, NE	NHPP	80/20/0			1,000 a				1,000
From:	1St Street, NE									
To:	H Street, NE									
Total Funds:										8,700

Description: Implementation of Florida Avenue Transportation Study recommendations, which may include reconstruction of Florida Ave from Benning Rd to New York Ave, safety improvements and streetscape upgrades.

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

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
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Maryland Avenue, SW

TIP ID: 6199 Agency ID: MRR25A Title: Maryland Avenue, SW

Facility: Maryland Avenue, SW	STP	80/20/0		4,000 a					4,000
From: 12th Street, SW									
To: 7th Street, SW									
Total Funds:									4,000

Description: The Maryland Avenue SW project would re-establish a vital missing link in the L'Enfant street network by creating a new roadway between 7th Street SW and 12th Street SW. The construction of a new Maryland Avenue SW above the existing railroad would provide a physical and visual link between the US Capitol and the Southwest Waterfront. A future Maryland Avenue SW would accommodate pedestrians, bicyclists, transit users, and vehicles, while serving as the spine of a new mixed-use neighborhood.

Move DC Implementation

TIP ID: 6185 Agency ID: ZU029A Title: MoveDC Implementation

Facility: Citywide	STP	80/20/0		1,000 d	500 d				1,500
From: Citywide									
To: Citywide									
Total Funds:									1,500

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

Performance-Based Parking Pricing

TIP ID: 3486 Agency ID: PM302C Title: Parking Studies

Facility: State	0/100/0		300 a	300 a	265 a	275 a	260 a	400 a	1,800
From:									
To:									
Total Funds:									1,800

Description: DDOT oversees the District's street parking assets, and this project funds performance and visitor parking programs, as well as efforts to improve the parking infrastructure.

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

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
Planning and Management Systems									
TIP ID: 3213 Agency ID: CAL16C, PM304C, C Title: Planning and Management Systems									
Facility: Citywide	CMAQ	80/20/0		595 a	601 a	572 a	590 a	652 a	3,010
From:									
To:	SPR	80/20/0		6,300 a	6,500 a	6,500 a	6,500 a	6,500 a	32,300
	STP	80/20/0		3,653 a	2,864 a	2,650 a	2,661 a	2,672 a	14,500
Total Funds:									69,489

- Description:
- a. ADA Ramps
 - b. Asset Inventory and ADA Compliance
 - c. Civil Rights/EEO Compliance Monitoring Program
 - d. Climate Change and Air Quality
 - e. Constructability and Work Zone Safety Review
 - f. DBE Support Services
 - g. District STIP Development
 - h. Environmental Management System
 - i. Metropolitan Planning
 - j. State Planning and Research Program
 - k. Boundary Stones
 - l. Research Development and Technology
 - m. Audit and Compliance

TIP ID: 3355 Agency ID: PM086A Title: Professional Capacity-Building Strategy									
Facility: Citywide	STP	80/20/0		1,000 a	1,000 a	1,000 a	1,000 a	1,000 a	6,000
From:									
To:									Total Funds: 8,000

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

TIP ID: 5322 Agency ID: CM085A Title: Preventive Maintenance and Repair of Stormwater Pumping Stations									
Facility: State		0/100/0		303 a	266 a	274 a	282 a	336 a	1,461
From:									
To:									Total Funds: 1,461

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

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

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
Rehabilitation of Anacostia Freeway Bridges over South Capitol Street (Bridge No. 1016 & 1017)									
TIP ID: 6097 Agency ID: MRR14A Title: Rehabilitation of Anacostia Freeway Bridges over South Capitol Street (Bridge No. 1016)									
Facility: Anacostia Freeway over South Capitol Street	NHPP	80/20/0		1,000 a					1,000
From:									
To:	TF	80/20/0							
Total Funds:									21,000

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

Research and Technology Development

TIP ID: 6188 Agency ID: PM0D9A Title: Research, Innovation Implementation, and Evaluation									
Facility: Citywide	SPR	80/20/0		500 a					500
From: Citywide									
To: Citywide									
Total Funds:									500

Description: This project is aimed to help the Research Program identify relevant best-practices from various sources (such as national research, other agencies, industry, DDOT research) and implement them across different programs in DDOT. The funding will also help evaluate the effectiveness of selected projects/strategies implemented as part of DDOT's capital program. Projects implemented using this funding can be diverse – spanning the entire project life cycle from planning/programming to design/construction to operations/maintenance. It can include a range of functional areas such as finance, engineering, materials, contracting, business processes, technology, etc.

Rights of Way Program

TIP ID: 5309 Agency ID: PM067A Title: Rights of Way Program									
Facility: Citywide	STP	80/20/0	160 a	160 a	160 a	160 a	160 a	160 a	960
From:									
To:									
Total Funds:									1,280

Description: Assemble and document data on DDOT-controlled lands in the District of Columbia and develop a geo-based land data map. Provide annual funding for surveys, title searches, appraisals and other land acquisition and disposal activities prior to the development of specific capital projects. Coordinate draft air rights agreements and land transfer agreements with private developers and federal government agencies.

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

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
Roadside Improvements Citywide									
TIP ID: 5308 Agency ID: SR070A, ED070A, MN Title: Neighborhood Streetscape Improvements									
Facility:	NHPP	80/20/0					9,000 c		9,000
From:									
To:	NHS	80/20/0	50 b						6,050
			6,000 c						
	STP	80/20/0	80 c	450 a	3,650 c				5,380
				1,200 c					
Total Funds:									20,430

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

TIP ID: 5315 Agency ID: MRR09A Title: Blair / Cedar / 4th Street NW									
Facility:	Intersection of Blair/Cedar and 4th	STP	80/20/0	300 a	3,000 c	3,000 c			6,000
From:				1,400 c					
To:									
Total Funds:									6,000

Description: Implementation of recommendations from the Takoma Study, including new traffic signals, sidewalks, curbs and gutters.
 a. Intersection improvements at 4th/Cedar/Blair Streets NW (phase "a" to be obligated in FY 2012)
 Safety Improvements as identified in the Road Safety Audit completed.

TIP ID: 5791 Agency ID: SR085A Title: 16th Street Corridor Study & Operations Plan									
Facility:	NHPP	80/20/0			1,000 a		2,000 a		3,000
From:									
To:	STP	80/20/0	300 a						
			300 d						
Total Funds:									3,000

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

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

		Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
TIP ID: 5792		Agency ID: ED0C2A		Title: C Street NE Implementation							
Facility: C Street/N. Carolina Avenue		STP	80/20/0				500 a			4,000 c	4,500
From: Oklahoma Avenue											
To: 14th Street NE											
										Total Funds:	4,500

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

Roadway Reconstruction Citywide

TIP ID: 2965		Agency ID: SR060A MRR11A, SR		Title: Roadway Reconstruction Citywide							
Facility: CITYWIDE		HSIP	90/10/0				1,000 a				1,000
From:											
To:		STP	80/20/0		1,760 a		1,300 a	21,100 c			39,160
					8,000 c		7,000 c				
										Total Funds:	58,160

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

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

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

Source		Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
Safety Improvements										
TIP ID: 3212		Agency ID: CB0, CI0		Title: Safety Improvements Citywide						
Facility: Citywide	HSIP	90/10/0		2,694 a	560 a	1,060 a	560 a	3,000 a	2,500 a	14,197
From:				998 c	565 c	565 c	565 c	565 c	565 c	
To:	SPR	80/20/0			220 a	220 a	220 a	220 a	220 a	1,100
	STP	80/20/0		816 a	450 a	725 c	50 a	560 a	560 a	7,628
				817 c	725 c		1,475 c	725 c	725 c	
Total Funds:										32,345

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

- a. City-Wide Traffic Safety
- b. CW Road Safety Audit Program
- c. Pavement Skid Testing
- d. Traffic Accident Reporting and Analysis System (TARAS)
- f. Traffic Safety Data Center at Howard University
- g. Traffic Safety Design Program - HSIP
- h. Traffic Safety Engineering Support Services
- i. Traffic Sign Inventory Upgrade
- j. Traffic Data Collection and Analysis Service

TIP ID: 6240		Agency ID: MRR01A		Title: Safety and Geometric Improvements of I-295						
Facility: I-295/DC-295	NHPP	80/20/0		1,000 a	500 a	2,000 a				3,500
From:										
To:										
Total Funds:										12,500

Description: Safety improvements and upgrades to SB Entrance and NB left exit ramps at Benning Road; Shoulder widening on DC 295 southbound between Benning Road and East Capitol Street; Safety improvements and upgrades to meet current design standards at southbound exit ramps to River Terrace and East Capitol Street; Safety improvements and upgrades to meet current design standards at the westbound Pennsylvania Avenue entrance and exit ramps.

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

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
Streetlight Asset Mgmt & Streetlight Construction - Federal									
TIP ID: 5385 Agency ID: AD020A Title: Streetlight Asset Mgmt - Federal									
Facility: Citywide	NHPP	80/20/0		606 c	3,088 c	3,088 c	3,088 c	3,088 c	12,958
From:									
To:	NHS	80/20/0	3,000 c						3,000
	STP	80/20/0		964 c	4,912 c	4,912 c	4,912 c	4,912 c	20,612
Total Funds:									52,570

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

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

TIP ID: 5439 Agency ID: AD017A Title: Citywide streetlight construction									
Facility: citywide	STP	80/20/0	450 a		100 a	100 a	100 a	100 a	4,450
From: citywide					900 c	900 c	900 c	900 c	
To:									
Total Funds:									6,450

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

Streetlight Asset Mgmt & Streetlight Construction - Local									
TIP ID: 5350 Agency ID: AD304 Title: Streetlight Asset Mgmt & Streetlight Construction - Local									
Facility: Citywide	State	0/100/0	2,624 a	1,312 a	300 a	300 a	300 a	300 a	62,513
From:			17,888 c	17,701 c	8,400 c	8,400 c	8,400 c	8,400 c	
To:									
Total Funds:									79,913

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

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

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
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Streetscape

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

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

TIP ID: 2922	Agency ID: ED064A	Title: Great Streets - Minnesota Ave, NE							
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Facility: Minnesota Ave	STP	80/20/0	700 a		700 a				1,400
From: A Street, NE									
To: Sheriff Road, NE									
Total Funds:									15,400

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

TIP ID: 3435	Agency ID: ED096A, ED067A	Title: Great Streets - Georgia Ave							
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Facility:	ARRA/TIGER	80/20/0	300 a						
From:			2,700 c						
To:									
	NHPP	80/20/0		30 a					2,080
				50 b					
				2,000 c					
	NHS	80/20/0	969 a						
			300 c						
Total Funds:									2,080

Description: Conduct traffic assessments and provide public review and comment of proposed streetscape design elements. Conduct environmental assessments. Prepare concept designs; design plans and specifications; construct improvements to sidewalks, curbs, gutters, streets, and tree boxes; replace street trees; and install other streetscape elements. Construct facilities to improve reliability and safety of transit services, including transit lanes; provide bicycle lanes; and improve pedestrian circulation.

TIP ID: 6322	Agency ID: MRR03A	Title: Howard Theater 7th Street							
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Facility:	STP	80/20/0		7,200 c					7,200
From: North of Florida Avenue NW									
To: 7th Street NW									
Total Funds:									7,200

Description: Streetscape including sidewalk replacement, new streetlight, new traffic signals, upgraded drainage catch basins, new trees, mill and overlay and pavement markings.

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

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
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Traffic Congestion Mitigation

TIP ID: 2945	Agency ID: CM074A	Title: District TDM (goDCgo)							
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Facility: citywide	CMAQ	80/20/0	1,000 a	1,000 a	1,000 a	1,000 a	1,000 a	1,000 a	6,000
From:									
To:	Total Funds: 8,000								

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

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

Traffic Signal Maintenance

TIP ID: 5347	Agency ID: CI046A, CI047A, CI06	Title: Traffic Signal Maintenance NHPP-STP							
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Facility: Citywide	HSIP	90/10/0	620 c	620 c	620 c	620 c	620 c	620 c	3,720	
From: Citywide										
To: Citywide	NHPP	80/20/0		1,164 c	2,460 c	2,504 c	2,536 c	2,568 c	11,232	
	NHS	80/20/0	3,121 c							3,121
	STP	80/20/0	700 a	3,250 a	1,250 a	4,250 a	1,250 a	1,750 a	57,909	
			10,965 c	2,654 c	7,350 c	7,350 c	8,505 c	8,635 c		
	Total Funds: 103,485									

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

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

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

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

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
Union Station Escalator Replacement									
TIP ID: 6030 Agency ID:		Title: Union Station Escalator Replacement							
Facility:	FRA Earmark	50/50/0	1,000 c	3,541 c	4,000 c				7,541
From:									
To:									Total Funds: 7,541
Description: Replacement of twelve escalators in the Union Station parking garage.									

Urban Forestry Program									
TIP ID: 5313 Agency ID: CG311, CG312, CG31		Title: Urban Forestry Program							
Facility: Citywide	NHPP	80/20/0			1,512 c		1,512 c		3,024
From:									
To:	NHS	80/20/0		1,500 c					1,500
	STP	80/20/0		4,200 c		2,088 c		2,088 c	8,376
									Total Funds: 16,500
Description: Plant new trees, remove dead and diseased trees, treat diseased trees, replace trees, and landscape along local and Federal roads.									

TERMs

Transportation Emissions Reduction Measures

TIP ID: 3219 Agency ID: ZU022A		Title: Commuter Connections Program								
Facility:	CMAQ	80/20/0		700 a	700 a	700 a	700 a	700 a	700 a	4,200
From:										
To:									Total Funds: 5,600	

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

Maintenance

Bloomingtondale/LeDroit Park Medium Term Flood Mitigation Project

TIP ID: 6190 Agency ID: FLD01		Title: Bloomingtondale/LeDroit Park Medium Term Flood Mitigation Project							
Facility: Bloomingtondale/LeDroit Park	State	0/100/0		500 a	500 a	500 a	500 a	500 a	10,000
From:									
To:									Total Funds: 10,000

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

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

Final Draft for Public Comment

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
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Bridge Operation and Maintenance

TIP ID: 5785 Agency ID: Title: **Bridge Operation and Maintenance**

Facility:	State	0/100/0	1,080 c	1,080 c	1,080 c	1,080 c	1,055 c	1,080 c	6,455
From:									
To:									Total Funds: 6,455

Description: The Bridge Reconstruction and Rehabilitation program helps ensure safe and efficient use of the City's bridges and structures. This project includes various activities that extend the useful life of the District's bridges including joint replacement and sealing, surface rehabilitation and localized reconstruction.

Bridge Replacement/Rehabilitation Program

TIP ID: 2768 Agency ID: CD014A Title: **Key Bridge NW over Potomac**

Facility: Key Bridge over Potomac River	NHPP	80/20/0		21,000 c					21,000
From:									
To:									Total Funds: 21,000

Description: Rehabilitation of the Key Bridge superstructure and substructure including approach roadway improvements, bike/ped safety improvements, streetlights, and aesthetic lighting.

TIP ID: 3181 Agency ID: CD066A Title: **Replacement of 31st Bridge, NW over C&O Canal**

Facility: 31st Street NW Bridge over C&O Canal	NHPP	80/20/0				6,200 c			6,200
From:									
To:									Total Funds: 6,200

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

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

Facility: CITYWIDE	NHPP	80/20/0		300 a	900 a	600 a	1,250 a		3,050
From:									
To: STP		80/20/0		200 a	200 a				400
									Total Funds: 4,075

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

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

TIP ID: 3243 Agency ID: CD062A Title: **Citywide Consultant Bridge Inspection**

Facility:	NHPP	80/20/0		2,650 a	3,500 a		1,750 a	1,750 a	9,650
From:									
To:									Total Funds: 13,150

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

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

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
TIP ID: 4900 Agency ID: CD037 Title: 27th Street Bridge NW									
Facility: 27th Street NW Over Broad Branch	STP	80/20/0		2,500 c					2,500
From: Broad Branch Road									
To: Broad Branch Road									
Description: Replacement of 27th St. NW Bridge over Broad Branch Rd. and the culvert at 44th St. near Edmund St.									Total Funds: 2,500

TIP ID: 5298 Agency ID: AF067A Title: Emergency Transportation Project									
Facility: C ITYWIDE	STP	80/20/0		25 c	25 c	25 c	25 c	25 c	125
From:									
To:									
Description: The purpose of this project is to provide a vehicle that allows the Department to respond to emergencies or other unforeseen events that are not budgeted or planned. It is always to plan for emergency work such as major pavement failures, such as sinkholes, falling steel and concrete from bridges and other urgent needs. The project will enable the Department to quickly respond to any emergency without delay,									Total Funds: 175

TIP ID: 5316 Agency ID: CD062A Title: Impact Attenuators and Guiderails									
Facility: Citywide	HSIP	90/10/0		1,600 c	125 a	3,350 c		1,675 c	8,350
From:					1,600 c				
To:									
Description: This project repairs, replaces and upgrades safety appurtenances on and off the Federal-aid Highway System that have been damaged by errant vehicles, and replaces units that do not meet the requirements of NCHRP (National Cooperative Highway Research Program) Report 350. Work also includes construction of guiderails and attenuators at new locations and removal of units in locations where they are no longer needed.									Total Funds: 11,750

TIP ID: 5334 Agency ID: CD052A Title: Safety Improvements of Benning Road Bridges over Kenilworth Ave									
Facility: Benning Road over Kenilworth	NHPP	80/20/0				20,000 a			20,000
From:									
To:									
Description: Structural design of three bridge alternatives. The project scope includes infrastructure improvements within vicinity of the bridges, including construction of handicap ramps according to ADA guidelines.									Total Funds: 20,000

TIP ID: 5337 Agency ID: CD051A Title: Replacement of Pedestrian Bridges over Kenilworth Ave									
Facility: Kenilworth	STP	80/20/0		1,000 a	1,000 a	2,000 b		13,500 c	17,500
From:									
To:									
Description: This project will fund the replacement of the deck, approach slabs, bearing joints; and repair the substructure and repaint steel.									Total Funds: 17,500

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

FY 2013 - 2018

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
TIP ID: 5342 Agency ID: CD046A Title: Approach Bridges to 14th Street Bridge									
Facility: 14th Street Bridge northbound over the Poto	NHPP	80/20/0		750 a					750
From:									
To:	TF	80/20/0							
Total Funds:									18,750

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

TIP ID: 5346 Agency ID: CD026 Title: Theodore Roosevelt Bridge Rehabilitation									
Facility:	DEMO	80/20/0			36 a				36
From:									
To:	NHPP	80/20/0	1,464 a	25 b	1,464 a		27,000 c		29,953
Total Funds:									29,989

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

TIP ID: 5432 Agency ID: CD049A Title: Pennsylvania Ave. NW Bridge over Rock Creek (Br. # 118)									
Facility: Pennsylvania Ave. NW over Rock Creek	BR	80/20/0		50 b					50
From:									
To:	NHPP	80/20/0			6,000 c				6,000
Total Funds:									6,050

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

TIP ID: 5433 Agency ID: PM094A, CD053A Title: Bridge management Project/AASHTOWARE									
Facility: Citywide	NHPP	80/20/0		275 a	275 a	300 a	300 a	325 a	1,475
From: Citywide									
To:	STP	80/20/0		300 e	300 e	300 e	300 e	300 e	1,500
Total Funds:									4,245

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

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

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

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

FY 2013 - 2018

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
TIP ID: 6196 Agency ID: PM0D8A Title: Emergency Communication System in the Mall Tunnel									
Facility: Mall Tunnel	NHPP	80/20/0		3,500 c					3,500
From:									
To:									Total Funds: 3,500

Description: Upgrading and installation of a new communication system in the District's visiting tunnel to improve safety and security.

Maintenance of Stormwater management / Best Management Ponds

TIP ID: 3242 Agency ID: CA303C, MNT02 Title: Citywide Culverts									
Facility: CITYWIDE	STP	80/20/0		250 a	250 a	300 a		350 a	3,215
From:				75 c	575 c	680 c		735 c	
To:									Total Funds: 3,215

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

Normanstone/Fulton Street Culvert & LID

TIP ID: 6194 Agency ID: Temp1315 Title: Normanstone/Fulton Street Culvert & LID									
Facility: Normanstone Drive	State	0/100/0		2,200 c					2,200
From: Fulton Street									
To: 34th Street									Total Funds: 2,200

Description: This project repair seven culverts under Normanstone Drive, install linear bioretention cells along Fulton Street and Normanstone Drive, and mill and resurface both streets

Resurfacing Streets and Freeways Citywide

TIP ID: 3215 Agency ID: SR092A Title: Resurfacing Streets and Freeways Citywide									
Facility: Citywide	STP	80/20/0		9,300 c	9,300 c	9,300 c	9,300 c	9,300 c	46,500
From:									
To:									Total Funds: 65,100

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

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

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

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

Final Draft for Public Comment

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
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Systems Maintenance

TIP ID: 2699	Agency ID: CD018A, CD019A	Title: Asset Preservation of Tunnels in the District of Columbia							
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Facility: Citywide Asset Management of Tunnel	NHPP	80/20/0	650 a	175 a	175 a	1,000 a	175 a	26,325
From:			600 c	600 c	7,750 c	7,600 c	7,600 c	
To:								
Total Funds:								41,275

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

TIP ID: 2927	Agency ID: CD036A, CD042A, CD	Title: Citywide FA Preventive Maintenance							
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Facility:	NHPP	80/20/0	9,600 c		4,800 c	4,800 c	10,720 c	29,920
From:								
To:	STP	80/20/0	2,400 c		1,200 c	1,200 c	2,680 c	7,480
Total Funds:								44,100

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

Transit

5303/5304 FTA Program

TIP ID: 6102	Agency ID:	Title: 5303/5304 FTA Program							
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Facility: Citywide	Sect. 5303	80/20/0	380 a	380 a	380 a	380 a	380 a	380 a	2,280
From:									
To:	Sect. 5304	80/20/0	99 a	99 a	99 a	99 a	99 a	99 a	594
Total Funds:								3,353	

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

DC Circulator - National Mall Area Route

TIP ID: 6104	Agency ID:	Title: DC Circulator - National Mall Area Route							
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Facility:	State	0/100/0	9,800 e	10,500 e	7,100 e	7,100 e	34,500
From:							
To:							
Total Funds:							34,500

Description: This area would be served either by two separate routes, or one route. Analysis has been done on both.

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

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
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DC Circulator New Buses for Replacement and Expansion

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

Facility:	State	0/100/0	16,814 e	4,725 e	4,200 e				25,739
From:									
To:									
Total Funds:									25,739

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

DC Circulator Expansion - Phase I

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

Facility:	State	0/100/0	1,576 e		15,091 e	15,450 e	15,828 e	16,224 e	64,169
From:									
To:									
Total Funds:									64,169

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

M Street SE/SW Premium Transit Environmental Work

TIP ID: 6112 Agency ID: Temp02 Title: M Street SE/SW Streetcar

Facility:	State	0/100/0		2,500 a	3,750 a			20,750 c	27,000
From:									
To:									
Total Funds:									128,250

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

Streetcar

TIP ID: 5753 Agency ID: CM081A Title: Anacostia Streetcar Extension

Facility: MLK Jr Ave SE	State	0/100/0		500 a	8,750 c	16,500 c	5,250 c		31,250
From: Howard Rd SE									
To: Good Hope Rd SE									
Total Funds:									31,250

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

TIP ID: 5754 Agency ID: CM080A Title: Benning Road Extension

Facility: Streetcar Line	CMAQ	80/20/0	1,200 a	2,000 a					2,000
From:									
To:	State	0/100/0		2,000 a	7,250 c	15,750 c	28,500 c	29,250 c	82,750
Total Funds:									84,750

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

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

		Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
TIP ID: 5755		Agency ID: STC12A		Title: Union Station to Georgetown Premium Transit; K Street Transit							
Facility:	Premium Transit	CMAQ	80/20/0		1,500 d						1,500
From:											
To:		NHPP	80/20/0				10,500 a	5,625 c	6,625 c	23,750 c	46,500
		State	0/100/0			4,250 a	10,000 c	21,000 c	21,500 c	47,250 c	104,000
Total Funds: 235,250											

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

TIP ID: 6031		Agency ID: STC13A		Title: North-South Corridor Study							
Facility:	Streetcar Line	State	0/100/0		500 a	4,500 a	8,500 a	9,000 a			24,500
From:					2,000 c						
To:											
Total Funds: 112,750											

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

Freight

District Freight Plan

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

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

Planning and Systems Enhancement for Weight Stations

TIP ID: 2633		Agency ID: CI029A, CI053A		Title: Size and Weight Enforcement Program							
Facility:	Citywide	STP	80/20/0		200 c	450 a	4,240 c	4,750 c	450 c	450 c	10,930
From:					150 e	240 c					
To:											
Total Funds: 11,630											

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

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

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

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
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Virginia Avenue Tunnel Project

TIP ID: 5959 Agency ID: MRR16A Title: Virginia Avenue Tunnel Project

Facility: Virginia Ave. SE PRIV 80/20/0 200,500 c 500 c 300 c 201,300

From: _____
To: _____ **Total Funds: 201,300**

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

Safety

Safety Improvements of 15th Street NW Intersection of Florida Avenue, NW and NH Avenue

TIP ID: 6100 Agency ID: SR084A Title: Safety Improvements of 15th Street NW Intersection of Florida Avenue, NW and NH Aven

Facility: 15th Street NW Intersection of Florida Ave, N HSIP 90/10/0 2,700 c 2,700

From: _____
To: _____ **Total Funds: 2,700**

Description: The design includes survey, roadway resurfacing, sidewalk reconstruction, streetscape upgrades, landscaping, streetlights, traffic signals, bicycle and pedestrian traffic improvements.

Table 1A - Funding by Source
DISTRICT OF COLUMBIA
FY 2013-2018 TRANSPORTATION IMPROVEMENT PROGRAM
Financial Summary (in \$Millions)

Source	2013		2014		2015-2016		2017-2018		2013-2018	
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	Total	
Title I - FHWA										
American Recoverv and Reinvestment Act	1.20	1.20								1.20
Bridge Replacement and Rehabilitation Program	0.04	0.05			0.00	0.00	0.00	0.00		0.05
Congestion Mitigation and Air Quality Improvement	5.98	7.47	9.57	11.96	15.58	19.47	10.94	13.67		52.58
Demonstration	0.04	0.05	29.84	37.30	5.86	7.33	0.00	0.00		44.68
National Highway Performance Program	3.57	4.46	83.55	104.44	161.89	202.36	208.47	260.59		571.85
National Highway System	11.78	14.73			0.00	0.00	0.00	0.00		14.73
Safe Routes to School Program	1.15	1.15	3.50	3.50	2.30	2.30	2.30	2.30		9.26
State Planning & Research Program			5.62	7.02	10.75	13.44	10.75	13.44		33.90
Surface Transportation Program	41.87	52.34	53.05	66.31	128.43	160.54	92.87	116.09		395.28
Highway Safety Improvement Program (STP)	3.88	4.31	5.44	6.05	13.66	15.82	8.59	9.55		35.72
Title I - FHWA Total:	69.52	85.77	190.56	236.57	338.47	421.26	333.92	415.64		1,159.23
Title III - FTA										
5303 - Planning Program	0.30	0.38	0.30	0.38	0.61	0.76	0.61	0.76		2.28
5304 - State & Planning Research Program	0.08	0.10	0.08	0.10	0.16	0.20	0.16	0.20		0.59
Title III - FTA Total:	0.38	0.48	0.38	0.48	0.77	0.96	0.77	0.96		2.87
State/Local										
State or District Funding		41.28		39.01		323.21		264.57		668.07
State/Local Total:	0.00	41.28	0.00	39.01	0.00	323.21	0.00	264.57		668.07
Other										
Federal Railroad Administration (not FTA)	1.77	3.54	2.00	4.00						7.54
Grant Anticipation Revenue Vehicles (Bonds)					54.22	67.77	178.82	223.52		291.29
GSA Earmark			5.14	6.42	62.21	77.76	19.84	24.80		108.98
National Recreational Trails Funding Program	1.05	1.31	1.04	1.30	3.92	4.90	0.48	0.60		8.11
Private Developer		50.00	160.40	255.50	0.64	100.80		53.00		459.30
Toll Financing					5.60	7.00	0.00	0.00		7.00
Other Total:	2.82	54.85	168.58	267.22	126.58	258.23	199.14	301.92		882.22
Grand Total:	72.72	182.38	359.52	543.28	465.82	1,003.66	533.83	983.08		2,712.40

Table 1B - Funding by Project Type
DISTRICT OF COLUMBIA
FY 2013-2018 TRANSPORTATION IMPROVEMENT PROGRAM
Financial Summary (in \$Millions)

Project Type	2013		2014		2015-2016		2017-2018		2013-2018	
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	Federal	Total
Interstate	0.00	50.00	28.01	85.01	30.83	138.54	18.84	23.55	77.68	297.10
Primary	0.60	0.75	40.51	50.64	147.76	327.72	285.50	397.87	474.36	776.98
Secondary	3.62	4.53	3.05	3.81	3.04	3.80	2.00	2.50	11.71	14.64
Bridge	1.20	1.20	3.44	9.30	18.48	23.10	4.92	59.15	28.04	92.75
Surface Transportation	5.42	56.48	75.01	148.76	200.11	493.16	311.25	483.07	591.79	1,181.47
Transit	3.18	24.87	0.38	19.20	13.67	172.62	25.07	230.09	42.30	446.78
Transit	3.18	24.87	0.38	19.20	13.67	172.62	25.07	230.09	42.30	446.78
Bike/Ped	4.02	4.73	12.70	15.00	21.98	26.90	3.85	4.23	42.54	50.87
Bike/Ped	4.02	4.73	12.70	15.00	21.98	26.90	3.85	4.23	42.54	50.87
Enhancement	0.92	1.15	0.92	1.15	1.84	2.30	1.84	2.30	5.52	6.90
ITS	10.18	12.73	14.46	23.08	34.35	42.93	18.40	23.00	77.39	101.74
Other	45.91	77.49	41.43	63.07	96.06	137.93	79.40	116.95	262.80	395.43
TERMs	0.56	0.70	0.56	0.70	1.12	1.40	1.12	1.40	3.36	4.20
Maintenance	2.01	3.59	50.56	68.28	88.75	116.47	92.18	121.15	233.50	309.48
Freight	0.52	0.65	161.07	201.34	7.95	9.94	0.72	0.90	170.26	212.83
Safety			2.43	2.70	0.00	0.00	0.00	0.00	2.43	2.70
Other	60.10	96.30	271.43	360.32	230.07	310.97	193.66	265.70	755.26	1,033.29
Total Funds:	72.72	182.38	359.52	543.28	465.82	1,003.66	533.83	983.08	1,431.89	2,712.40

ITEM 8 - Information

June 18, 2014

Briefing on the 2014 Regional Bike to Work Day

Recommendation: Receive briefing on the attached Power Point presentation on the participation and events for the regional Bike to Work Day held on May 16.

Issues: None

Background: In an effort to increase public awareness of the viability of bicycle commuting in the Washington region, the Board at its meeting on April 16 proclaimed Friday, May 16 as Bike to Work Day.



National Capital Region Transportation
Planning Board
June 18, 2014

Marketing Materials

**BIKE TO WORK DAY 2014
FRIDAY MAY 16**

Register at
www.BIKETOWORKMETRODC.org
or call 800.745.7433

Pre-Register by May 9
for free T-shirt* and
bike raffle!

FREE FOOD, BEVERAGES and
GIVEAWAYS at all LOCATIONS

Over 75 Bike to Work Day pit
stops located in D.C., Maryland
and Virginia

Visit www.biketoworkmetrodc.org
for specific pit stop locations
and times.

*T-shirts available at pit stops to
first 14,000 registrants.



**GET YOUR WORKOUT BEFORE
YOU GET YOUR WORK IN.**

**BIKE TO WORK DAY 2014
FRIDAY MAY 16**



GET YOUR WORKOUT BEFORE YOU GET YOUR WORK IN.


Pre-Register by May 9 for free T-shirt* and bike raffles!
FREE FOOD, BEVERAGES and GIVEAWAYS at all LOCATIONS
Over 75 Bike to Work Day pit stops located in D.C., Maryland and Virginia
VISIT biketoworkmetrodc.org for specific pit stop locations and times.

*T-shirts available at pit stops to first 14,000 who register.
Bike to Work Day is also funded by the District of Columbia, Maryland, Virginia and U.S. Departments of Transportation.


Register at www.biketoworkmetrodc.org or call 800.745.7433



 






Bike to Work Day is also funded by the District of Columbia, Maryland, Virginia and U.S. Departments of Transportation.




Regional Event Web Site



BIKE TO WORK DAY 2014

FRIDAY MAY 16





GET YOUR WORK OUT BEFORE YOU GET YOUR WORK IN.



[HOME](#) [EMPLOYER RESOURCES](#) [EVENT INFO](#) [FIRST TIME RIDER INFO](#) [REGISTRATION OPENS MARCH 1, 2014](#) [SPONSORS](#)

Bike to Work Day

On Friday May 16, 2014 Commuter Connections and the Washington Area Bicyclist Association invites you to join over 10,000 area commuters for a celebration of bicycling as a clean, fun and healthy way to get to work. Attend one of 75+ pit stops throughout D.C., Maryland, and Virginia to receive refreshments, and be entered into a raffle for a free bicycle! & free T-shirts available at pit stops to the first 13,000 who register.



Registration Opens March 1st

Pit Stops

Over seventy five pit stops will host Bike to Work Day events throughout D.C., Maryland and Virginia. Take a break at a pit stop on your way to work for lots of food, fun and prizes. Register now, it's free!

Commuter Convoys

Bicycle commuter convoys are forming now for Bike to Work Day on May 16th. All bicyclists are welcome to join the free convoys and there's no need to sign up. Convoys are led by experienced bicycle commuters.

Find a Ride Buddy

Use the Washington Area Bike Forum to find a ride buddy for Bike to Work Day or join an online discussion about bicycling in the Washington, D.C. area.

Event Poster

Download a PDF of the Bike to Work Day 2013 event poster. Email it to your family.

Sponsors

Bike to Work Day organizers wish to thank our generous sponsors who help make this

Increase Bicycling Skills

WABA's adult bicyclist education opportunities are available for a wide range

Regional T-Shirt



Radio Ad



BIKE TO WORK DAY 2014
FRIDAY MAY 16

GET YOUR WORK OUT BEFORE YOU GET YOUR WORK IN.



bike to work day
2014

A horizontal banner with a red background. On the left is a black silhouette of a bicycle with a rear rack. The wheels are filled with a pattern of white and pink plus signs. To the right of the bicycle, the text "BIKE TO WORK DAY 2014" is written in large, white, bold, sans-serif font. Below that, "FRIDAY MAY 16" is written in a smaller, black, bold, sans-serif font. At the bottom of the text area, the slogan "GET YOUR WORK OUT BEFORE YOU GET YOUR WORK IN." is written in white, all-caps, sans-serif font. On the far right of the banner is a small, tilted, pink square logo with a white outline of a city skyline and a person riding a bicycle. Below the skyline, the text "bike to work day" and "2014" is written in white.



BIKE TO WORK DAY 2014

FRIDAY MAY 16

GET YOUR WORK OUT BEFORE YOU GET YOUR WORK IN.



- 16,800 commuters registered – an increase of 15 percent over last year.



BIKE TO WORK DAY 2014

FRIDAY MAY 16

GET YOUR WORK OUT BEFORE YOU GET YOUR WORK IN.



- There were 79 pit stops – seven more than in 2013, which added to the promotional angles and the reach for earned media.



BIKE TO WORK DAY 2014

FRIDAY MAY 16

GET YOUR WORK OUT BEFORE YOU GET YOUR WORK IN.



- **\$54,000** was secured in cash and in-kind sponsorships, surpassing the cash sponsorship goal of **\$35,000** by almost 28 percent. In addition, in-kind sponsorships totaled **\$9,325**.



BIKE TO WORK DAY 2014 FRIDAY MAY 16

GET YOUR WORK OUT BEFORE YOU GET YOUR WORK IN.



- 120 media placements across print, internet, radio and television outlets were secured.



BIKE TO WORK DAY 2014

FRIDAY MAY 16



GET YOUR WORK OUT BEFORE YOU GET YOUR WORK IN.



- 237 social media mentions were counted on Facebook, Twitter, Tumblr, Flickr and YouTube, an increase of more than 110 percent over the previous year

Silver Spring



BIKE TO WORK DAY 2014
FRIDAY MAY 16

GET YOUR WORK OUT BEFORE YOU GET YOUR WORK IN.



Georgetown Waterfront



BIKE TO WORK DAY 2014
FRIDAY MAY 16

GET YOUR WORK OUT BEFORE YOU GET YOUR WORK IN.



Columbia Pike



BIKE TO WORK DAY 2014
FRIDAY MAY 16

GET YOUR WORK OUT BEFORE YOU GET YOUR WORK IN.



Bethesda



BIKE TO WORK DAY 2014
FRIDAY MAY 16

GET YOUR WORK OUT BEFORE YOU GET YOUR WORK IN.



Indian Head



BIKE TO WORK DAY 2014
FRIDAY MAY 16

GET YOUR WORK OUT BEFORE YOU GET YOUR WORK IN.



Loudoun County (Tuscarora Creek & WO&D Trail)



BIKE TO WORK DAY 2014
FRIDAY MAY 16

GET YOUR WORK OUT BEFORE YOU GET YOUR WORK IN.



Freedom Plaza



BIKE TO WORK DAY 2014
FRIDAY MAY 16

GET YOUR WORK OUT BEFORE YOU GET YOUR WORK IN.





- BTWD coverage expanded its reach to minority publications, including [Afro American](#), to promote bicycling as a fun, healthy and environmentally friendly commuting option and drive traffic to the BTWD website.



- COG reached out to its Police Chiefs to let them know about the Bike To Work Event for safety and security purposes.



- Inclement weather shifted the focus in the days leading up to this year's BTWD event. Safety tips for cyclists and motorists were featured in links on the Bike to Work Day website and in the *Washington Post*, and WABA blog.



- All Registrants were contacted the day before with a message that Bike to Work Day is a rain or shine event asking them to consider their own safety first and foremost before deciding whether to ride—just as they would any other day.



Questions?

Nicholas Ramfos

nramfos@mwkog.org

ITEM 9 - Information

June 18, 2014

Briefing on the Implementation of the TPB Regional Priority Bus Project under the Transportation Investments Generating Economic Recovery (TIGER) Program

Staff

Recommendation: Receive briefing on the current status of the TPB Regional Priority Bus Project.

Issues: None

Background: The Board was briefed on this project at its June 19, 2013 meeting. The TIGER grant agreement was signed on December 14, 2010. It includes \$58.8 million in capital funding (100% Federal) for 16 project components. There are five implementing organizations: the City of Alexandria, the District Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), The Potomac and Rappahannock Transportation Commission (PRTC), and the Washington Metropolitan Area Transit Authority (WMATA).



NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD

MEMORANDUM

TO: Transportation Planning Board

FROM: Eric Randall
Department of Transportation Planning

SUBJECT: Briefing on the Implementation of the TPB Regional Priority Bus Project under the Transportation Investments Generating Economic Recovery (TIGER) Program

DATE: June 12, 2014

This memorandum provides an update on the status of the Transportation Investments Generating Economic Recovery (TIGER) grant awarded to the TPB in February 2010 for *Priority Bus Transit in the National Capital Region*.

Background

In September 2009, the U.S. Department of Transportation (USDOT) announced a competitive TIGER Discretionary Grant Program of \$1.5 billion as part of the American Recovery and Reinvestment Act (ARRA). USDOT received 1,400 applications totaling nearly \$60 billion in requested funding, from which 51 awards were made, including an award to the TPB for \$58.8 million for capital improvements to support priority bus transit in the National Capital Region. The TIGER grant awarded to the TPB was the largest awarded to an MPO. Additional information on the TIGER Grant Program is available on the USDOT website at www.dot.gov/tiger/.

On December 14, 2010, the U.S. Secretary of Transportation, Ray LaHood, came to COG to sign the TIGER grant agreement. Five recipient “Project Owners” are implementing the projects funded by the grant: the City of Alexandria, Virginia; the District of Columbia Department of Transportation (DDOT); the Maryland Department of Transportation (MDOT); the Potomac and Rappahannock Transportation Commission (PRTC); and the Washington Metropolitan Area Transit Authority (WMATA). COG is administering the grant as the administrative agent for the TPB. This complex and multimodal project involves roadway managers, technology personnel, and transit operations staff from five agencies in implementing 16 component projects. The TIGER grant is a reimbursable project and the federal funds expire on September 30, 2016; all work should be completed by the end of June 2016 to ensure timely disbursement of the funds to the agencies.

The TIGER grant is helping to pay for the infrastructure needed to provide more efficient bus service along three transit corridors in Maryland, four in Virginia, and six in the District of Columbia. The efficiency of the corridors is being improved by the investments in a bus transitway, replacement buses, bus-only lanes, queue jump lanes, transit signal priority (TSP) technology, traffic signal management technology, bus stop and station improvements, real-time passenger information (RTPI)

technology, and other enhancements. The project also includes construction of a new transit center at Takoma-Langley and improvements at the Pentagon and Franconia-Springfield stations.

Project Management

The TIGER grant is being administered through the Federal Transit Administration (FTA). As the grantee, the TPB is responsible to the FTA for project management and performance monitoring of the implementation of the grant. The TPB has hired a contractor to assist with the grant administration and reporting. TPB staff and contractors meet monthly with the five project owners and with the FTA and its Project Management Oversight Contractor (PMOC) to review implementation of the grant. Monthly, quarterly, and annual reports are submitted on grant management and financial administration (via the FTA’s TEAM system), in addition to internal reports that provide TPB staff and project owners with consolidated progress information.

Performance Monitoring

To assess the results of the projects, a set of comprehensive “before” and “after” performance monitoring reports is required. In 2012, TPB staff and consultants completed a set of detailed “before” reports on each of the 16 component projects, which will be followed by “after” reports to be completed both one year and two years following implementation. The last “after” report will be due in 2018.

Grant Implementation Summary

The three years and five months since the signing of the grant agreement have primarily been spent carrying out detailed design work for the construction projects and the several key technology procurements.

As of May 30, 2014, approximately \$17.6 million of the grant, or 30%, has been expended. With just over two years left for grant work to take place, FTA is scrutinizing the progress of the TIGER grant. The major expenditures to date have been \$5.1 million for 13 replacement buses for PRTC, \$6.2 million for construction of the City of Alexandria’s Crystal City-Potomac Yard (CCPY) Transitway, \$2.3 million for PRTC’s Computer-Aided Dispatch and Automatic Vehicle Location (CAD/AVL) system, and \$1.8 million for DDOT’s corridor projects.

Actual / Anticipated Expenditures for the TIGER Priority Bus Transit Grant

	To date	Rest of 2014	2015	2016
Actual / Anticipated Expenditure (\$ millions)	\$ 17.6	\$ 12.1	\$ 20.7	\$ 8.5
Annual Share of Total Grant Expenditures	n/a	21%	35%	14%
Cumulative Share of Total Grant Expenditures	30%	50%	86%	100%

The following table provides a list of project accomplishments to date and the future schedule for major milestones and the completion of the component projects.

TIGER Grant Project Accomplishments (as of May 30, 2014)	
2011	<ul style="list-style-type: none"> • US 1 Transitway (City of Alexandria): Design-build contract for Section B of the Crystal City – Potomac Yard (CCPY) Transitway on US-1 awarded in November .
2012	<ul style="list-style-type: none"> • PRTC Buses and ITS Technology (PRTC): Computer-Aided Dispatch and Automatic Vehicle Location (CAD/AVL) system contract awarded to Trapeze in May. Delivery of 13 buses from Gillig, Inc., taken between June and November. • Georgia Avenue Bus Priority Improvements (DDOT): Notice to proceed issued for design of exclusive bus lane. First public meeting for review of the bus lane design held in October. • US 1 Transitway (City of Alexandria): Construction began in July for relocation of auto traffic to a new set of northbound lanes.
2013	<ul style="list-style-type: none"> • Takoma/Langley Transit Center (MDOT): Maryland Transit Administration (MTA) finalized settlement with the remaining property owner in March. • US 1 Transitway (City of Alexandria): Construction began on the median bus lanes. • Bus Corridor Priority Treatments (All): WMATA awarded a contract in May for procurement of real-time passenger information (RTPI) on corridors in the District, Maryland, and Virginia. • Bus Corridor Priority Treatments (All): WMATA completed installation of its <i>Consolidated of on-board Auxiliary Bus Equipment</i> project on the Metrobus fleet, the first step in making the buses ready for Transit Signal Priority (TSP).
2014 to date	<ul style="list-style-type: none"> • VA 7 (Leesburg Pike) Bus Priority Improvements (WMATA): In March, WMATA awarded a contract for wayside equipment for TSP to be installed at traffic signals on VA 7 (Leesburg Pike). This initial procurement is enabling other agencies to finalize the procurement, installation, operating costs, and maintenance that will be handled by each agency.
Future Schedule (through June 30, 2016)	
2014	<ul style="list-style-type: none"> • US 1 Transitway (City of Alexandria): Opening of the CCPY Transitway is scheduled for August. • Pentagon and Franconia-Springfield Station Improvements (WMATA): Construction of pedestrian access, safety, and security improvements at the Pentagon station will begin this summer, following final agreement with the DoD. Franconia-Springfield station improvements will begin by the end of 2014, following completion of design activities and contract awards. • 14th Street to K Street and Theodore Roosevelt Bridge to K Street Bus Priority Improvements (DDOT): Installation of uninterruptable power supply (UPS) for traffic signals. • VA 7 (Leesburg Pike) Bus Priority Improvements (WMATA): TSP installation to be completed and operational testing to begin.
2015	<ul style="list-style-type: none"> • 16th Street and Wisconsin Avenue Bus Priority Improvements (DDOT): Installation of TSP and queue jump and bus stop improvements. • Georgia Avenue Bus Priority Improvements (DDOT): Bus lane scheduled to be completed by July 2015. Other queue jump and stop improvements to continue. • Van Dorn-Pentagon Rapid Bus (City of Alexandria): Construction of bus stop improvements and queue jump lanes. • Addison Road (WMATA): Completion of RTPI installation and bus stop improvements on the Addison Road corridor. • 14th Street to K Street and Theodore Roosevelt Bridge to K Street Bus Priority Improvements (DDOT): Installation of TSP begins in the Downtown Core. • Takoma/Langley Transit Center (MDOT): Complete construction, with opening scheduled for October.
2016	<ul style="list-style-type: none"> • Pentagon and Franconia-Springfield Station Improvements (WMATA): Complete construction. • 16th Street, Wisconsin Avenue, and Georgia Avenue Bus Priority Improvements (DDOT): Complete installation of TSP.

Project Implementation Issues

The TIGER grant period of performance ends on September 30, 2016, which given invoice processing time means all of the work to be reimbursed by the grant should be completed by the end of June 2016. Several project components are currently scheduled to be completed in early 2016, and may run near to this deadline.

1. FTA Approval for Project Revisions

Three projects proposed in the original TIGER grant application are no longer viable, which will require revisions to the original application and ultimate approval by FTA and USDOT.

- i. Planned improvements at the Pentagon Transit Center included the construction of additional bus bays; however, due to other projects that the Department of Defense (DoD) has carried out the original proposal cannot be undertaken. As an alternative, DoD has proposed construction of a bus station with eight bays in the Hayes Street Lot that lies between I-395 and Army-Navy Drive. (\$1.5 million).
- ii. At the Franconia-Springfield station, WMATA is requesting the deletion of two circulation components of the project: a pedestrian bridge and a cell phone waiting area due to cost impacts significantly greater than the original estimates. (\$1.3 million).
- iii. In Montgomery County, planned improvements on University Boulevard and Veirs Mill Road are no longer feasible due to advancement of the planned Purple Line and other transit projects. (\$1.0 million).

It is anticipated these revision requests will be submitted by the end of June for a review process that takes several months. Any delay in approval of these project revisions could in turn lead to delay in construction of the revised projects.

2. Transit Signal Priority (TSP) Systems

Nine of the component projects involve the implementation of Transit Signal Priority (TSP) and construction of other improvements for bus service along key corridors across the region. The TSP technology procurement for the bus corridors is the most innovative portion of the TIGER grant; however it is proving to be the most challenging in achieving coordination among the multiple agencies and departments. Along with traffic signal optimization in the downtown core, timing traffic lights to detect and provide priority to buses is fundamental to improving the reliability of bus travel in the region. The goal of the TIGER grant is to enable multiple TSP demonstration projects across the region, opening the opportunity for widespread deployment of this technology in the region.

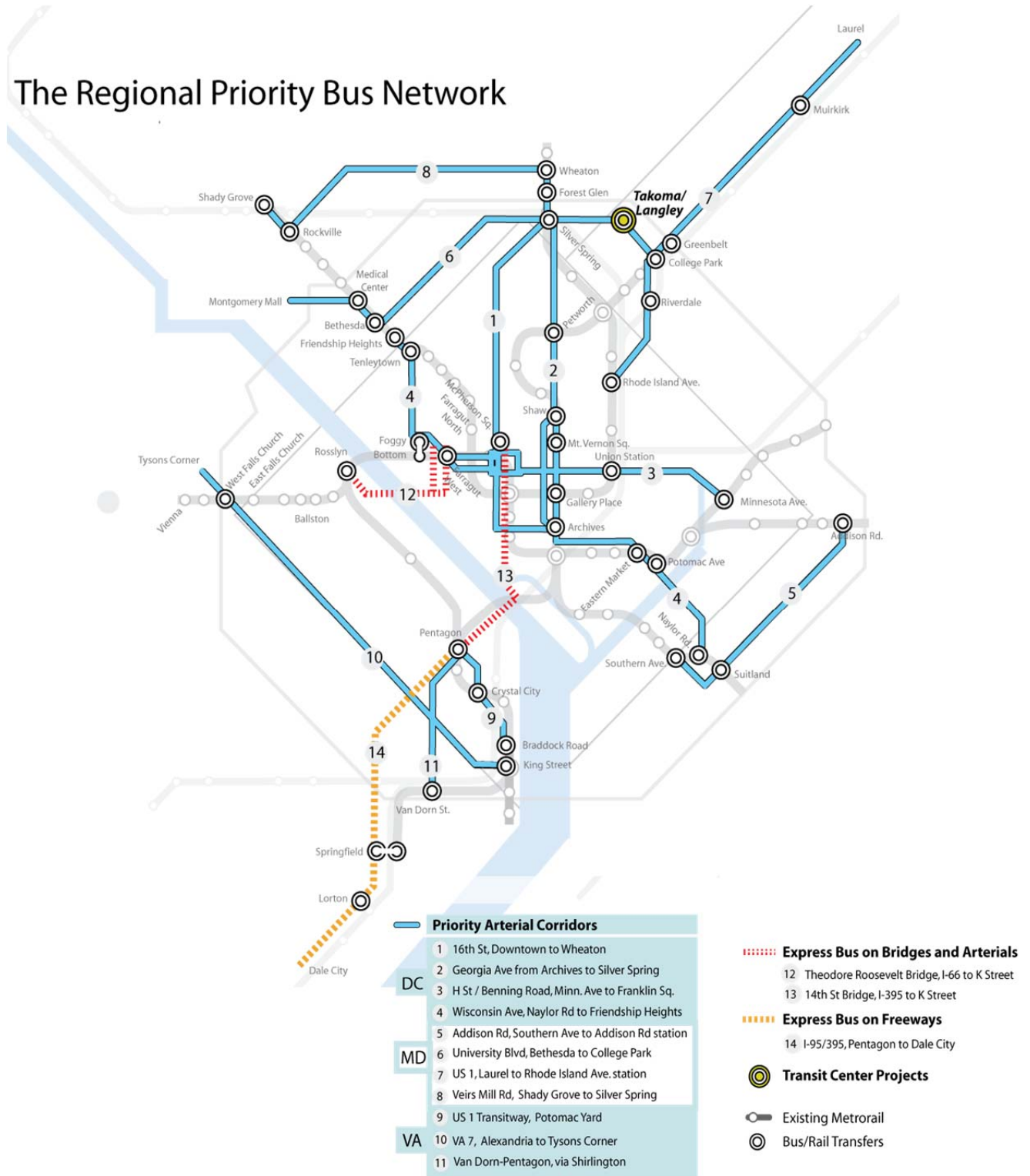
The TSP technology will initially be installed and tested on VA 7 (Leesburg Pike) in 2014 by WMATA in close coordination with VDOT and the local jurisdictions. WMATA is leading the procurement of the TSP technology, and has leveraged other bus technologies to provide for equipping the entire Metrobus fleet to use TSP. The system will subsequently be tested in the District and in Maryland, with their respective, different wayside traffic signal technologies. Successful compatibility testing across multiple wayside traffic signal systems is technologically challenging, and may experience delays that affect TSP projects planned for completion in the grant. (\$8.8 million).

Attached to this memorandum as an appendix are a map of the TIGER projects and detailed descriptions of each of the sixteen project components.

APPENDIX: MAP AND DETAILS OF 16 COMPONENT PROJECTS OF THE TIGER GRANT

The map below shows the 16 component projects of the TIGER grant.

The Regional Priority Bus Network



The 16 component projects of the TIGER Priority Bus Transit grant are as follows:

Project Component Descriptions

#	Project Components
1	16th Street Bus Priority Improvements (DDOT): \$932,317 Capital improvements include a queue jump lane, bus stop improvements, real time passenger information (RTPI) displays at up to 17 stop locations, and transit signal priority/traffic system management (left turn phase for bus) at five intersections.
2	Georgia Avenue Bus Priority Improvements (DDOT): \$4,092,000 Improvements include a short bus-only lane that will be constructed on Georgia Avenue to alleviate current bus delays. Additionally, improvements include bus stop improvements, queue jumps, and real time passenger information (RTPI) displays at up to 30 stop locations.
3	H Street/Benning Road Bus Priority Improvements (DDOT): \$434,000 This project will implement RTPI displays at up to 22 bus stop locations and install security cameras at select locations.
4	Wisconsin Avenue Bus Priority Improvements (DDOT): \$745,000 Capital improvements include transit signal priority and/or traffic signal management at six intersections and RTPI displays deployed to a number of express service stop locations.
5	Addison Road Improvements (WMATA): \$190,000 This is a WMATA priority bus corridor that connects the eastern ends of the Blue and Green Metrorail lines. The project includes the replacement of 10 bus shelters along the existing P12 bus route that will be upgraded with real-time passenger information displays at select locations.
6	University Boulevard Bus Priority Improvements (MDOT): \$1,300,805 Planned improvements include four queue jump lanes, transit signal priority at up to 20 intersections, installation of RTPI displays and a series of bus stop enhancements along the corridor.
7	US1 Bus Priority Improvements (MDOT): \$737,340 Improvements include queue jump lanes and transit signal priority at several intersections.
8	Veirs Mill Bus Priority Improvements (MDOT): \$239,945 Improvements include a queue jump lane and deployment of RTPI displays.
9	US 1 Transitway (City of Alexandria): \$8,202,500 A bus transitway in the median of US 1 within the city limits will provide exclusive right of way for buses.
10	VA 7 (Leesburg Pike) Bus Priority Improvements (WMATA): \$1,273,000 A WMATA Priority Corridor that connects the Cities of Alexandria and Falls Church with the commercial center of Tysons Corner, the TIGER grant funds improvements that include RTPI displays at up to 31 express service bus stops and transit signal priority at up to 40 intersections along the corridor.
11	Van Dorn-Pentagon Rapid Bus (City of Alexandria): \$646,550 The project will provide runningway improvements to support a future rapid bus service in the City of Alexandria from the Van Dorn Metrorail Station in the City of Alexandria to the Pentagon in Arlington County. TIGER funding will support signal prioritization technology, two super stops, and two queue jump lanes. These improvements will enhance transit service along three current bus routes in addition to a future new BRT route.

#	Project Components
12	<p>Theodore Roosevelt Bridge to K Street Bus Priority Improvements (DDOT): \$3,638,683 Implementation of an integrated transit signal priority and traffic signal optimization system along E Street, northbound 18th Street, and southbound 19th Street. Additionally, uninterruptable power supply installation will take place at select traffic lights will prevent traffic signals outages following power interruptions.</p>
13	<p>14th Street to K Street Bus Priority Improvements (DDOT): \$3,249,190 Implementation of an integrated transit signal priority and traffic signal optimization system along 14th Street from the bridge to K Street. Additionally, uninterruptable power supply installation will take place at select traffic lights.</p>
14a	<p>Pentagon and Franconia-Springfield Station Improvements (WMATA): \$9,430,000 Station improvements at Pentagon Station and Franconia/Springfield Station, including bus bays, real time bus information, and traffic circulation/access/security improvements. Major technology improvements include real-time bus information displays.</p>
14b	<p>PRTC Buses and ITS Technology (PRTC): \$9,650,000 This component includes the replacement of 13 buses, with new vehicles using state-of-the-art clean-fuel technology. The project also includes cameras outfitted on 15 buses and the procurement of computer-aided dispatch and automatic vehicle location (CAD/AVL) technology.</p>
TC	<p>Takoma/Langley Transit Center (MDOT): \$11,841,790 This transit center at the intersection of University Boulevard and New Hampshire Avenue will consolidate the bus stops at the intersection into one facility (although some existing bus stops will still remain in order to prevent requiring pedestrians to cross busy roads to their final destinations). The transit center will provide a safe, attractive, comfortable and efficient facility for passengers and improve pedestrian safety and accessibility and will be converted to accommodate the planned Purple Line.</p>

ITEM 10- Information

June 18, 2014

Briefing on an Update of the Coordinated Human Service Transportation Plan for the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program

Staff

Recommendation: Receive briefing on the key elements of the update of the Coordinated Human Service Transportation Plan which include the competitive selection framework for the Enhanced Mobility Program.

Issues: None

Background: The Coordinated Plan, which was approved by the TPB in 2009, must be updated to guide funding decisions for the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility Program of Seniors and Individuals with Disabilities Program. On June 12, the key elements of the update of the plan were released for a 30-day public comment period that will end July 12. At the July 16 TPB meeting, the Board will be asked to approve the key elements of the Coordinated Plan in preparation for a grant solicitation for the Enhanced Mobility funds from August to October. The TPB will be asked to approve the entire update to the Coordinated Plan in September.



NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD

MEMORANDUM

TO: Transportation Planning Board

FROM: Wendy Klancher, Principal Transportation Planner
Lynn Winchell-Mendy, Transportation Planner III

SUBJECT: Summary of the Key Elements of the Update to the Coordinated Human Service Transportation Plan for the Section 5310 Enhanced Mobility of Seniors and Individuals With Disabilities Program

DATE: June 12, 2014

The Coordinated Human Service Transportation Plan (“Coordinated Plan”) must be updated to guide funding decisions for the Federal Transit Administration’s (FTA’s) Section 5310 Enhanced Mobility of Seniors and Individuals With Disabilities program. The TPB’s first Coordinated Plan was adopted in 2007 and an update was approved in 2009 to guide funding decisions for FTA’s Job Access and Reverse Commute (JARC) and New Freedom programs.

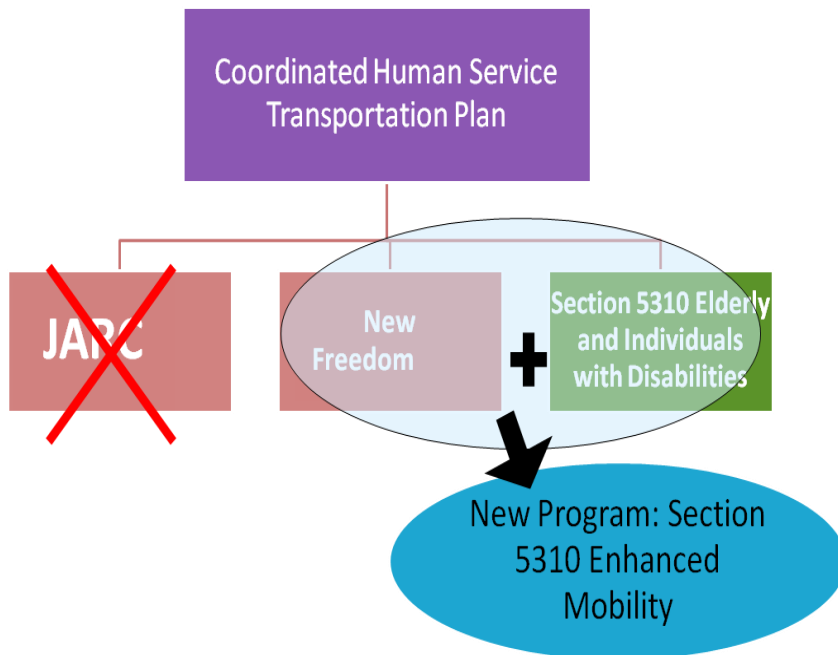
This memorandum provides a summary of the key elements of the update of the Coordinated Plan as well as solicitation details for the Section 5310 Enhanced Mobility program. On June 12, the key elements of the update of the plan were released for a 30-day public comment period that will end July 12. At the July 16 TPB meeting, the Board will be asked to approve the key elements of the Coordinated Plan in preparation for a grant solicitation for the Enhanced Mobility funds from August to October. The TPB will be asked to approve the entire update to the Coordinated Plan in September. The major sections of the Coordinated Plan document are the key elements described in this memorandum.

Background

The FTA issued final guidance for the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program on June 6, 2014 ([FTA C 9070.1G](#)). The TPB will be asked to approve the key elements of the update to the Coordinated Plan so that a solicitation for Enhanced Mobility funds can begin in August. In September, the TPB will be presented with the entire document for the update to the Coordinated Plan for approval. The Coordinated Plan from 2009 can be found [here](#).

The two-year transportation authorization, Moving Ahead for Progress in the 21st Century (MAP-21), made significant changes to the JARC and New Freedom programs: it eliminated the JARC program and consolidated the New Freedom and the Section 5310 Elderly and Individuals with Disabilities Program into a new program “Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities”. These changes are illustrated in Figure 1 below. Federal rules require that funding decisions for the Enhanced Mobility program, as with JARC and New Freedom, must be guided by a Coordinated Human Service Transportation Plan.

Figure 1: Changes to the JARC and New Freedom Programs under MAP-21



The Enhanced Mobility Program

The Section 5310 Enhanced Mobility program combines the former New Freedom program with the old Section 5310, Elderly and Persons with Disabilities program. The goal of the Enhanced Mobility program is to “improve mobility for seniors and individuals with disabilities ... by removing barriers to transportation services and expanding the transportation mobility options available¹”. The annual apportionment for the Washington, DC-VA-MD Urbanized Area of approximately \$2.8 million can be spent throughout the Urbanized Area (see Figure 4). In consultation with The Maryland Transit Administration (MTA), the Virginia Department of Rail and Public Transportation (DRPT), the District Department of Transportation (DDOT) and

¹ http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Enhanced_Mobility_of_Seniors_and_Individuals_with_Disabilities.pdf

Washington Metropolitan Area Transit Authority (WMATA), the TPB agreed to serve as the Designated Recipient for this new program. In June of 2013 the Governor of Maryland, the Governor of Virginia and the Mayor of the District of Columbia designated COG, as the TPB's administrative agent, the recipient of the Enhanced Mobility Program for the Washington, DC-VA-MD Urbanized Area.

The FTA final guidance for the Enhanced Mobility program states that projects must be included in the Coordinated Plan. MAP-21 requires that Enhanced Mobility funds be matched: 50 percent for operating projects and 20 percent for capital and mobility management projects. The combined Enhanced Mobility program incorporates elements from both previous programs, including the mobility management designation, which enables those projects that improve access to multiple transportation options to take advantage of the 20 percent capital match. The TPB funded several mobility management-type projects under the JARC and New Freedom programs.

The Enhanced Mobility program includes a requirement that at least 55 percent of program funds must be used on capital projects that are "public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate or unavailable,"² .

The FTA final guidance includes reporting requirements for subrecipients regarding ridership, asset conditions and vehicle inventories, some of which would have to be reported in the National Transit Database, in addition to significant procurement, Title VI and DBE requirements.

TPB Role in Job Access Reverse Commute (JARC) and New Freedom

Under SAFETEA-LU, COG, as the administrative agent for the TPB, served as the Designated Recipient for JARC and New Freedom for the Washington DC-VA-MD Urbanized Area. The TPB role under SAFETEA-LU with the JARC and New Freedom programs was to 1) establish a Task Force on human service transportation coordination to oversee the development to the Coordinated Plan, 2) solicit project proposals and select projects, and 3) administer and provide oversight for the grants as the designated recipient of JARC and New Freedom funds.

Since 2007, the TPB has facilitated seven project solicitations and selections, and TPB staff has provided grant administration and oversight of 59 JARC and New Freedom which total over \$22 million in Federal and matching funds. Grants include travel training, wheelchair-accessible taxicabs, low-interest car loans to low-income families, shuttles to employment training or sites, taxi vouchers, and door-to-door escorted transportation for older adults and people with disabilities. The types of agencies that

² http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Enhanced_Mobility_of_Seniors_and_Individuals_with_Disabilities.pdf

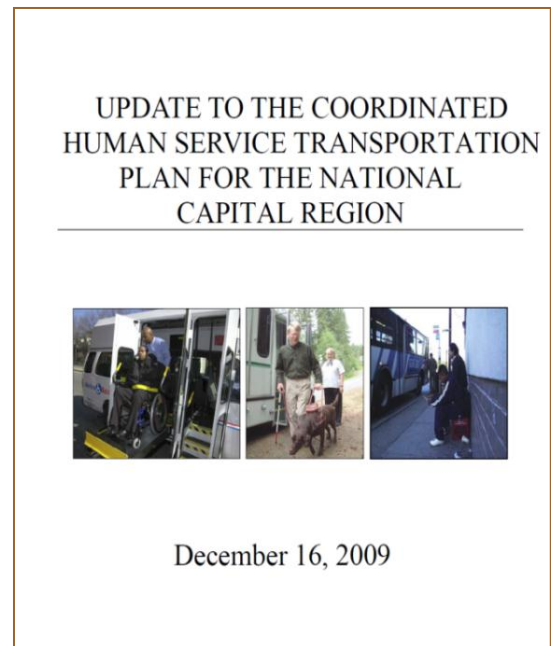
received grants include non-profits, local government agencies, private transportation providers and WMATA.

COG/TPB staff will continue to administer and oversee the approximately 50 JARC and New Freedom grants that are still active.

The Human Service Transportation Coordination Task Force

The Human Service Transportation Coordination Task Force (“Task Force”) was created by the TPB in 2007 to oversee the development of the Coordinated Human Service Transportation Plan. Each year between 2007 and 2012 the Task Force established priority projects for the solicitation of JARC and New Freedom grant applications. In addition, the Task Force helps facilitate regional discussions about how to improve coordination and service delivery for people with disabilities, individuals with lower incomes and older adults.

The Task Force membership includes a representative from every TPB member jurisdictions’ transportation agency and human service agency. In addition, non-profit organizations, private transportation providers and consumers with disabilities and older adults are represented on the Task Force. A list of the Task Force’s current membership can be found [here](#).



At Task Force meetings held between October 2013 and May 2014, including two with the Access for All Committee (AFA), members guided the development of the key elements of the Update to the Coordinated Plan and the competitive selection criteria. At the May 15 Task Force meeting, members concurred with these key elements and selection criteria for presentation to the Board.

Key Elements of the Update to the Coordinated Plan

As previously stated, the TPB adopted the first Coordinated Plan in 2007 and approved an update to the Coordinated Plan in December 2009. These Coordinated Plans were used to guide funding decisions for the FTA’s JARC and New Freedom programs. The Coordinated Plan must be updated to respond to the requirements of the Enhanced Mobility Program.

Figure 2: Key Elements of the Coordinated Human Service Transportation Plan



There are five key elements of the Coordinated Plan outlined in FTA’s guidance. As Figure 2 illustrates, the key elements include 1) an identification of unmet transportation needs of people with disabilities and older adults, 2) an inventory of existing transportation services for these population groups, 3) strategies for improved service and coordination, 4) priority projects for implementation and 5) project selection criteria.

Unmet Transportation Needs

Significant unmet transportation needs for people with disabilities, older adults and those with low-incomes were identified by Task Force and AFA members, and are the foundation for the strategies and priority projects. Five basic themes emerged from the numerous transportation needs identified. The five themes are the need for:

- Coordination of transportation services and programs within and across jurisdictions;
- Customer-focused services and more training for transportation providers;
- improved information and marketing on existing services;
- improvements and connections to existing services; and
- The need for additional options and more funding.

Inventory of Existing Services

An inventory of existing transportation services for people with disabilities and older adults is another key element for the Update of the Coordinated Plan. A draft listing of specialized services by jurisdiction has been developed with information from the Reach-a-Ride database. [Reach a Ride](#) provides tailored information on the variety of specialized transportation options available in D.C., Suburban Maryland and Northern Virginia. The draft inventory can be found [here](#).

Strategies for Improved Service and Coordination

Federal guidance states that all projects funded under the Enhanced Mobility program must either be included in the Coordinated Plan, or respond to one of the strategies identified in the Plan. Four broadly defined strategies have been developed so that a wide range of project types could be implemented to improve transportation for people with disabilities and older adults:

- Coordinate transportation services and programs;
- Provide customer-focused services, improve marketing and training;
- Improve the accessibility and reliability of existing services; and
- Develop and implement additional transportation options.

Priority Projects

The priority projects identified below were developed to respond to the unmet transportation needs. The purpose of the priority projects is to signal to potential applicants the kinds of projects that are most needed in the region. Implementation is dependent on a project sponsor that is able and willing to carry out the project and provide the appropriate match funding. Agencies may also apply for other project types not listed as priority projects. It is important to note that applications for priority projects are not weighted more heavily than other project ideas; they are subject to the same competitive selection criteria and scoring mechanisms.

A. Mobility Manager Positions at the Local Government Level

A staff position within a county or city government that would facilitate coordination of transportation services provided by numerous agencies and non-profits within the jurisdiction and within the region to improve the quality and efficiency of services for people with disabilities and older adults.

B. Challenge Grant for Coordinated Planning Efforts

A jump start for human service transportation coordination efforts at the local level which would provide support for a planning process to explore how human service and transportation agencies can work together to improve the mobility of people with disabilities and older adults, by possibly sharing vehicles and resources.

C. Personal Mobility Counseling Services (Mobility Management at the Individual Level)

One to one help to customers in identifying their mobility needs and preferences, understanding the available options in their community and providing assistance with the application process or planning and reserving a trip as requested.

D. Travel Training

Teaching people with disabilities or older adults who are unfamiliar with public transit how to use fixed-route services.

E. Door-through-Door or Escorted Transportation Service

Escorted transportation services, sometimes referred to as door-through-door or assisted transportation, provide assistance to a rider who needs an aid and extra support to travel to and from their destination.

F. Expanded and On-Going Sensitivity and Customer Service Training for Taxi, Bus and Paratransit Drivers

More extensive and more comprehensive training (and refresher training) for front-line service providers who have direct interaction with older adults, people with disabilities and people of different socio-economic statuses.

G. Shuttle or Taxi service to Bus Stops and Rail Stations

Feeder service that addresses the “last-mile” problem and transports people who are unable to access their local bus stop or Metrorail station to nearby rail stations and bus stops that will link them to the regional transit system.

H. Bus Stop and Sidewalk Improvements

This project strives to eliminate barriers to the use of public transit by people using with mobility impairments with infrastructure improvements such as adding or redesigning curb cuts, sidewalks, and signage.

I. Deviated Bus or Feeder Service for Targeted Areas or Population Groups

For customers with disabilities who use human service agency services and currently rely on MetroAccess, an alternative would be a deviated bus or feeder service with public transit or a private service. The service could be targeted for people with developmental disabilities that attend day programs which are close in geographic proximity.

J. Pilot Programs that Expand the Use of Taxis for Medical Trips

The use of taxis for medical appointments, in particular for dialysis, instead of customers using MetroAccess, could help curb the cost of specialized transportation service and improve the customer’s experience.

K. Volunteer Driver Programs

Using volunteers to drive agency-owned or private vehicles to transport seniors and people with disabilities for any trip purpose or select trip purposes.

L. Tailored Transportation Service for Clients of Human Service Agencies

For people with disabilities who depend on agency transportation services because public transit is not a viable option (either because it is unavailable or due to the nature of disability). This project could include agencies providing direct transportation through owned or leased vans, and/or working together to provide a van or shuttle to common destinations which are geographically clustered.

Competitive Selection Criteria

The competitive selection process will be much like it was under the JARC and New Freedom programs. The selection committee will be chaired by the Task Force chair, and will include members from local human service and transit agencies, as well from national organizations with expertise in transportation for people with disabilities. Members will review and score the applications based on the selection criteria, and will make a set of funding recommendations to the TPB. The TPB will be asked to approve the recommendations based on the selection committee's deliberations.

The selection criteria have been reevaluated based on the TPB's experience in awarding and administering grants under the JARC and New Freedom programs. The selection criteria have remained substantially the same, with small changes being made to emphasize the importance of project feasibility and an agency's institutional capacity to manage an FTA grant. The following selection criteria include a maximum of 100 total points:

- **Responsiveness to strategies in the Coordinated Plan (20 points)**
Points will be awarded based on how many strategies in the Coordinated Plan that the project application addresses, in addition to how well the application responds to the strategies.
- **Demonstrates Coordination Among Agencies (25 points)**
Coordination can include providing service to clients of multiple agencies, coordinated purchasing, joint project planning and operation.
- **Institutional Capacity to Manage and Administer an FTA grant (20 points)**
This criterion considers the availability of sufficient management, staff and resources to implement an FTA grant, and stable and sufficient sources of funds to provide required match.
- **Project Feasibility (15 points)**
Proposed activities that are consistent with the objectives of funding, applications that clearly spell out how a project will be implemented with defined roles and responsibilities, and include an action plan with milestones and timelines.
- **Serves a Regional Need (10 points)**
Projects that serve more than one jurisdiction will be awarded more points than a project that includes only one jurisdiction.
- **Customer Focus and Involvement (10 points)**
To what extent does the applicant demonstrate an awareness of the needs of a targeted population group and how will customers be involved in the development and implementation of the proposed activity.

Solicitation Details

The TPB will be asked to approve the key elements for the update to the Coordinated Plan at its July 16 meeting. With that approval, a solicitation for grant applications for the Enhanced Mobility program could begin in August with applications due on October 1. \$5.04 million in Federal FY13 and FY14 funds will be available under the solicitation. Applicants will be asked to apply for two-year grants, with a recommended minimum grant application of \$250,000. The \$250,000 recommended grant request includes both the Federal portion and the match over a two-year period (\$125,000 per year).

Past experience with JARC and New Freedom grants has shown that grants less than \$250,000 were administratively burdensome relative to the size of the grant, and that grantees spent more time and resources to simply administer the grant (such as invoice documentation and reporting) than anticipated. Given that the administrative requirements are even more onerous under the Enhanced Mobility Program, applicants will need to have the institutional capacity to manage an FTA grant. Smaller agencies unable to propose and/or implement a \$250,000 grant are encouraged to partner with other agencies or governmental entities to develop an application. Agencies partnering on a grant application would encourage a major goal of the FTA for this funding: coordination of existing specialized transportation services. The project solicitation, application and selection process will be based on the JARC and New Freedom process. However, the process will be tailored to address the restrictions that FTA included on project type and eligible subrecipients.

Federal rules require that at least 55% of the Enhanced Mobility annual apportionments be spent on capital projects, which can include mobility management³. Eligible subrecipients for the 55% capital funding are non-profit organization and local governments that meet certain conditions. The remaining 45% can be spent on both operating and capital projects and the eligible recipients include non-profit organizations, local governments, transit agencies and private providers.

As with JARC and New Freedom, matching funds must be identified at the time of application submittal. For project proposals that are capital or qualify as mobility management⁴, the required match is 20 percent. Operating projects require a 50 match. The source of the match can be private, local, state, or Federal Non-Transportation funds, but cannot include In-kind or non-cash donations.

³Mobility management is a category of projects that include coordination of more than one transportation provider.

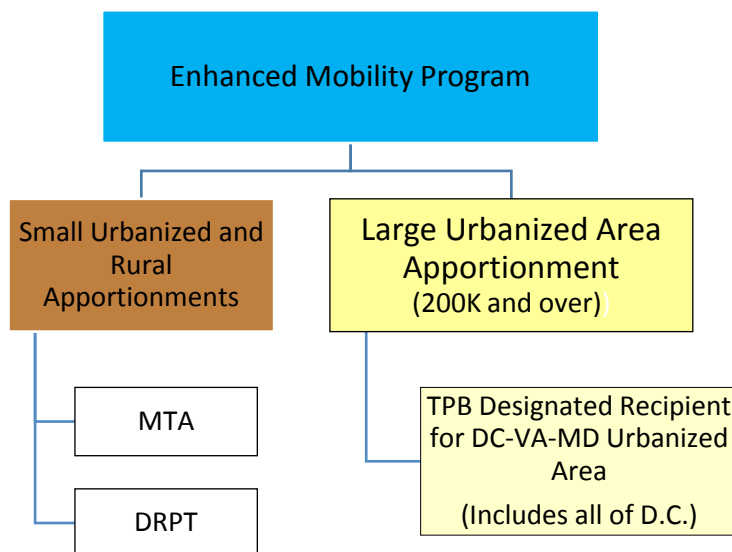
⁴FTA Circular 9070.1G describes mobility management projects eligible for the 20 percent match on Page III-11. The Circular can be found here: http://www.fta.dot.gov/legislation_law/12349_16011.html

Geographic Eligibility: The Washington DC-VA-MD Urbanized Area

To be eligible for the 5310 Enhanced Mobility Program funds administered by COG/TPB, Federal rules require that **a project or service must end or begin in the Washington DC-VA-MD Urbanized Area** as defined by the 2010 Census, shown in Figure 4 below. Figure 4 also shows that the TPB planning area encompasses most of the Washington DC-MD-VA Urbanized Area, but not all of it, and there are areas within the TPB planning area that are not in the Washington DC-MD-VA Urbanized Area.

For projects that do not end or begin in the Washington DC-VA-MD Urbanized Area, agencies can apply for the 5310 Enhanced Mobility Funds apportioned to Maryland Transit Administration (MTA) and Virginia Department of Rail and Public Transportation (DRPT) for Small Urbanized and Rural Areas, as shown in Figure 3 below.

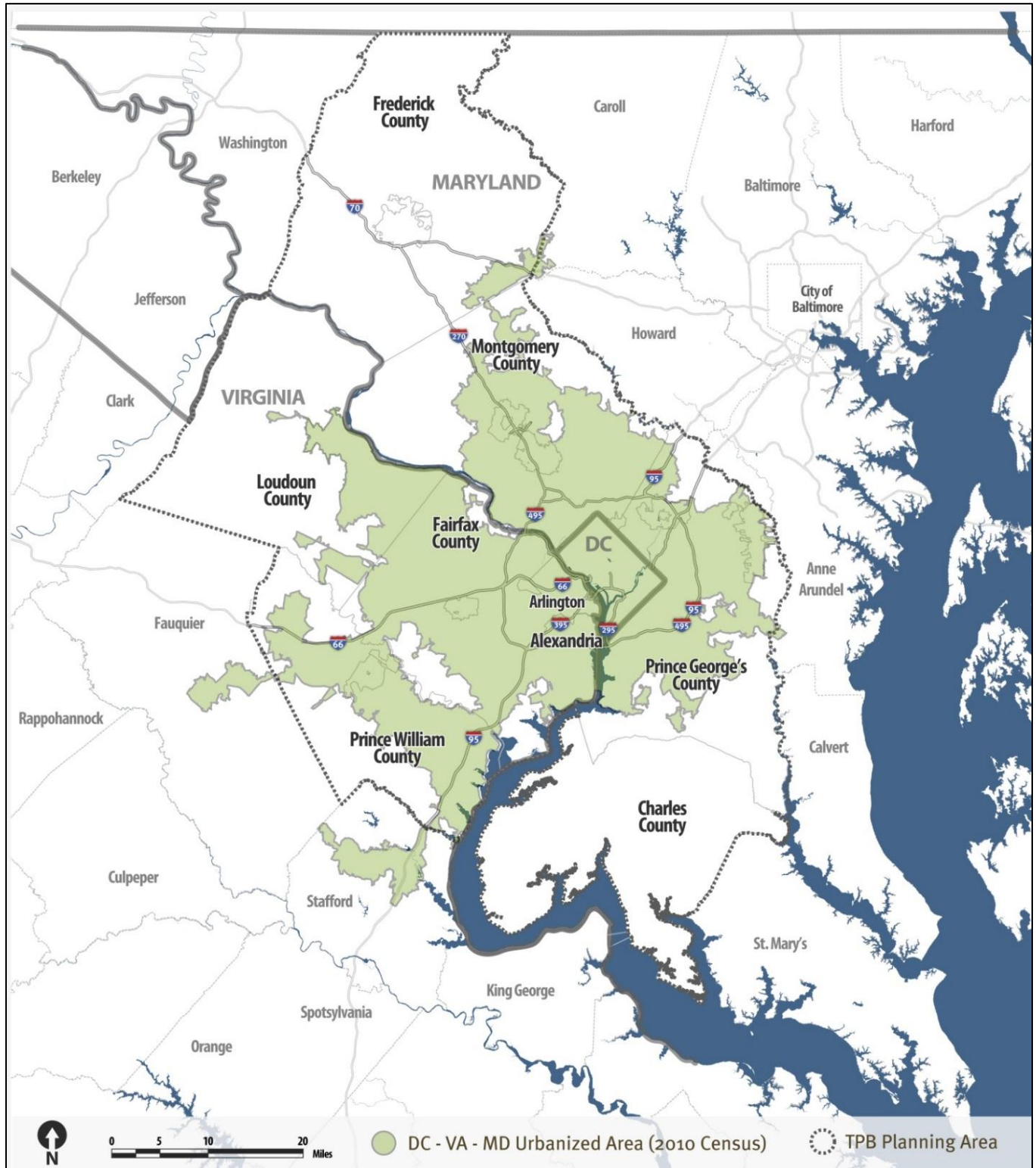
Figure 3: Flow of Funds for the Enhanced Mobility Program



Next Steps

After the 30-day public comment period from June 12 to July 12, the TPB will be asked to approve the key elements for the update to the Coordinated Plan at its July 16 meeting. The TPB staff would then prepare to solicit for grant applications in August with an October 1 deadline. The TPB will be asked to approve the entire update to the Coordinated Plan document in September. A Selection Committee would meet in October to recommend a slate of projects for funding based on the selection criteria. The TPB would be asked to approve these funding recommendations at its November meeting. FTA approval from Region 3 has taken nine to twelve months the last two years for JARC and New Freedom grants. Depending on when FTA provides a final approval, projects would likely begin between February and June 2015.

Figure 4: The 2010 Washington DC-VA-MD Urbanized Area, As Defined by the U.S. Census



ITEM 11- Information

June 18, 2014

Briefing on MAP-21 Guidance on the Representation by Transit Agencies on the MPO Board and the Proposed Rule on Statewide and MPO Planning

Staff

Recommendation: Receive briefing on the guidance on representation by transit agencies on the MPO board and on the proposed statewide and MPO planning rule, including related developments on performance measures.

Issues: None

Background: On June 2 the US DOT issued new guidance and proposed planning regulations under MAP-21. These documents can be downloaded at:

Policy Guidance on Metropolitan Planning Organization (MPO) Representation

<http://www.gpo.gov/fdsys/pkg/FR-2014-06-02/pdf/2014-12163.pdf>

Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning;

<http://www.gpo.gov/fdsys/pkg/FR-2014-06-02/pdf/2014-12155.pdf>



Briefing on MAP-21 Guidance on MPO Representation and Proposed Planning Rules

Transportation Planning Board
June 18, 2014

Robert Griffiths
Acting Co-Director
Department of Transportation Planning

Implementation of MAP-21

The federal surface transportation act, Moving Ahead for Progress in the 21st Century Act (MAP-21), was signed in July 2012.

- MAP-21 continues many provisions related to federal transportation planning requirements from prior laws.
- However, over successive reauthorization cycles, Congress has revised and expanded the requirements for planning.

MAP-21 introduces a new mandate for States and metropolitan planning organizations (MPOs) to take a performance-based approach to planning and programming.

- To implement this mandate, eleven rulemakings on performance provisions are being issued by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).
- Rulemakings are released in draft or proposed form for comments by the transportation community. Comments are considered in the development of the final rules.
- Additional guidance is also provided on some requirements in the law.

June 2 MAP-21 Rulemaking Notices in the Federal Register

- Policy Guidance on *MPO Representation*
 - Final guidance from FHWA/FTA on the new MAP-21 requirement for representation by providers of public transportation on the MPO policy board.
- Proposed Rulemaking for *Metropolitan and Statewide Planning Regulations*
 - Notice of Proposed Rulemaking (NPRM) from FHWA/FTA
 - Comments due by September 2.
 - A final rule will be developed and published (~ Spring 2015).
 - Proposes rules for coordination among States, MPOs, and public transportation providers in performance-based plans, targets, reporting, and the metropolitan TIP.

3

Public Transportation Representation on the TPB

The TPB has long included WMATA as a voting member and the interests of other public transportation providers are represented by their parent jurisdiction.

- Public transportation provider representatives also sit on the TPB Technical Committee and participate in the TPB's Regional Bus Subcommittee.

MAP-21 includes a new provision requiring representation by providers of public transportation on the policy board of each metropolitan planning organization (MPO).

- This is intended to formally include public transportation providers in the implementation of a performance-based approach to transportation decision-making.

4

Needed Response to Policy Guidance by the TPB

The TPB as an MPO with multiple providers will need to develop a formal procedure for representation that considers the needs of all eligible providers, including selection of the public transportation representative and agreement on their role and responsibilities.

- The TPB will need to cooperate with the eligible providers to determine how it will include representation. Guidance examples include: collective appointment, rotating position, or proportional representation.
- The guidance also recommends that the public transportation representative “should not also attempt to represent other entities on the MPO.”


5

Recommended Next Steps for Public Transportation Representation on the TPB

Recommended next steps to develop a process for representation of providers of public transportation:

- Convene meeting of eligible providers of public transportation and other stakeholders to discuss and develop a process for representation in accordance with final FHWA/FTA guidance.
- Adopt a board resolution at the TPB’s September meeting describing the process and how it will be implemented to meet the guidance.
- Additional actions in the guidance will be addressed subsequently:
 - Adopt bylaws that describe the establishment, role and responsibilities of the designated representative.
 - Amend the January 16, 2008 Memorandum of Understanding (MOU) on Transportation Planning Responsibilities for the Nation Capital Region.

6



Proposed Rulemaking for *Metropolitan and Statewide Planning Regulations*

7

Proposed Statewide and Metropolitan Planning Rule

MAP-21 requires “*a transition to performance driven, outcome-based approaches*” for the federal highway and transit programs.

The proposed Planning Rule provides for the implementation of performance management within the planning process.

- The basic framework of the planning process is largely untouched.
- However, it changes the planning process by requiring States, MPOs, and providers of public transportation to link investment priorities to the achievement of performance targets.
 - Over the next year, FHWA/FTA will be publishing rulemakings on the required measures and the process for States and MPOs to set targets and report performance.
- The Planning Rule will come into effect 2 years after the publication of final rulemaking – anticipated effective date in mid-2017.

8

Planning for Performance Management

The proposed performance management framework created by MAP-21 requires the following:

- Coordination between States, MPOs, and public transportation providers in selecting performance targets.
- Integration of elements of other performance-based plans into the metropolitan planning process, including the:
 - Congestion Mitigation and Air Quality Improvement (CMAQ) Program Performance Plan,
 - Strategic Highway Safety Plan,
 - Public Transportation Agency Safety Plan,
 - Highway and Transit Asset Management Plans,
 - State Freight Plan.

9

Reporting on Performance Provisions

The Planning Rule proposes added requirements for:

- Discussion in the metropolitan Transportation Improvement Program (TIP) documenting how the programs are designed to achieve targets.
- New system performance reporting in the metropolitan transportation plan.

The extent of these performance reporting requirements is still under development as part of other rulemakings.

- The first of the proposed rules released for comment, the Safety Performance and the Highway Safety Improvement Performance rules, propose specific performance measures and lay out a process for data collection, trend analysis, and target setting.
- Future performance rules, particularly for Highway Asset Management and Transit Asset Management, are likely to be complex and require considerable technical effort.

10

Other items in the Planning Rule

The Planning Rule also offers optional frameworks for planning purposes.

- States and MPOs may develop programmatic mitigation plans to address the environmental impacts of transportation projects in an integrated plan (i.e., wetlands, parks, habitats, human resources, mitigation strategies, etc.) and speed the delivery of projects.
- MPOs may use voluntary scenarios during development of long-range plans. The suggested framework includes consideration of scenario performance impacts against targets.

Other items include changes to the structure of MPOs (e.g., public transportation representation) and for Statewide planning a new emphasis on nonmetropolitan transportation planning.

Over the next months, staff will review the Planning Rule and participate in outreach events by the federal agencies and interest groups as AMPO and AASHTO.

11

