TPB Technical Committee
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Item # 11

Summary Guide for the

FY 2013-2018 Transportation Improvement Program

for the National Capital Region

Adopted July 18, 2012

DRAFT

January 25, 2013

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What Is the TPB?

The National Capital Region Transportation Planning Board (TPB) is the entity responsible for coordinating transportation planning at the regional level in the Washington metropolitan area. The TPB is staffed by the Department of Transportation Planning of the Metropolitan Washington Council of Governments (COG).

Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia, and the District of Columbia, local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and non-voting members from the Metropolitan Washington Airports Authority and federal agencies.

The TPB was created in 1965 by local and state governments in the Washington region in response to federal highway legislation requiring the formation of Metropolitan Planning Organizations (MPOs) for metropolitan areas with populations greater than 50,000 people. The TPB became associated with the Metropolitan Washington Council of Governments in 1966, serving as COG's transportation policy committee. In consultation with its technical committee, the TPB directs a continuing transportation planning process carried on cooperatively by the states and local communities in the region.

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What Is the CLRP?

The Financially Constrained Long-Range Transportation Plan (CLRP) identifies and describes all regionally significant transportation projects and programs that are planned in the Washington metropolitan area between 2012 and 2040. It is developed cooperatively by the region's various transportation and transit agencies. Hundreds of projects are included, ranging from simple highway landscaping to billion-dollar highway and transit projects. Some of these projects will be completed in the near future, while others are only in the initial planning stage.

The term "Financially Constrained" means that funding for projects in the Plan must be "reasonably expected to be available." Agencies must be able to demonstrate that any new project can be constructed and operated with projected revenue sources while adequately maintaining the existing transportation system.

By federal regulations, the region's Long-Range Transportation Plan must be updated every four years. The TPB updates the CLRP with new projects and updated completion dates on an annual basis to keep up with the region's multitude of agencies. The 2012 Update of the CLRP was approved on July 18, 2012.

What Is the TIP?

The Transportation Improvement Program—or TIP—is the official listing of our region's short-term transportation priorities. It includes all the regionally significant projects that the states and other jurisdictions in the region have approved and are intending to implement over the next six years. All projects that receive federal funding must be included in the TIP.

The six-year TIP is a multi-modal list of projects. In addition to highways and public transit, it includes bicycle, pedestrian and freight-related projects. The TIP documents the anticipated schedule and cost for each project phase, including project engineering, right-of-way acquisition and construction. When an agency submits a project phase for inclusion in the TIP that means the agency seriously expects to implement it during the next six years.

The projects in the TIP are staged over several years. For example, a highway improvement project typically consists of a planning phase, an engineering phase, right-of-way acquisition, and construction. Each of these phases may last a number of years. While the entire project is included in the TPB's long-range plan, in many instances, only a portion of these activities is reflected in the six years covered by the TIP.

Inclusion in the TIP represents a key milestone in the authorization of funding for a project. It does not, however, represent a commitment or an obligation of funding. More specifically, the TIP does not guarantee that a project will be implemented. Problems can arise that may slow progress on a project or even remove it from the program.

The TIP also is not a final schedule for project implementation. The timeframe shown in the TIP reflects a best estimate at the time the TIP is developed. Project phases can be pushed back, particularly when transportation agencies face funding problems or other obstacles.

Much like the CLRP, the TIP must be updated at least once every four years according to federal regulations. The TPB formally updates the TIP every two years. This document presents a snapshot of the FY 2013-2018 TIP as it was approved on July 18, 2012. Due to the multi-jurisdictional nature of the Washington region, there are many different agencies operating on different schedules. The TIP is frequently amended over the course of two years. For the latest updates to the TIP and to find out more details about each project, visit www.mwcog.org/clrp/tip and click on "Search the CLRP and TIP".

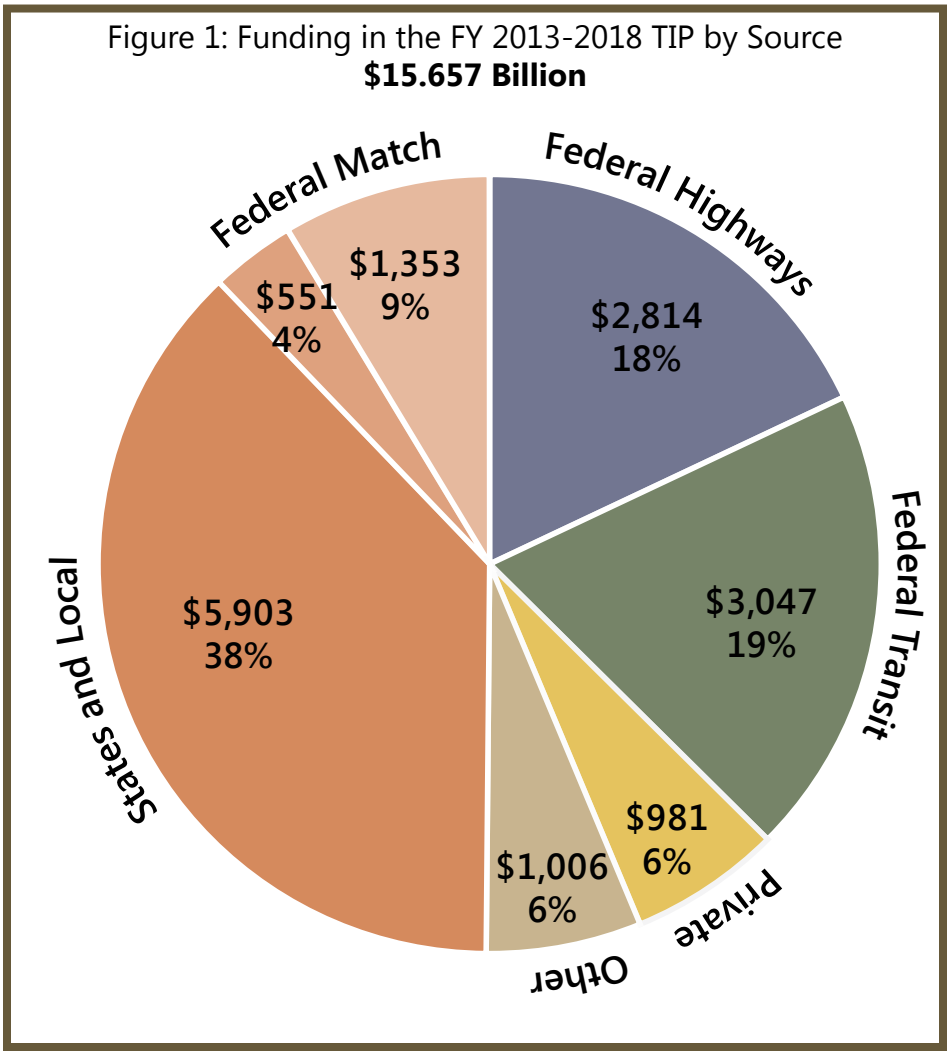
Funding in the TIP

Federal regulations require that the TIP cover at least a four-year period. To remain consistent with programming documents in the region's state and District transportation agencies, the TPB's TIP covers a six year period. According to federal regulations, funding in the TIP can be broken down into three layers:

- Funding in the first two years must be available and committed,
- Funding in the third and fourth years must be "reasonably expected to be available", and
- Any additional years may be provided for illustrative purposes.

The full six-year TIP includes over $15.6 billion in programmed funds (Figure 1). When looking at the sources of funding for that total, only $5.8 billion or 37% comes from the U.S. Department of Transportation. More than 50% of the funding comes from state and local governments, with the balance coming from private and other federal sources (Departments of Homeland Security and Defense, the National Park Service, General Services Administration, etc.).

Figure 1: Funding in the FY 2013-2018 TIP by Source
$15.657 Billion



Fiscal years 2013 and 2014 show $7.7 billion in programmed funds – almost 50% of the total amount programmed in the TIP (Figure 2). Because federal regulations require these funds to be committed and available, our analysis from here on out will focus primarily on these first two years of the TIP.

Figure 3 shows the first two years of the TIP broken down by project type. More than $2 billion is programmed in these first two years for the region's Interstates, primary and secondary roads, and bridges. Just over $4 billion is programmed in fiscal years 2013 and 2014 for the region's transit system. Almost half of that amount is programmed on one project alone: the Dulles Corridor Metrorail Extension (or Silver Line). An additional $1.37 billion is programmed in the first two years of the TIP for projects and programs that don't fit neatly into the road/transit dichotomy.

About $150 million is shown in the first two years of the TIP for bicycle and pedestrian improvements. That figure, however, under-represents the amount that will be spent on these types of projects. Many projects in the road and transit categories include accommodations for bicyclists and pedestrians, but it is very difficult to break out the cost of those aspects of the project from the total project cost. The TIP document identifies 134 road and transit projects that include accommodations for bicyclists and/or pedestrians.

Figure 2: Funding in the FY 2013-2018 TIP by Year
$15.657 Billion

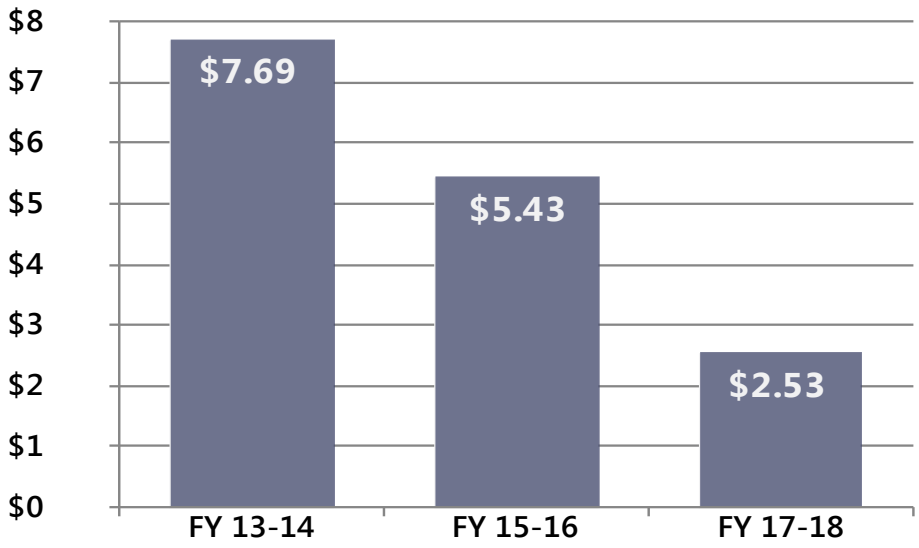
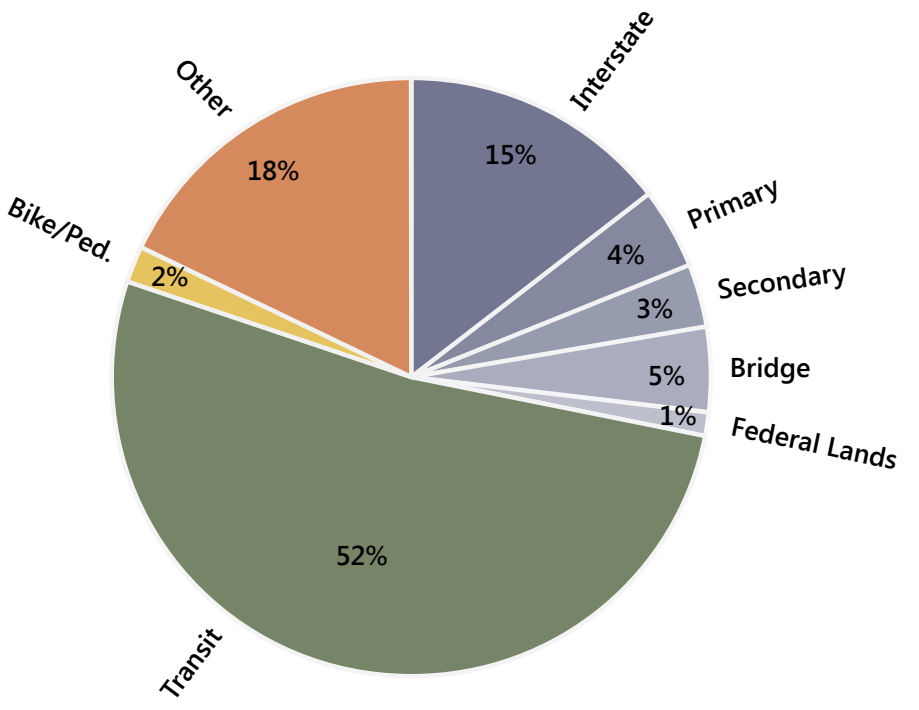


Figure 3: Funding in FY 2013 and 2014 by Project Type
$7.69 Billion



The majority of the funding in the first two years of the TIP - $5.44 billion will go towards construction, as shown in Figure 4. About $617 million will go to studies, planning, preliminary engineering and right-of-way acquisition. The $1.65 billion shown in the "other" category covers everything else that doesn't fit within the typical construction timeline, such as training, purchasing vehicles, funding for operational programs, etc.

Figure 4: Funding in FY 2013 and 2014 by Construction Phase
$7.69 Billion

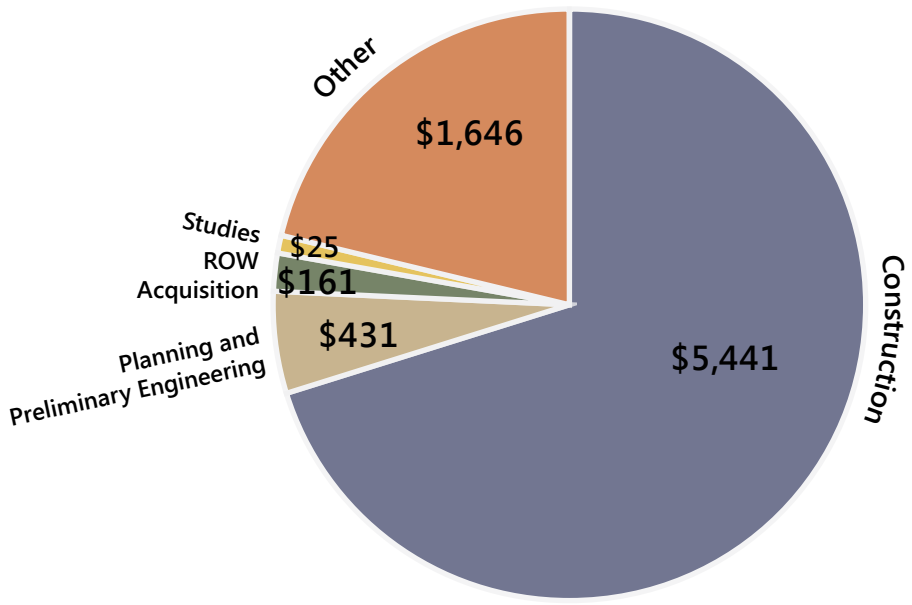
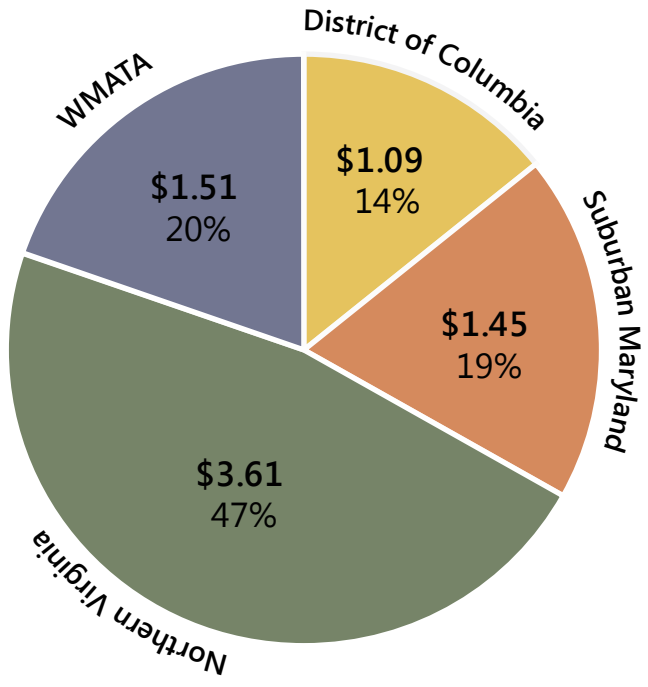
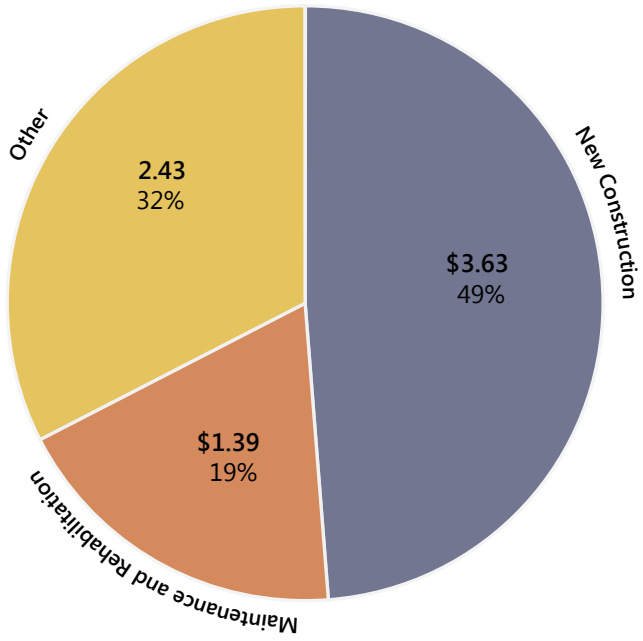


Figure 5: Funding in FY 2013 and 2014 by Jurisdiction/Agency
$7.69 Billion



Breaking the TIP down by jurisdiction (and agency, regarding WMATA), the lion's share of the funding in the first two years is programmed in Northern Virginia - $3.61 billion (Figure 5). Again, this is largely due to the presence of the Silver Line Metrorail project in the TIP. Suburban Maryland and WMATA have each programmed about $1.5 billion and the District of Columbia has programmed just over $1 billion.

Figure 5: Funding in FY 2013 and 2014 by Category
$7.69 Billion



The projects in the TIP can also be classified as "New Construction", "Maintenance and Rehabilitation", and a miscellaneous "Other" category. New Construction would be defined as constructing any portion of a road, interchange or transit infrastructure that didn't exist before. Maintenance and Rehabilitation refers to the upkeep and overhaul of any existing transportation infrastructure. The Other category catches everything else in the TIP: operating programs, employee training, bus purchases, landscaping, etc. Almost half of the funding in the first two years of the TIP ($3.63 billion) is classified as New Construction. It bears repeating; $2 billion of that is from the Silver Line alone. About $1.4 billion is programmed for Maintenance and Rehabilitation

Projects in the TIP

There are over 350 projects in the FY 2013-2018 TIP. More than 90% of these have some funding programmed within the first two years. Table 1 breaks those projects down by project type. Table 2 breaks down the numbers according to New Construction, Maintenance and Rehabilitation, and Other.

Table 1: Projects in FY 2013-2014 by Type

	DC	Suburban Maryland	Northern Virginia	WMATA
Interstate, Primary, Secondary, and Bridge	31	65	32	
Transit	8	19	23	13
Bike/Ped.	8	17	*	
Other	41	43	6	

Table 2: Projects in FY 2013-2014 by Category

	DC	Suburban Maryland	Northern Virginia	WMATA
Interstate, Primary, Secondary, and Bridge	31	65	32	
Transit	8	19	23	13
Bike/Ped.	8	17	*	
Other	41	43	6	

Summary Listing of Projects in the FY 2013-2018 TIP

The tables on the following pages provide a quick summary guide to projects and funding in the FY 2013-2018 TIP. For each agency, projects are categorized as either New Construction - a new or significantly improved facility; Maintenance and Rehabilitation - upkeep of existing facilities; or Other for projects that don't make any physical improvements to transportation facilities.

Each project listing includes the name of the project, it's TIP ID number, and Agency ID numbers and completion dates where available. The TIP IDs or Agency IDs can be used to search for more information on each project in the CLRP and TIP database at www.mwcog.org/clrp.

Funding is shown for each project with a detailed summary of amounts in Fiscal Years 2013 and 2014. The funding in the final four years of the TIP is summarized in the third column. Each funding amount has a letter code next to it to indicate which phase those funds are programmed for. A key to this code is found at the bottom of each page.