

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

RESOLUTION APPROVING
THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR FY 2015-2020

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) of 2005 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the Federal Planning Regulations of the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) implementing SAFETEA-LU, which became effective July 14, 2007, specify the development and content of the long range transportation plan and require that it be reviewed and updated at least every four years; and

WHEREAS, the TIP is required by FHWA and 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 approved the FY 2013-2018 TIP which was developed as specified in the Federal Planning Regulations; and

WHEREAS, on November 14, 2013, the TPB issued a solicitation document for projects and strategies to be included in the 2014 CLRP and FY 2015-2020 TIP that will meet federal planning requirements and address the federal planning factors and goals in the TPB Vision; and

WHEREAS, the transportation implementing agencies in the region provided submissions for the 2014 CLRP and inputs to the FY 2015-2020 TIP, and the TPB Technical Committee and the TPB reviewed the submissions at meetings in March and April 2014; and

WHEREAS, on April 16, 2014 the TPB approved the major projects submitted for inclusion in the air quality conformity assessment for the 2014 CLRP and FY 2015-2020 TIP; and

WHEREAS, on September 11, 2014 the draft 2014 CLRP and FY 2015-2020 TIP and the air quality conformity assessment were released for a 30-day public comment period and inter-agency review at the TPB Citizens Advisory Committee (CAC) meeting; and

WHEREAS, the FY 2015-2020 TIP projects are consistent with the 2014 CLRP as approved by the TPB on October 15, 2014; and are selected in accordance with the Federal Planning Regulations; and

WHEREAS, the FY 2015-2020 TIP has been developed to meet the financial requirements in the Federal Planning Regulations; and

WHEREAS, on October 15, 2014, the TPB determined that the 2014 CLRP and FY 2015-2020 TIP conform with the requirements of the Clean Air Act Amendments of 1990; and

WHEREAS, the U.S. Department of Transportation issued regulations in 1991 on providing transit services to persons with disabilities to conform to the Americans With Disabilities Act (ADA) of 1990, and by January 1997, both the Washington Metropolitan Area Transit Authority and Frederick County ADA Paratransit services were operating as planned in conformance with the regulations; and

WHEREAS, during the development of the 2014 CLRP and FY 2015-2020 TIP, the TPB Participation Plan was followed, and numerous opportunities were provided for public comment: (1) At the March 13, 2014 CAC meeting, the project submissions for inclusion in the air quality conformity analysis and the air quality conformity work scope were released, and an opportunity for public comment on these submissions was provided at the beginning of the March TPB meeting; (2) At the April 16 meeting, the TPB approved a set of responses to the public comments on the project submissions for inclusion in the CLRP and TIP documents; (3) On July 11, following the CAC meeting, a Public Forum was held on the development of the 2014 CLRP, the Financial Analysis, and the FY 2015-2020 TIP; (4) On July 24, the 2014 CLRP and FY 2015-2020 TIP were presented to the TPB's Access for All Advisory Committee for their consideration and comment; (5) On September 11 in conjunction with the CAC meeting, the draft 2013 CLRP and the draft air quality conformity analysis were released for a 30-day public comment period which closed on October 11, (6) An opportunity for public comment on these documents was provided on the TPB website and at the beginning of the September and October TPB meetings; and (7) the documentation of the 2014 CLRP and FY 2015-2020 TIP will include summaries of all comments and responses; and

WHEREAS, the TPB Technical Committee has recommended favorable action on the FY 2015-2020 TIP by the Board,

NOW, THEREFORE, BE IT RESOLVED THAT the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the Transportation Improvement Program for FY 2015-2020.

Approved by the Transportation Planning Board at its regular meeting on October 15, 2014.



NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

MEMORANDUM

October 9, 2014

To: Transportation Planning Board

From: Kanti Srikanth
Director, Department of
Transportation Planning

Re: Briefing on the Draft FY 2015-2020 TIP

On September 11, the draft FY 2015-2020 TIP was released for public comment along with the draft 2014 CLRP, Air Quality Conformity Analysis, and Financial Analysis. The TPB was briefed on these items at its meeting on September 17. The public comment period will close at midnight on Saturday, October 11. Comments submitted to date may be reviewed online at mwcog.org/TPBcomment.

The FY 2015-2020 TIP provides for the obligation of federal funds to state, local and regional agencies to implement their projects. It includes all modes of transportation: roads, transit, bicycle and pedestrian projects, as well as funding for operational and maintenance programs. The six year total of the TIP includes almost \$18 billion in funding. Much like the CLRP, the majority of funding for projects in the TIP comes from state and local governments. Funding from the Federal Highway Administration and Federal Transit Administration combined makes up just 37% of the TIP. More than 50% of the funding in the TIP is included in the first two years. By federal regulation, the funding identified in the first two years of the TIP must be available and committed. After the first two years, funding need only be “reasonably expected to be available.” For many reasons, including budget flows and project readiness, funding beyond the first two years is often much less defined. The figures programmed in the TIP are a snapshot of funding at the current moment and are subject to change via the amendment and modification process as implementation of projects move forward.

The draft FY 2015-2020 TIP can be reviewed online at www.mwcog.org/clrp/projects/tip/fy1520.asp