

Transportation Project Development

Part I: The Process

**TPB Community Leadership Institute
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**Is the
transportation
decision-making
process more like...**

An assembly line?



Or sausage-making?



Both...

- **Assembly line**

- There are steps and requirements that effective community leaders should know about.

- **Sausage-making**

- It's sometimes messy and has unpredictable ingredients... It's political.

**Let's start by
looking at the
steps and
requirements of
the process**

*(The
Assembly Line)*



Who are the major players?

The ●'s (The DOTs) State Departments of Transportation

- Receive most federal & state transportation dollars.
- Plan, build and maintain highways and other systems.
- Ultimately, the governors/mayor are in charge.

DDOT



MDOT



VDOT



Public Transit: Metro and other transit



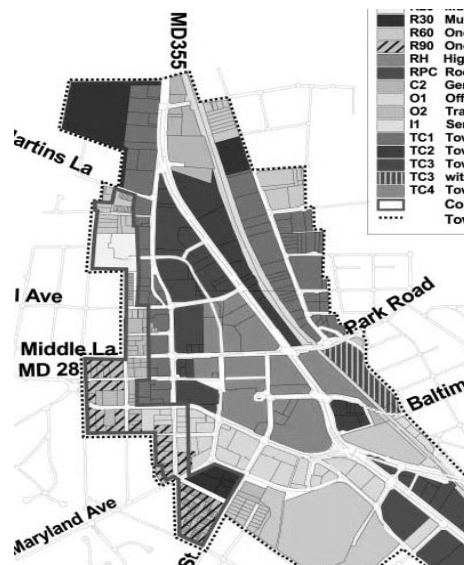
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- RideOn
- Fairfax Connector
- VRE
- MARC
- Etc.

More than 40 different transit agencies operate in the Washington region.

Local Governments

- **Land use powers**
- Local roads
- Provide some funding



The State Legislatures

Plus the Governors and DC Mayor



- **The “Power of the Purse”:**
The states are responsible for transportation budgeting.

Federal Government

- **Funding:** Highway Trust Fund
- **Laws and Regulations**
- Two key **agencies** for surface transportation:
 - Federal Highway Administration
 - Federal Transit Administration



Other Public Sector Players

- MWAA
- NPS
- NCPC
- NVTA
- NVTC
- PRTC
- MNCPPC...

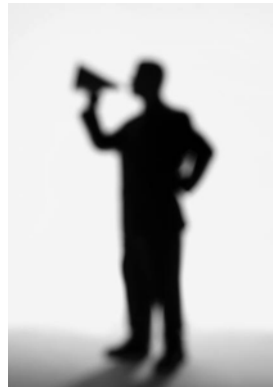


etc.

Interest Groups

Such as

- Sierra Club
- Board of Trade
- Washington Area Bicyclist Association



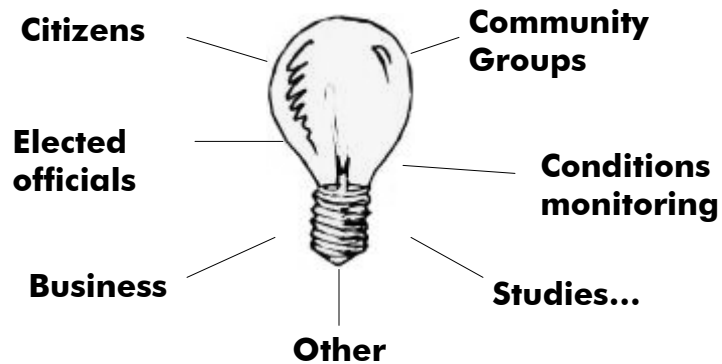
Many, many others...

What are the steps of the process?



Identifying Needs

How are project ideas identified?



Identifying Needs

Governments and agencies endorse priority projects.



- **Local**
 - City/county comprehensive plans
- **State DOT studies and plans**
 - Monitoring traffic, road conditions, transit conditions, multi-modal corridor studies, etc.
- **Transit agencies**
 - For example, Metro has 3 categories of identified needs: infrastructure renewal, accommodating new riders, and expansion.

Identifying Needs

Corridor and “sub-area studies examine transportation alternatives.

- Federal review required for major transportation investments.
- A federally required **Environmental Impact Statement (EIS)** examines impacts of various alternatives:
 - Cost/Benefits
 - Social
 - Economical
 - Environmental

State Long-Range Plans

- **Bring together** the project recommendations from local governments, states DOTs and public transit, others.
- **NOT** financially constrained.
- Long-range plans are another level of project identification and endorsement – They **DO NOT guarantee** a project will be built.

State Long-Range Plans

- **Virginia**

- VTrans2025
- TransAction 2030
- State Highway Plan



- **Maryland**

- Maryland Transportation Plan (MTP)

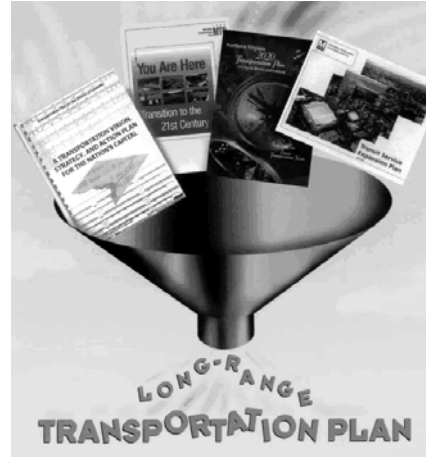


- **District of Columbia**

- Strategic Transportation Plan

TPB Constrained Long-Range Plan

The CLRP puts a financial squeeze on state and other unconstrained long-range plans.




TPB Constrained Long-Range Plan

- **20-30 years**
- **NOT** a wish list
 - Only includes projects that can be “reasonably anticipated” to be funded.
 - CLRP reflects the region’s priorities.
- **In order to receive federal funding**, projects must be included in the CLRP.
- CLRP must “conform” to regional **air quality** improvement goals.




6-Year Programming



Transportation programs are lists of projects to be funded over the next six years.

- The annual process is different in every state.
- But, in every state:
 - - The DOTs take the lead in developing the draft program.
 - Every new program begins with last year's program.
 -  - State legislatures approve funding.

Virginia



-  • General Assembly approves 2-year Appropriations act.
- • Virginia's Commonwealth Transportation Board approves Six-Year Improvement Program (**SYIP**).
- TPB** • Projects submitted for the TPB's Transportation Improvement Program.

Maryland

- MDOT develops a 6-year Consolidated Transportation Program (**CTP**) based on input from:
 - State-identified priorities.
 - The counties’ annual “priorities letters.”
 - The Secretary’s “Annual Tour.”
-  ● The General Assembly approves the CTP.
-  ● Projects submitted for the regional Transportation Improvement Program (TIP).

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District of Columbia

- DDOT develops a draft Capital Improvement Program (**CIP**) for transportation.
-  ● D.C. Council approves annual CIP.
-  ● U.S. Congress approves D.C. budget (including CIP for transportation.)
- Projects submitted for the regional Transportation Improvement Program (TIP).

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WMATA

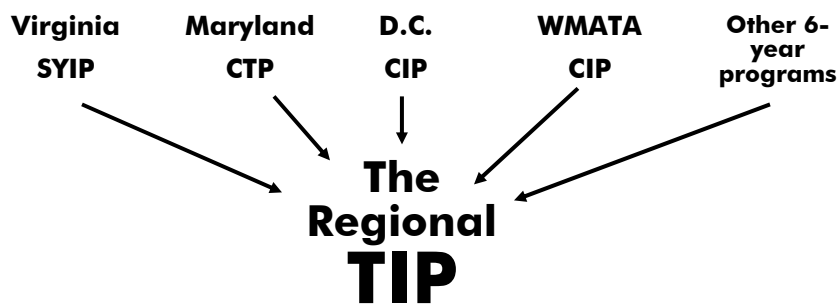


- WMATA staff prepares its annual Capital Improvement Program (**CIP**) based on funding from local, state and federal governments, and from fares and other sources.
- WMATA board approves the CIP.
- Projects submitted for the regional Transportation Improvement Program (TIP).

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The TPB's Transportation Improvement Program (TIP)

The TIP is a six-year program consistent with the six-year programs of the states and others.



The TPB's Transportation Improvement Program (TIP)

- Essentially the TIP is a six-year, more detailed subset of the CLRP.
- Like the CLRP:
 - Financially constrained
 - Meets air quality goals

It doesn't end there.

- Major projects have to go through:
 - More environmental study
 - Preliminary engineering
 - Selection of design alternative
 - Design engineering
 - Right of way acquisition
 - Construction
- And just because a project went through all the steps of the process, **does not guarantee it will be built!**