

FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM

for the National Capital Region

APPROVED

October 17, 2018



FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted by the Transportation Planning Board on October 17, 2018

ABOUT THE TPB

The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia and the District of Columbia, 23 local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

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This document makes multiple references to its own appendices and to the appendices of the Visualize 2045 plan document. For clarification purposes:

- **References to sections, tables, and appendices of the FY 2019-2024 TIP document are in bold blue type, and**
- *References to the Visualize 2045 document appendices are in green, italicized type.*

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1. INTRODUCTION

What is a Transportation Improvement Program?

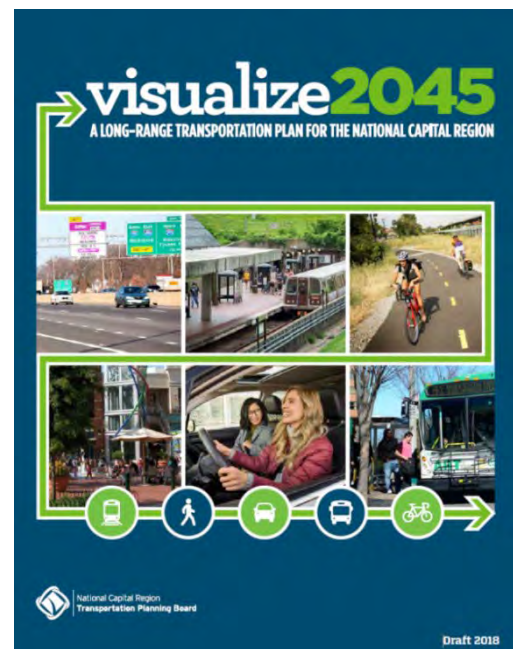
The Transportation Improvement Program (TIP) is a federal obligation document which describes the planned schedule in the next six years for distributing federal, state and local funds for state and local transportation projects. The TIP represents an agency's intent to construct or implement specific projects in the short term and identifies the anticipated flow of federal funds and matching state or local contributions. It is a multimodal list of projects that includes highway projects, rail, bus and streetcar projects, and bicycle and pedestrian improvements. It also includes roadway and transit maintenance projects, operational programs, and many other transportation-related activities. The TPB's FY 2019-2024 TIP contains over 300 project records and more than \$15 billion in funding across the region. The TIP is a dynamic budget document and is amended and modified on a weekly/monthly basis.

The TPB's FY 2019-2024 Transportation Improvement Program and Visualize 2045

Visualize 2045 is the federally required long-range transportation plan for the National Capital Region. It identifies all regionally significant transportation investments planned through 2045 in the financially-constrained element. It also includes an aspirational element to show projects not yet funded and to highlight the TPB's seven aspirational initiatives showing what the region aspires to do. Visualize 2045 also provides detailed analysis to help decision-makers and the public "visualize" the future.

Visualize 2045 and the TIP were developed according to the provisions of the metropolitan planning regulation of record in October 2017. The TPB has determined that Visualize 2045 and the FY 2019-2024 TIP are financially constrained and meet the federal requirements to demonstrate that the proposed project costs are consistent with the available and committed projected sources of transportation revenues and the existing transportation system has been demonstrated to be adequately operated and maintained.

As a product of the metropolitan transportation planning process, the TIP outlines the staged development of Visualize 2045 with priority projects selected for programming by the states and the transit agencies presented in the first and second year of the six-year program. The TPB officially updates the program every two years with a call for projects. State, regional, and local transportation agencies update the TIP on a more frequent basis by amending or modifying the TIP to reflect their latest obligation plans. The TIP reflects the individual



programming schedules for the District of Columbia (DC) and portions of the Commonwealth of Virginia and the State of Maryland, which are driven by state laws and legislative processes and each one is different. Maryland typically provides a complete TIP update in the Fall, Virginia provides a complete update in March, and DC provides a complete update in April. Each agency’s program documents span different time frames as well. At the time the FY 2019-2024 TIP was approved, and this document was first published, the TIP does not reflect the entire program of all three states. The TPB maintains a database of TIP projects which is updated regularly after any actions to amend or modify the TIP. The source documents for the TIP are legislatively approved and a description of each can be found in [Section 2 – Project Development Process](#).

2. DEVELOPMENT OF THE FY 2019-2024 TIP

On October 18, 2017, the TPB began developing Visualize 2045 and the TIP by adopting and releasing a call for projects called the Technical Inputs Solicitation (TIS) Submission Guide for Visualize 2045 and the FY 2019-2024 TIP. During the development of the TIP, the TPB held a Public Forum on July 12, 2018. TPB Staff and member agencies reviewed draft project tables in August and a 30-day public comment period was held from September 7 through October 7, 2018. The TPB approved the FY 2019-2024 TIP on October 17, 2018.

Table 1: TIP Development Milestones

October 18, 2017	March 2, 2018	July 12, 2018	September 7 – October 7, 2018	October 17, 2018
TPB approves TIS Submission Guide	FY 2019-2024 TIP Inputs due	Public Forum on the TIP	Public Comment Period on TIP	TIP approved

The Technical Inputs Solicitation Submission Guide

The TPB approved the Technical Inputs Solicitation Submission Guide for Visualize 2045 and the FY 2019-2024 TIP in October 2017. This call for projects defined the schedule for developing and approving the plan and TIP and specified which agencies are eligible to submit projects. It asked agencies to consider a regional policy framework and federal requirements when selecting and prioritizing projects. The Technical Inputs Solicitation also provided instructions on how to submit project data for Visualize 2045, the FY 2019-2024 TIP and the air quality conformity analysis of those documents. The Submission Guide can be found in its entirety at the end of the [Visualize 2045 Appendix B – Summary of Projects in the Financially Constrained Element](#).

Any municipal, county, state, regional, or federal agency with the fiscal authority to fund transportation projects is responsible for providing required project and program inputs for the FY 2019-2024 TIP. Inputs are required to be submitted by one of the TPB member jurisdictions or agencies listed in [Table 2](#).

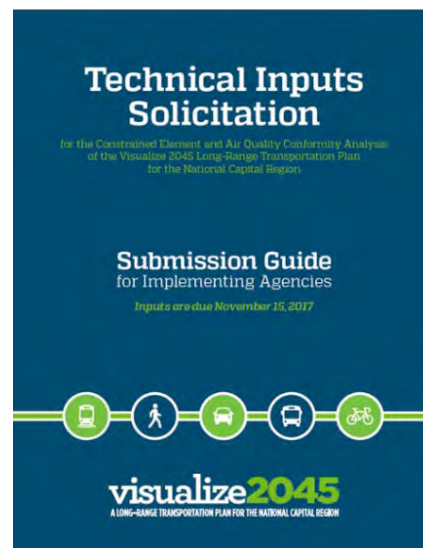


Table 2: TPB Member Agencies Responsible for TIP Programming

District of Columbia	Northern Virginia
District Department of Transportation (DDOT)	Virginia Department of Transportation (VDOT) Virginia Department of Rail and Public Transportation (VDRPT) Virginia Railway Express (VRE) Potomac and Rappahannock Transportation Commission (PRTC) Northern Virginia Transportation Authority (NVTA) Northern Virginia Transportation Commission (NVTC) Arlington County Department of Environmental Services* Fairfax County Department of Transportation* Fauquier County Department of Community Development* Loudoun County Department of Transportation and Capital Infrastructure* Prince William County Department of Transportation* City of Alexandria Department of Transportation and Environmental Services* City of Fairfax Department of Public Works* City of Falls Church Department of Public Works* City of Manassas Public Works Department* City of Manassas Park Public Works Department*
Suburban Maryland	
Maryland Department of Transportation <i>State Highway Administration (MDOT SHA)</i> <i>Maryland Transit Administration (MTA)</i> <i>Maryland Transportation Authority (MDTA)</i> Charles County Department of Public Works Frederick County Department of Public Works Montgomery County Department of Transportation Prince George's County Department of Public Works and Transportation Maryland-National Capital Park and Planning Commission (M-NNCPPC) City of Frederick Planning Department Gaithersburg Public Works Department	
Regional	
Washington Metropolitan Area Transit Authority (WMATA) Eastern Federal Lands Highway Division Metropolitan Washington Airports Authority (MWAA)	

*Virginia local jurisdictions submit through VDOT but are still responsible for providing required information

Regional Policy Framework

The Technical Inputs Solicitation asked agencies to document how their projects and programs support or advance a set of regional goals and priorities, collectively referred to as the TPB's policy framework. This framework is a culmination of a 20-year evolution that began with a visioning process in 1998. This framework includes comprehensive strategies that promote a strong regional economy and help improve quality of life for all residents.

The policy statements and documents that make up the framework encourage the region's transportation agencies to consider regional goals, priorities, and needs when developing and selecting projects to fund and implement. The policy framework consists of the TPB Vision, the Region Forward vision adopted by the Metropolitan Washington Council of Governments (COG) in 2010, the 2014 Regional Transportation Priorities Plan, and the seven aspirational initiatives recently endorsed by the TPB.



Federal Requirements

Visualize 2045 and the TIP also must meet federal planning requirements including the consideration of ten specific planning factors, financial constraint, air quality conformity, public involvement, Title VI of the Civil Rights Act of 1964, a Congestion Management Process and Performance-Based Planning and Programming. The federal planning requirements are described in more detail in [Section 3](#). This is the first TIP for this region to be approved since the Performance-Based Planning and Programming requirements introduced in MAP-21 and the FAST Act have gone into effect. There are six national goals that have been defined by the FAST Act under Performance-Based Planning and Programming:

1. Highway Safety
2. Highway Assets
3. Highway System Performance
4. Vehicular Emissions
5. Transit Asset Management
6. Transit Safety

This TIP will provide a baseline against which progress on targets under these goals will be measured.

Project Development Process

The TPB Vision and the federal metropolitan planning requirements exert a direct influence on the types of projects that are developed and submitted to the TPB for inclusion in Visualize 2045 and the TIP. However, project development typically occurs at the state and local levels. Each state, locality, the District of Columbia, and the Washington Metropolitan Area Transit Authority (WMATA) controls its own funding stream and each has its own system for moving projects forward. Within each state, projects may be pursued for a variety of reasons and may have multiple sponsors.

Identifying Needs

Needs are identified through a variety of mechanisms throughout the region. Solutions are promoted by a number of different players. Here are some basic ways in which projects originate:

Local Government Plans

Transportation projects are often first identified through local planning, which is performed by county or municipal governments. Local comprehensive plans usually include a transportation element identifying specific projects that a local government has determined will be needed over the period of the plan, which is usually 20-25 years.

FEDERAL REQUIREMENTS

- Ten Planning Factors
- Financial Constraint
- Air Quality
- Public Participation
- Title VI/Environmental Justice
- Congestion Management Process
- Performance-Based Planning and Programming

Project Identification at the State Level

The state DOTs each have methods for identifying projects needed to maintain the integrity of the transportation system, enhance safety or improve mobility. In accordance with state law, the states give highest priority to maintenance needs or structural deficiencies. Project recommendations are often based upon each state's regular analysis of pavements, bridges, congestion levels and safety issues. The states propose other projects that are system "enhancements" including trails or landscaping, or projects to serve air quality improvement goals, such as park-and-ride lots or ridesharing programs. In other cases, the states recommend "new capacity"- new or widened roads, or transit extensions. However, construction of new facilities has become less frequent as the region's transportation system matures and funding tightens.

Regional Transit Plans and Studies

WMATA regularly assesses the needs of the Metrorail, Metrobus, and MetroAccess systems, and identifies new service and projects. Like the state DOTs, WMATA places a priority on keeping the system in a state of good performance, including replacement of rail cars and buses, escalator and elevator repair and track maintenance. WMATA also studies and identifies system enhancements, such as bus service improvements and station access improvements. The Maryland Transit Administration, the Virginia Department of Rail and Public Transportation and local transit agencies also perform their own studies, in addition to working with WMATA.

WMATA's capital needs are identified in WMATA's 10-year Capital Needs Inventory and Prioritization report, released in November 2016, and GM/CEO Wiedefeld's plan to "Keep Metro Safe, Reliable, and Affordable," released on April 19, 2017. Capital needs are divided into two categories: 1) State of Good Repair needs, which include projects that maintain and replace assets on a regular life cycle basis in order to deliver the same level of service; and 2) Future Compliance needs, which include projects that help meet growing ridership and improve the rider's experience.

Corridor and Sub-Area Studies

Major projects go through studies that look at a variety of transportation alternatives for particular "transportation corridors" or specific areas of the region. State agencies generally perform these studies, in cooperation with the TPB and in accordance with federal procedures.

Federal regulations require corridor or sub-area studies to be performed when major metropolitan highway or transit investments are being considered. In particular, the National Environmental Policy Act (NEPA) requires a type of corridor study known as an Environmental Impact Statement (EIS) before certain types of major projects may be constructed.

Corridor and sub-area studies typically examine the costs and benefits of various alternatives, and how effectively the different options would "get the job done." They also measure other social, economic or environmental impacts. Federal law requires adequate public involvement opportunities.

Just because a preferred alternative is selected, however, does not mean it will be built. Project funding involves policy and budget decision making-usually at the state level.

Long-Range Planning at the State Level

Each state has a long-range planning process that brings together project recommendations from local governments, the state DOTs, WMATA and other sources. A project does not have to appear in a state long-range plan in order to receive funding. However, the priorities established in these state plans often determine which projects get built. Unlike the constrained element of Visualize 2045, the long-range plans of the states and WMATA usually are not constrained by funding availability and may or may not list individual projects.

District of Columbia

In October 2014, the District Department of Transportation (DDOT) released moveDC, a multimodal long-range transportation plan. The new plan, which has a horizon year of 2040, has an emphasis on expanding transportation choices and providing better access to a wide variety of transportation modes. In addition, it focuses on maximizing safety and public space quality in major transportation corridors.

The D.C. Comprehensive Plan (the District's land use plan), which is the responsibility of the Office of Planning, promotes policies to increase the city's population. Accommodating additional travel demands will be a key element of the new Strategic Transportation Plan.

Maryland

The 2040 Maryland Transportation Plan (MTP) establishes policy goals for state transportation services and infrastructure over the next 20 years. The MTP is a starting point for the development of strategic plans, programs and projects by MDOT's different agencies.

The 2040 MTP identifies five goals that support MDOT's mission and vision: Quality of Service, Safety & Security, System Preservation & Performance, Environmental Stewardship, and Connectivity for daily Life. Each project also identifies which goals it supports. An update to this plan is expected to be adopted in January 2019.

Virginia

Virginia has a number of long-range planning efforts that serve as the basis for project development. A 20-year statewide transportation plan, called VTrans, provides policy guidance for all transportation modes. The VTrans final report identified policy recommendations in the areas of funding and investment, land use, connectivity, priority setting, and sustaining the VTrans vision. The state is currently updating this plan.

VDOT also develops a State Highway Plan that recommends specific road improvements for the next 20 years. VDOT has also launched a prioritization process for the Highway Plan that uses a quantitative methodology to rank projects and recommend priorities for short-term funding.

Finally, the Northern Virginia Transportation Authority (NVTA) has its own long-range transportation plan. The most recent version of this plan, called TransAction, was adopted in 2017. TransAction contains an ambitious multimodal list of projects, which are prioritized within 11 transportation corridors. The plan identified more than \$35 billion in unfunded needs.

The priorities in TransAction, together with VTrans and the State Highway Plan, serve as the basis for Virginia's project submissions for the TPB's Constrained Long-Range Plan.

WMATA

WMATA's Momentum strategic plan, approved in 2013, proposed an ambitious long-term program of projects, including new rail lines and expanded bus service. Current Board policy requires expansion projects to be funded by the local jurisdiction. Examples of such projects include the Dulles Rail Extension in Virginia and the Potomac Yard station in Alexandria. Because WMATA does not have a funding source that it alone controls, the recommendations of the Expansion Plan were intended to guide the decisions made by WMATA's funding partners - the states, local governments and the federal government. Significant changes to the transit network are submitted for inclusion in Visualize 2045.

WMATA's planned capital expenditures were based on 'steady-state' state of good repair needs from WMATA's Capital Needs Inventory (CNI) and identified backlog needs. Over the next ten years, WMATA has planned expenditures totaling \$15.5 billion, consistent with the GM/CEO's plan. From that, projects are developed and promoted to the six-year Capital Improvement Program. The funding in this TIP is based on the Capital Needs Inventory, the GM's plan, and on expected funding levels in the FY 2019-2024 CIP.

Six-Year Programs at the State Level

Each state also has its own procedure for developing transportation programs-lists of projects to be funded in the next six years. These short-range programs are dependent upon the legislative approval of transportation budgets. At the conclusion of the budgeting and programming process in each state, the projects are submitted to the TPB for inclusion in the regional TIP. The annual process is ongoing; just as the old programming cycle is ending, the new cycle is getting started.

District of Columbia

The D.C. Council approves the annual Capital Improvement Program budget for transportation.

Every year, the mayor submits the draft Capital Improvement Program (CIP) to the D.C. Council for approval. The CIP is a six-year program that includes all capital expenditures for the District, including transportation projects. The D.C. Council, acting as a state legislature, holds hearings on the draft CIP, which it can amend. As with other District legislation, both the Council and the Mayor must approve the CIP for it to move forward.

The U.S. Congress must enact the D.C. budget.

The District presents its proposed budget (both the CIP and the operating budget) to Congress for approval every summer. After a review process, Congress introduces and enacts federal legislation constituting the District's budget as part of the federal appropriations process.

D.C.'s six-year transportation program is submitted to the TPB for inclusion in the regional TIP.

Using the CIP as a basis for development, the District develops a six-year list of projects for inclusion in the TPB's TIP.

Maryland

During the Secretary's "Annual Tour," Maryland DOT officials get feedback about their draft six-year Consolidated Transportation Program (CTP) from county and local officials, and from the public. The Tour occurs every Fall.

Every year, each county and its state legislative delegation identify local transportation priorities and officially transmit them to MDOT in the form of their annual "Priority Letter." Using the Priority Letters along with needs identified in the previous year, MDOT develops a draft Consolidated Transportation Program (CTP), which is a six-year program of transportation projects.

Each fall, MDOT goes on the road to get feedback on the draft CTP. In a process commonly called the Annual Tour, MDOT officials visit each county and present the draft six-year program. After considering the input received from local and county officials during the Annual Tour, MDOT revises the CTP and submits it first to the Governor and then to the General Assembly for budget approval.

The Maryland General Assembly approves the six-year program.

MDOT annually submits the State Report on Transportation to the Maryland General Assembly. This report, consisting of the long-range MTP and the six-year CTP (described above), forms the basis for the governor's annual transportation funding request, which the General Assembly must approve. Maryland law does not permit the General Assembly to add projects to the governor's funding request, although the legislature may delete projects or funding.

Maryland annually submits a list of projects to the TPB for inclusion in the regional TIP.

Using the six-year CTP as a basis for development, Maryland develops a six-year list of projects for inclusion in the regional Transportation Improvement Program (TIP), which is approved by the TPB.

Virginia

The General Assembly approves funding for transportation in a two-year Appropriation Act.

Every two years, the Virginia General Assembly approves the two-year (biennial) Appropriation Act, which contains all statewide funding, including transportation spending. The revenues in the act are based largely upon estimates provided in the governor's Budget Bill. The estimates for transportation revenues are prepared by the Department of Taxation and the Virginia Department of Transportation.

The Appropriation Act generally allocates funding for broad transportation categories, not for individual projects, although the General Assembly sometimes earmarks funding for projects. After the first year of the biennial budget cycle is completed, the General Assembly has an opportunity to amend the budget.

The Virginia Commonwealth Transportation Board (CTB) annually approves the Six-Year Improvement Program.

Every year, the Commonwealth Transportation Board, which guides the work of the Virginia DOT much like a board of directors, develops the Six-Year Improvement Program (SYIP). This program

allocates money for transportation projects that are proposed for construction (including engineering and right-of-way acquisition), development or study in the next six fiscal years. In developing the SYIP, the Board considers the priorities identified by VDOT from the State Highway Plan, as well as needs identified in VTrans and Northern Virginia's TransAction.

The program is updated annually. Funding for the Six-Year Improvement Program is based upon the two-year Appropriation Act approved by the General Assembly and anticipated revenues for the remaining years of the plan. The SYIP must include all projects earmarked by the General Assembly.

Virginia annually submits a list of projects to the TPB for inclusion in the regional TIP.

Using the Six-Year Program as a basis for development, Virginia develops a six-year list of Northern Virginia projects for inclusion in the regional Transportation Improvement Program (TIP), which is approved by the TPB. The TIP is a subset of the SYIP. (See the next chapter for more information on the TIP.)

The WMATA Capital Improvement Program (CIP)

Projects programmed by the transit authority use funding from the federal government, and from state and local jurisdictions. WMATA recently updated their capital needs inventory which will serve as the foundation for future capital programs and support the development of a regional funding strategy for Metro. Capital needs are divided into two categories: 1) Performance needs, which include projects that maintain and replace assets on a regular life cycle basis in order to deliver the same level of service; and 2) Customer/Demand needs, which include projects that help meet growing ridership and improve the rider's experience.

Every year, WMATA's general manager submits an annual budget to the WMATA Board Finance, Administration, and Oversight (FAO) Committee. The proposed program may be revised by the committee, and then is reviewed and approved by the WMATA Board of Directors. The projects in this capital budget are then submitted for inclusion in the regional TIP. The 2019 program in this TIP are based on the projects laid out in the 2019 budget. The FY 2019-2024 funding in this TIP is based on the Capital Needs Inventory and on expected funding levels.

Other Project Programming

Other agencies, such as the National Park Service, and some counties, cities and towns develop projects using federal funds outside the state or WMATA programming processes. These projects also must be submitted to the TPB for inclusion in the regional TIP and plan.

The TIP integrates projects proposed by state and local transportation agencies into a program consistent with the current regional long-range transportation plan and policies. In the development of this program, individual agency inputs are evaluated for consistency with the plan and policies. The TIP includes projects within the boundary of the Washington Metropolitan Area.

TPB Actions in the Project Selection Process

The TPB carried out several actions during the development of the TIP to impact the project selection process. This TIP update cycle began by issuing and approving the Technical Inputs Solicitation Submission Guide. In response, agencies submitted information on new and existing projects.

The TPB approves these project inputs in January 2018 and spent several months reviewing and analyzing the data to ensure that the project inputs are consistent with the region's air quality requirements. Once the analysis is complete, the TPB makes a final approval of Visualize 2045, the TIP, and the Air Quality Conformity Analysis.

Each agency reviews its projected revenues and project expenditures over the fiscal year span of the TIP and programs funding accordingly. TPB staff reviews the data and produces a financial summary for each agency that details funding totals by source and project type.

Several subcommittees of the TPB develop lists of projects to champion for inclusion in the TIP. In the past, the Bicycle and Pedestrian Subcommittee has presented their list of priority projects to the TPB. Similarly, the Freight subcommittee developed a list of highlighted projects and corridors that would enhance the movement of goods throughout the region. This list was presented to the TPB and was the subject of a discussion session at the TPB's Freight Forum. Other lists are also developed by the Regional Public Transportation Subcommittee and the Aviation Technical Subcommittee. The implementing agencies are encouraged to review these lists and consider which projects can be included in the next TIP cycle.

The TPB is the designated recipient for the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program. As established under MAP-21 and continued through the FAST Act, the Enhanced Mobility of Seniors and Individuals with Disabilities Program aims to "improve mobility for seniors and individuals with disabilities throughout the country by removing barriers to transportation services and expanding transportation mobility options available." The TPB reviews applications from independent agencies and selects which projects will be awarded funds. The TPB is responsible for programming these funds in the TIP.

Under the federal Transportation Alternatives Set Aside (TA Set Aside) Program, the TPB is responsible for selecting projects using sub-allocated funding for Suburban Maryland, Northern Virginia, and the District of Columbia. The TA Set Aside, which is part of the Surface Transportation Block Grant Program, was previously known as the Transportation Alternatives Program (TAP) and that name is commonly still used. Each implementing agency will program these funds in the TIP when those projects are ready for implementation.

Amendment and Administrative Modification Procedures

The TPB officially updates the program every two years with a call for projects. State, regional and local transportation agencies update the TIP on a more frequent basis by amending or modifying the TIP to reflect their latest obligation plans. Please see [Appendix B](#) of this document for the TPB's approved TIP Amendment and Administrative Modification Procedures.

3. FEDERAL REQUIREMENTS

In the course of developing Visualize 2045 and this TIP, the TPB and the transportation implementing agencies also must comply with the following federal planning and programming requirements.

Federal Planning Factors

In 1998 the Transportation Equity Act for the 21st Century (TEA-21) established eight planning factors which must be considered in the development long-range plans and TIPs. In 2015, the Fixing America's Surface Transportation Act (FAST Act) reaffirmed those eight factors and added two more:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and for freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.
- Improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation (New under the FAST Act); and
- Enhance travel and tourism. (New under the FAST Act)

The goals, objectives and strategies in the TPB Vision and the Regional Transportation Priorities Plan incorporate the ten federal planning factors. Each planning factor is covered by one or more of the goals, objectives and strategies, except for security, which is covered implicitly by the TPB Vision.

Financial Constraint

The Visualize 2045 financial plan was adopted by the TPB on October 17, 2018. The financial plan demonstrates that the region has forecast revenues which are reasonably expected to be available to cover the estimated costs of adequately maintaining, operating, and expanding the highway and transit system. This analysis is a required element of the TPB's long-range transportation plan. **Appendix A: Financial Plan of Visualize 2045** contains the full financial analysis, while this section provides a summary.

The financially constrained element of Visualize 2045 is fiscally realistic, balancing all proposed new project investments and system maintenance and operating costs with reasonable revenue expectations, as agreed upon by TPB and its implementation agency partners in the metropolitan transportation planning process. The sources of revenues for the region are shown in **Figure 1**.

A total of \$291.1 billion¹ in transportation revenues and expenditures is projected for the National Capital Region for the 27-year period of 2019 to 2045. **Figure 2** shows total expenditures, separated by mode and type. Transit expenditures include those for WMATA, local transit, and commuter rail. Over the 27-year period of Visualize 2045, public transportation is projected to absorb 66 percent of the total expenditures of \$291.1 billion. WMATA expenditures are forecast at \$139.3 billion (48 percent of the total) and match the available revenues. Highway expenditures and revenues total \$99.5 billion (34 percent). The majority of future transportation revenues will be devoted to the operation and maintenance of the current public transportation and highway systems. More information about the current financial plan is available at visualize2045.org/document-library.

The TIP is financially constrained by year and includes projects that can be implemented using current revenue sources. The TIP financial plan in **Section 4** provides the total

dollars in year of expenditure dollars programmed by the District of Columbia, Maryland, Virginia, and the Washington Metropolitan Area Transit Authority (WMATA) for the FAST Act funding categories for each year. The TIP plan shows the funding programmed for the priority projects in the first and second years, which is consistent with the anticipated federal funding for FY 2019 and FY 2020 that each state has authorized for the region. It also shows the funding programmed for the third through sixth years for the District of Columbia, Northern Virginia and WMATA, At the request of the Federal Highway Administration (FHWA), Maryland’s tables extend only to the third and fourth years.

Air Quality Conformity

The financially constrained element of Visualize 2045 must demonstrate that future emissions under the plan are consistent or “in conformity” with emissions levels set forth in air quality plans adopted by the states. Since the Washington region does not currently meet federal standards for ground-level ozone, the TPB must demonstrate that future vehicle-related emissions of ozone-forming pollutants will, under the proposed constrained element plan, remain below the approved limits.

Figure 1: Visualize 2045 Expenditures by Funding Source

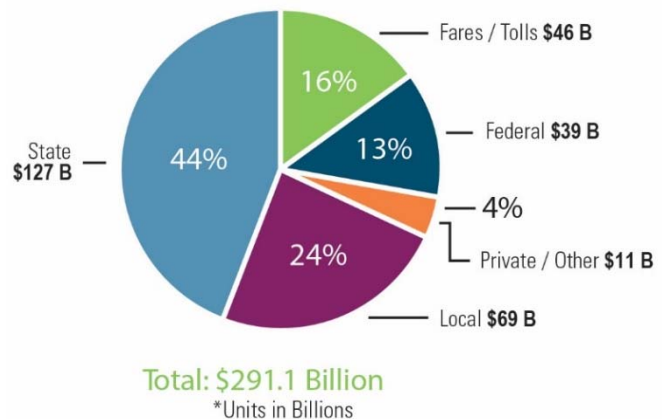
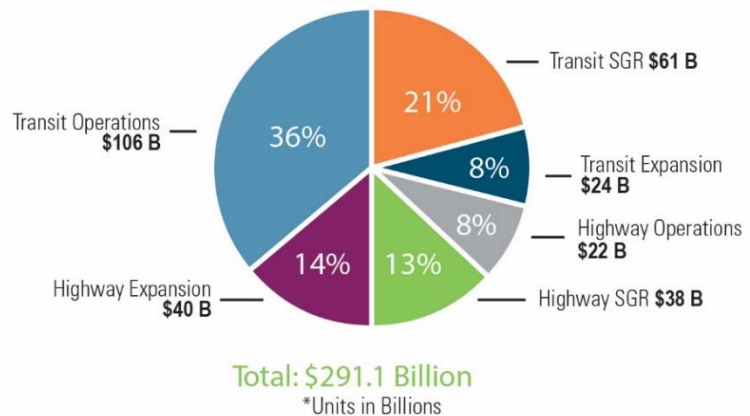


Figure 2: Visualize 2045 Expenditures by Type and Mode



¹ Because federal planning regulations require that the financial analysis show reasonably anticipated revenues and expenditures in year of expenditure (YOE) dollars, this report provides estimates in year of expenditure dollars. Year of expenditure dollars include inflation rates in the future years.

Under the constrained element of Visualize 2045, mobile emissions are expected to drop steadily mainly due to tougher fuel and vehicle efficiency standards. The plan's air quality conformity assessment included comparing forecasted mobile source emissions to the region's mobile emissions budgets for volatile organic compounds (VOC) and nitrogen oxides (NOx). The conformity analysis found that forecasts of mobile emissions for VOC and NOx are within required budgets for all analysis years of the plan.

Public Participation

In December 2007, the TPB adopted its first Participation Plan as required by the final planning regulations. The Participation Plan was updated and approved by the TPB on September 17, 2014. This TIP and Visualize 2045 were developed under procedures in the participation plan to involve citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, bicyclists, pedestrians, people with disabilities, and other members of the public. Copies of the TIP and major project submissions were accessible on the COG/TPB web page and were available for no charge at the COG Information Center.

On December 14, 2017, the TPB Citizens Advisory Committee (CAC) was briefed on the proposed significant changes for Visualize 2045. Draft maps and descriptions of the project submissions for the air quality conformity assessment were made available. On December 20, the TPB was briefed on the submissions. On January 17, 2018, the TPB was briefed on the public comments received on the project submissions, the recommended responses to the public comments, and approved the project submissions.

On July 12, 2018 the TPB hosted a Public Forum on the development of the FY 2019-2024 TIP, which included a preview of projects and funding levels in the TIP. The forum was held in conjunction with the TPB's Citizens Advisory Committee and was also broadcast on Facebook Live. The presentation and a link to the recorded forum can be found at mwcog.org/TIPforum.

On September 7, 2018, the draft Visualize 2045 plan document, the draft FY 2019-2024 TIP, and the draft Air Quality Conformity Analysis were released for a 30-day public comment period which closed on October 7, 2018. Public comments could be submitted on-line, by e-mail, regular mail or by voice mail. An opportunity for public comment was provided at the beginning of the September 19 TPB meeting. Documentation of the public involvement and comment process on the FY 2019-2024 TIP is included in [Appendix D](#).

Congestion Management Process

TPB has an important role to play in understanding and identifying the full range of strategies to address traffic congestion in the region. Federal law requires the TPB to provide for "safe and effective integrated management and operation of the multimodal transportation system... through the use of travel demand reduction and operational management strategies."

The Congestion Management Process (CMP) provides for a systematic approach to monitoring the performance of the region's transportation system and identifying and evaluating the benefits that various congestion management strategies may have. Through various programs, the CMP monitors the performance of the transportation system. With accurate and reliable data, the TPB and regional partners work to establish strategies and initiatives to help alleviate congestion. Both demand management and operational management strategies are pursued. Demand management seeks to reduce congestion by reducing the number of vehicles (especially single occupant vehicles) on the

road during high-volume time periods while operational management focuses on incident management, technology advances, and, when necessary, capacity increases.

CMP activities benefit strongly from regional participation. The TPB Technical Committee, the Systems Performance, Operations, and Technology Subcommittee, and the Commuter Connections Subcommittee consult regularly on staff’s work. Further, TPB’s Commuter Connections program plays a critical role in implementing the most impactful strategies for demand management.

More information on the CMP can be found in [Appendix E: Congestion Management Process Federal Compliance and Impact on Plan Development](#), or online at mwco.org/cmp.

Performance Based Planning and Programming

Performance-based planning and programming (PBPP) is a new process requiring states and MPOs to “transition to a performance-driven, outcome-based program that provides for a greater level of transparency and accountability, improved project decision-making, and more efficient investment of federal transportation funds.”² In coordination with partners, the TPB is tasked with setting targets for 25 performance measures. Table 2 lists eight performance areas along with their related measures and metrics that the TPB will track. As PBPP progresses over the years, performance compared to the targets will help inform funding decisions and help achieve targets.

Table 3: Performance-Based Planning and Programming Measures and Metrics

Performance Area	Measure	Metric
Highway Safety	5-Year Rolling Average	<ul style="list-style-type: none"> • # of Fatalities • Rate of Fatalities • # of Serious Injuries • Rate of Serious Injuries • # of Non-Motorized Fatalities and Serious Injuries
Highway Asset Management	Percent of Pavement Lane Miles*	<ul style="list-style-type: none"> • In Good Condition • In Poor Condition
	Percent of Bridge Deck Area	<ul style="list-style-type: none"> • In Good Condition • In Poor Condition
Performance of National Highway System	Percent of Person Miles Traveled	Level of Travel Time Reliability
Freight Movement Reliability	Index	Truck Travel Time Reliability
Roadway Congestion	Annual Hours Per Capita	Peak Hour Excessive Delay
	Percent of	Non-Single Occupancy Travel
Vehicular Emissions	Total Emissions Reduction	Volatile Organic Compounds and Nitrogen Oxides
Transit Asset Management	Percent of	<ul style="list-style-type: none"> • Service Vehicles exceeding Useful Life • Revenue Vehicles exceeding Useful Life • Track Segments with Performance Restrictions • Facilities rated Marginal or Poor
Transit Safety	Number and Rate (per Revenue Vehicle Mile)	<ul style="list-style-type: none"> • Fatalities by Mode • Reportable Injuries by Mode • Reportable Safety Events by Mode
	Mean Distance	Between Major Mechanical Failures by Mode

² Federal Register, Vol. 81, No. 103, Friday, May 27, 2016, page 34051, Section B.1.

As included in the Metropolitan Planning Agreement (3C Agreement) approved by the Transportation Planning Board on April 18, 2018 in accordance with the latest federal metropolitan planning requirements as adopted in the FAST Act, the TPB's TIP includes a description of how the investments in the TIP make progress toward achievement of the targets. See [Section 6](#) for an analysis of projects and funding in the TIP as they pertain these performance measures.

4. TIP FINANCIAL PLAN

This section presents the financial plan for the Washington region's TIP. FAST Act funding for the region is provided under either Title I, Surface Transportation, or Title III, Transit. Within each title are several programs or funding categories, such as the National Highway Performance Program and the Surface Transportation Block Grant Program under Title I, and the Section 5307 transit capital program under Title III. In addition to federal funding, there is state and local funding as well as private sector and other sources of funding in the TIP.

With the exception of some FTA Section 5310 funding, all federal funding is apportioned to states. To verify that the projected funding authorized in the FAST Act is consistent with the funding programmed on projects in the Washington region's TIP, financial summaries are prepared for the District of Columbia, Maryland and Virginia, WMATA, and the region as a whole. The summaries provide each source's federal and total (with state and/or local match) funding amounts for FY 2019 and FY 2020 individually. Federal and total amounts for the third and fourth years of the TIP (FY 2021 and FY 2022) are combined as are the fifth and sixth years (FY 2023 and FY 2024), except for Maryland's summaries in Table 5. Finally, each summary table provides the federal and total funding amounts across the six-year span of the TIP.

The funds programmed in the TIP for each state by FAST Act program category have been compared with FAST Act and state funding that has been authorized by each state for the region. The funding programmed for the projects in the first years and second years is consistent with the anticipated FAST Act funding authorized for FY 2019 and FY 2020. The funding programmed for the third through sixth years is consistent with the projected federal dollars to be authorized by the states.

Financial Summaries for the Region by Funding Source

The tables on the next several pages summarize the federal and non-federal funding planned to be spent on projects and programs across the region over the next six years. As previously noted, the amounts summarized here reflect the funding that the states have programmed to date. There will be monthly and weekly amendments and modifications made to adjust these funding levels over the next two years. Additionally, the District of Columbia, the Commonwealth of Virginia and WMATA typically submit annual requests to update their respective complete portions of the TIP to reflect their latest obligation plans.

Table 4 shows the Title I and Title III funding along with state, local and other sources programmed throughout the region for fiscal years 2019 through 2024, totaling about \$15.7 billion. The four columns under the 2019 and 2020 headers show the amount of "Federal" funding by source for each year next to the "Total" amount which includes any required matching contributions from state or local sources. The next four columns similarly show the federal and total amounts of each source

programmed but as a combined sum of FY 2021 and FY 2022, and FY 2023 and FY 2024 respectively. The final column sums up the federal amounts programmed for each source between FY 2019 and FY 2024 along with the total for that same time span.

Of the \$15.7 billion programmed around the region, only \$6 billion is coming from federal Title I or Title III sources. The largest component of the regional total is \$7.8 billion in state and local funding. More than \$5 billion of that are contributions from DC, Maryland and Virginia to WMATA.

Table 5 shows a similar breakdown of just over \$2 billion in funding for projects and programs implemented by DDOT. More than half of that total, \$1.3 billion comes from Title I sources and their required matching funds, while only \$1.6 million is programmed from FTA's Title III sources. DC funding along with Grant Anticipated Revenue Vehicle (GARVEE) bonds make up most of the rest of the program total. In the District, GARVEE bonds are only being used to pay for part of the South Capitol Street Corridor project. DDOT's inputs to the FY 2019-2024 TIP match their FY 2018-2021 STIP.

Table 6 shows funding in suburban Maryland for fiscal years 2019 through 2022. At the request of FHWA, the FY 2023 and FY 2024 columns have been omitted from the Maryland TIP tables and financial summaries. Maryland's financial summary tables are also divided up between MDOT agencies: State Highway Administration (SHA), Maryland Transit Administration (MTA), and the Maryland Transportation Authority (MdTA), and the TPB member counties: Charles, Frederick, Montgomery, and Prince George's. Just under half of MDOT's four-year program total of \$3.1 billion comes from federal sources. Title I funding amounts for SHA projects are programmed without state and local matching formulas, so the federal amounts shown equal the total amounts and the matching funds are included in the State/Local grouping underneath the Title III group. MDOT's inputs to the FY 2019-2024 TIP match their FY 2019 – FY 2024 CTP.

Table 7 shows \$865 million in funding programmed in Northern Virginia, with just under half of that - \$400 million – from federal sources. VDOT's inputs to the FY 2019-2024 TIP are derived from its FY 2018-2021 STIP. While the first two years of the TIP are programmed and verified, the limited three-year overlap makes for an incomplete picture of funding in Northern Virginia at the time of this analysis.

In contrast, **Table 8** shows almost \$8.5 billion in funding programmed by WMATA between FY 2019 and FY 2024. About \$3 billion of this comes from FTA Title III sources and matching funds, but the bulk of it – more than \$5 billion – comes from state and local contributions, including the new, long-term dedicated funding stream from the District of Columbia, Maryland and Virginia in the amount of \$500 million per year.

Table 4: FY 2019-2024 Financial Summary for the National Capital Region

Source	2019		2020		2021-2022		2023-2024		2019-2024	
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	Federal	Total
Title I - FHWA										
CMAQ	42.39	51.22	37.52	45.76	49.99	61.06	26.03	31.67	155.93	189.71
DEMO	1.02	1.27							1.02	1.27
EB/MG	0.16	0.20								
HPP	14.96	38.56	5.83	15.42	8.52	10.78	1.26	2.72	30.56	67.48
HBRRP	4.19	4.19	4.60	4.60	6.00	6.00	0.00	0.00	14.79	14.79
HSIP	19.09	20.77	17.18	18.41	31.56	33.87	23.74	25.84	91.57	98.89
NHFP	6.24	6.24	5.99	5.99	10.55	10.55	0.00	0.00	22.77	22.77
NHPP	288.82	307.82	226.50	237.68	370.32	407.81	289.05	326.90	1,174.69	1,280.20
RSTP	21.24	26.55	9.82	12.28	4.70	5.88	0.00	0.00	35.77	44.71
SPR	4.78	5.98	4.78	5.98	9.32	11.65	6.84	8.55	25.72	32.15
STIC	0.10	0.13	0.10	0.13	0.20	0.25	0.20	0.25	0.60	0.75
STBG	249.32	277.11	241.38	259.89	292.43	318.70	228.08	261.39	1,011.22	1,117.09
TAP	1.57	1.96	2.72	3.40	3.68	4.60	2.76	3.45	10.38	13.42
Title I - FHWA Total:	653.88	741.99	556.43	609.52	787.27	871.14	577.95	660.77	2,575.53	2,883.42
Title III - FTA										
Section 5303	0.33	0.42	0.33	0.42					0.66	0.83
Section 5304	0.54	0.68	0.09	0.11					0.63	0.79
Section 5307	187.68	239.55	191.14	241.67	359.98	456.49	314.70	393.38	1,053.51	1,331.09
Section 5309	116.00	145.00	116.00	145.00	232.00	290.00			464.00	580.00
Section 5310	3.31	3.48	2.83	2.83	6.14	6.31			12.28	12.63
Section 5311	0.74	1.44	0.74	1.44	1.49	2.89			2.97	5.78
Section 5337	181.96	231.94	191.57	240.59	353.62	442.02	327.92	409.91		
Section 5339(a)	10.05	12.56	2.42	3.03	12.95	16.19			25.42	31.78
Section 5333(b)	3.60	4.50	11.32	14.16	11.32	14.16	22.65	28.31	48.90	61.12
Section 5339(c)	3.52	4.40							3.52	4.40
PRIIA	148.50	297.00	148.50	297.00					297.00	594.00
ARRA/TIGER	2.60	10.00							2.60	10.00
Title III - FTA Total:	658.83	950.97	664.96	946.25	977.50	1,228.05	665.28	831.60	2,966.56	3,956.87
State/Local										
Local		796.17		740.30		2,060.60		2,296.27		5,893.33
NVTA		45.64		9.11		12.10				66.85
State/District Funding		326.78		443.94		893.26		178.16		1,842.14
State/Local Funding		11.30		2.09		13.45		1.63		28.48
State/Local Total:		1,179.88		1,195.44		2,979.41		2,476.06		7,830.79
Other										
AC	53.00	58.40	51.91	57.49	27.55	30.58			132.46	146.47
ACC	50.69	59.35	67.97	81.03	40.95	46.77			159.60	187.15
DOD - OEA	5.21	5.21	5.97	5.97	4.04	4.04			15.21	15.21
GARVEE	128.00	160.00	53.25	66.56	54.53	68.16				
NPS	0.20	0.25							0.20	0.25
NRT	0.25	0.30	0.25	0.30	0.50	0.60	0.25	0.30	1.25	1.50
P3		17.33		17.33		34.66				69.32
PRIV		160.01		23.37		173.50				356.88
Revenue Sharing		5.62				16.70				
WIP		30.49		46.12		100.43		16.53		7.00
Other Total:	237.34	496.95	179.35	298.17	127.56	475.43	0.25	16.83	544.49	1,287.37
Regional Total:	1,550.04	3,369.78	1,400.73	3,049.38	1,892.33	5,554.03	1,243.48	3,985.26	6,086.58	15,958.45

See [Appendix C](#) for key to funding source codes.

Table 5: Financial Summary for the District of Columbia

Source	2019		2020		2021-2022		2023-2024		2019-2024	
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	Federal	Total
Title I - FHWA										
CMAQ	5.49	6.86	21.80	27.25	21.26	26.57	7.05	8.81	55.60	69.50
HSIP	13.75	15.30	12.32	13.47	24.97	27.27	19.06	21.16	70.08	77.19
NHPP	111.24	130.04	67.68	77.76	224.68	262.17	254.33	292.18	657.93	762.14
SPR	4.78	5.98	4.78	5.98	9.32	11.65	6.84	8.55	25.72	32.15
STIC	0.10	0.13	0.10	0.13	0.20	0.25	0.20	0.25	0.60	0.75
STBG	87.96	105.16	90.59	108.53	133.25	159.52	163.60	196.89	475.39	570.09
TAP	1.25	1.56	2.72	3.40	3.68	4.60	2.76	3.45	10.41	13.01
Title I - FHWA Total:	224.56	265.01	199.99	236.51	417.35	492.02	453.83	531.29	1,295.74	1,524.84
Title III - FTA										
Section 5303	0.33	0.42	0.33	0.42	0.42	0.53	0.66	0.66	0.66	0.83
Section 5304	0.5424	0.678	0.088	0.11	1.00	1.00	0.63	0.63	0.79	0.79
Section 5339			0.80	1.00			0.80	0.80	1.00	1.00
Title III - FTA Total:	0.87	1.09	1.22	1.53					2.09	2.62
State/Local										
District Funds	75.55	113.30	113.30	165.74	146.01	146.01	500.60	500.60	500.60	500.60
State/Local Total:	75.55	113.30	113.30	165.74	146.01	146.01	500.60	500.60	500.60	500.60
Other										
GARVEE	128.00	160.00	53.25	66.56	54.53	68.16		235.77	294.72	294.72
NPS	0.20	0.25						0.20	0.25	0.25
NRT	0.25	0.30	0.25	0.30	0.50	0.60	0.25	0.30	1.25	1.50
Other Total:	128.45	160.55	53.50	66.86	55.02	68.76	0.25	0.30	296.47	296.47
Grand Total:	353.88	502.21	254.71	418.19	472.38	726.52	454.08	677.60	1,535.05	2,324.52

See Appendix C for key to funding source codes.

Table 6: FY 2019-2022 Financial Summary for Suburban Maryland

Source	2019		2020		2021-2022		2019-2022	
	Federal	Total	Federal	Total	Federal	Total	Federal	Total
Title I - FHWA								
CMAQ	7.09	7.09	4.59	4.59	5.69	5.69	17.37	17.37
HPP	4.19	4.19	4.60	4.60	6.00	6.00	14.79	14.79
HSIP	4.18	4.18	4.18	4.18	6.52	6.52	14.87	14.87
NHFP	6.24	6.24	5.99	5.99	10.55	10.55	22.77	22.77
NHPP	168.88	168.88	144.88	144.88	142.12	142.12	455.88	455.88
STBG	119.86	119.86	119.91	119.91	130.44	130.44	370.21	370.21
Title I - FHWA Total:	310.43	310.43	284.14	284.14	301.31	301.31	895.89	895.89
Title III - FTA								
Section 5307	24.30	33.74	19.55	27.79	42.72	60.12	86.57	121.65
Section 5309	116.00	145.00	116.00	145.00	232.00	290.00	464.00	580.00
Section 5310	0.47	0.65			0.47	0.65	0.95	1.30
Section 5311	0.74	1.44	0.74	1.44	1.49	2.89	2.97	5.78
Section 5337	14.98	18.73	19.41	24.27	25.08	31.35	59.47	74.34
ARRA/TIGER	2.60	10.00					2.60	10.00
Title III - FTA Total:	159.10	209.56	155.70	198.51	301.75	385.00	616.56	793.06
State/Local Funds								
State		250.84		330.23		720.12		1,301.19
Local		20.71		3.69		4.25		28.65
State/Local Total:		271.55		333.92		724.37		1,329.84
Other Funds								
DOD - OEA	5.21	5.21	5.97	5.97	4.04	4.04	15.22	15.21
P3	0.00	17.33	0.00	17.33	0.00	34.66	0.00	69.32
Other Total:	5.21	22.54	5.97	23.30	4.04	38.70	15.22	84.53
MDOT Total:	474.74	814.08	445.82	839.87	607.10	1,449.37	1,527.66	3,103.32

Charles, Frederick, Montgomery and Prince George's County Projects

Title I - FHWA								
HRRP	14.96	38.56	5.83	15.42	8.52	10.78	29.31	64.76
Title III - FTA								
Section 5307	1.60	1.60	1.60	1.60			3.20	3.20
Section 5339(c)	3.52	4.40					3.52	4.40
State/Local/Private Funds								
State and Local		239.05		224.39		126.19	0.00	589.63
Private		1.50		1.50		3.00		6.00
Maryland Counties Total:	20.07	285.10	7.43	242.92		139.97	36.02	667.99

See [Appendix C](#) for key to funding source codes.

Table 7: FY 2019-2024 Financial Summary for Northern Virginia

Source	2019		2020		2021-2022		2023-2024		2019-2024	
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	Federal	Total
Title I - FHWA	23.89	29.86	7.53	9.41	14.48	18.11	9.94	12.42	55.84	69.80
CMAQ										
DEMO	1.02	1.27						1.02	1.27	
EB/MG	0.16	0.20								
HSP	1.17	1.30	0.69	0.77	0.08	0.09		1.93	2.15	
NHPP	8.71	8.90	13.94	15.04	3.51	3.51		26.16	27.46	
RSTP	21.24	26.55	9.82	12.28	4.70	5.88		35.77	44.71	
STBG	41.50	52.10	30.89	31.45	28.75	28.75		101.14	112.29	
TAP	0.32	0.40						0.32	0.40	
Title I - FHWA Total:	98.01	120.58	62.87	68.94	51.53	56.33	9.94	12.42	222.34	258.28
Title III - FTA										
Section 5307	10.78	15.46	4.72	5.69	2.56	2.99		18.06	24.14	
Section 5339	1.62	2.03	1.62	2.03	1.62	2.03		4.87	6.09	
Section 5337	21.47	31.33	8.20	11.37	0.62	0.77		30.28	43.47	
Title III - FTA Total:	33.87	48.82	14.54	19.09	4.80	5.79		53.21	73.70	
State/Local Funds										
Local Funds	10.77				8.73			19.50		
NFTA	45.64		9.11		12.10			66.85		
State Funds					7.40			7.40		
State/Local	10.69		0.06		10.60					
State/Local Total:	67.09		9.18		38.83			115.10		
Other Funds										
Adv. Construction	53.00	58.40	51.90	57.49	27.55	30.58		132.45	146.47	
Adv. Construction Conversion	50.69	59.35	67.97	81.03	40.95	46.77		159.60	187.15	
Private		158.51		21.87		170.50		0.00	350.88	
Revenue Sharing		5.62				16.70		0.00	22.31	
Other Total:	103.68	281.87	119.87	160.39	68.50	264.55		292.05	706.81	
Virginia Total:	235.56	518.37	197.28	257.60	124.83	365.50	9.94	12.42	567.60	1,153.89

See [Appendix C](#) for key to funding source codes.

Table 8: FY 2019-2024 Financial Summary for WMATA

Source	2019		2020		2021-2022		2023-2024		2019-2024	
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	Federal	Total
Title I - FHWA										
CMAQ	5.92	7.40	3.60	4.50	8.56	10.70	5.60	7.00	23.68	29.60
<i>Title I - FHWA Total:</i>	5.92	7.40	3.60	4.50	8.56	10.70	5.60	7.00	23.68	29.60
Title III - FTA										
Section 5307	151.00	188.75	165.27	206.59	314.70	393.38	314.70	393.38	945.68	1,182.10
Section 5337	145.51	181.89	163.96	204.95	327.92	409.91	327.92	409.91	965.32	1,206.65
Section 5339(a)	8.42	10.53				14.16			8.42	24.69
Section 5339(b)	3.60	4.50	11.32	14.16		14.16	22.65	28.31	37.57	61.12
PRIIA	148.50	297.00	148.50	297.00		0.00			297.00	594.00
<i>Title III - FTA Total:</i>	457.04	682.67	489.06	722.70	642.63	831.60	665.28	831.60	2,254.00	3,068.57
State/Local										
State		530.65		514.65		1,924.28		2,220.16		5,189.73
<i>State/Local Total:</i>		530.65		514.65		1,924.28		2,220.16		5,189.73
Other Funds										
Insurance Proceeds	0.00	30.49	0.00	46.12	0.00	100.43	0.00	16.53		193.56
<i>Other Funds Total:</i>		30.49		46.12		100.43		16.53		193.56
<i>Grand Total:</i>	462.96	1,251.20	492.66	1,287.97	651.19	2,867.00	670.88	3,075.28	2,277.68	8,481.45

See [Appendix C](#) for key to funding source codes.

5. SUMMARY AND ANALYSIS OF PROJECTS

There are approximately 300 project records in the FY 2019-2024 TIP. Of those, 179 are location or corridor specific projects, while the remainder are either groupings of smaller, non-regionally significant projects or are jurisdiction or sub-area-wide ongoing projects. **Table 8** provides an at-a-glance look at some of the big-ticket projects across the region in the TIP. **Table 9** shows how the funding in the TIP breaks down across facility types and modes.

Table 9: Major Project Costs in the FY 2019-2024 TIP

Project Title	TIP ID	Total Cost	FY 19-24	Complete
District of Columbia				
South Capitol Street Corridor	3423	\$554 M	\$419 M	2024
Union Station to Georgetown Premium Transit	5755	\$348 M	\$1 M	2026
H Street Bridge over Railroad	6039	\$220 M	\$211 M	2025
Suburban Maryland				
I-495 and I-270 Traffic Relief Plan	6432	\$7.6 B	\$129 M	2025
Purple Line	2795	\$2.4 B	\$788 M	2022
Governor Harry Nice Bridge Improvement Project	5527	\$769 M	\$555 M	2023
MD 210 Corridor Study	6524	\$456 M	\$8 M	2040
Northern Virginia				
I-395 Express Lanes Northern Extension	6593	\$462 M	\$159 M	2020
I-66 Inside the Beltway Initiatives	6544	\$125 M	\$16 M	2040

Table 10: Funding for the National Capital Region by Project Type

Project Type	District of Columbia		Suburban Maryland		Northern Virginia		Regional Total	
	FY 19	FY 19-24	FY 19	FY 19-24	FY 19	FY 19-24	FY 19	FY 19-24
Interstate	1.54	57.11	83.56	295.04	10.91	25.31	113.90	490.32
Primary	205.00	532.09	115.26	753.43	75.03	258.42	395.28	1,547.50
Secondary	22.91	54.14	139.30	388.29	29.31	165.63	186.02	671.92
Urban					4.82	8.95	4.82	9.19
Federal Lands						4.43		4.43
Bridge	90.36	220.69	20.20	36.34	2.86	14.91	46.92	300.68
Roadways:	319.81	864.04	358.32	1,473.10	122.92	477.64	746.94	3,024.03
Transit:	23.25	212.05	304.20	1,020.61	88.08	129.18	1,661.86	9,838.47
Bike/Ped:	3.00	33.41	51.26	131.05	3.57	3.57	57.82	187.51
Maintenance/Other:	224.56	965.59	384.69	1,145.84	82.30	255.42	689.14	2,623.47
Total Funds:	570.61	2,075.09	1,098.46	3,770.59	296.86	865.81	3,155.76	15,673.47

Complete Streets Documentation

On May 16, 2012, the TPB approved resolution R15-2012, approving the Complete Streets Policy for the National Capital Region. Section IV, Documentation and Reporting, in that policy states that “implementation of member jurisdiction and agency Complete Streets policies will be documented in the regional Transportation Improvement Program.” Every submitting agency reported that their jurisdiction had a Complete Streets policy (see [Table 11](#)). Responses were only provided for 15 records at the time of this draft analysis. TPB staff are following up with implementing agencies to achieve a higher response rate.

Table 11: Projects That Advance Complete Streets Goals

TIP ID	Project Title
District of Columbia	
6636	Bus Priority Plan and Program
Suburban Maryland	
6367	Addison Road I
6375	Bus Mass Transit/Metro Access 2
6365	Montgomery County Bicycle and Pedestrian Priority Area Improvements
6364	Montgomery County Transportation Improvements for Schools
6369	Prince George’s County Cherry Hill Road III
6372	Street Lights and Traffic Signals 2
6373	Traffic Congestion Improvements
6397	US 29 BRT
Northern Virginia	
6542	Embark Richmond Highway Comprehensive Plan

Bicycle and Pedestrian Accommodations

The TPB has set a goal to increase the rate of construction of bicycle and pedestrian facilities in the region. Of the 300 TIP projects, 28 are identified as being “primarily a bicycle and/or pedestrian project.” Of those 28, about half are project groupings or area-wide programs. In total, the region currently has \$187 million programmed for bicycle and pedestrian projects, almost a third of that (\$58 million) is programmed in the first year of the FY 2019-2024 TIP. [Table 12](#) summarizes the funding for projects in the TIP that are identified exclusively as bicycle and/or pedestrian projects around the region.

Table 12: Funding for Bicycle and Pedestrian Projects Around the Region

Jurisdiction	2019	2019-2024
District of Columbia (9 projects)	\$ 3 M	\$51 M
Suburban Maryland (17 projects)	\$51 M	\$133 M
Northern Virginia (2 projects)	\$4 M	\$4 M
Regional Total:	\$58 M	\$188 M

This does not provide a complete picture of the region’s planned investments in bicycle and pedestrian infrastructure, however. Many roadway and transit projects include accommodations for cyclists and/or pedestrians, and it can be difficult to parse out the cost of those accommodations from the total project cost. In this TIP, 29 projects are reported to include some type of bicycle or pedestrian accommodations. These projects are marked with a bicycle icon (🚲) next to their descriptions in [Appendix A](#). After projects are completed, the new facilities are then included as part of the TPB’s existing system inventory.

6. PERFORMANCE-BASED PLANNING AND PROGRAMMING

This is the first TIP where Performance-Based Planning and Programming (PBPP) activities will be reflected per the federal requirements of MAP-21 and the FAST Act. MAP-21, signed into law in 2012, placed increased emphasis on performance management within the Federal-aid highway program, including development of national performance measures to be used by State DOTs and MPOs in setting targets. The law specifically calls for the use of performance-based decision-making by integrating performance management concepts into the existing federally-required transportation planning and programming processes. The performance measures and targets summarized here will provide a baseline for comparison with future TIPs. At this time, the TPB has approved targets for 21 out of 25 measures, and this analysis will reflect information on those measures. For more information on these measures, targets and the region’s transportation system performance, please see the System Performance Report which can be found in [Appendix D of the Visualize 2045 document](#).

Highway Safety Performance

The Highway Safety Performance Measures pertain to both the national and regional objective of reducing the instances of serious injuries or death on roadways. Highway Safety consists of five performance measures, listed in [Table 13](#), that were adopted by the TPB in January 2018.

Table 13: Summary of Regional Highway Safety Performance Measures and Targets

	2012-2016 Actual	2014-2018 Target	Difference	Percent Difference
# of Fatalities	266.2	253.0	▼ 13.2	▼ 4.9%
Fatality Rate (per 100 MVMT)	0.621	0.588	▼ 0.033	▼ 5.3%
# of Serious Injuries	2,967.4	3,007.3	▲ 39.9	▲ 1.3%
Serious Injury Rate (per 100 MVMT)	6.879	6.678	▼ 0.111	▼ 1.6%
# Non-motorist Fatalities and Serious Injuries	545.6	528.8	▼ 16.8	▼ 3.1%

[Table 14](#) contains information on the regional TIP projects that will be implemented to assist in achieving the listed targets involving highway safety. Funds from the Federal Highway Administration’s Highway Safety Improvement Program (HSIP) have been programmed on 11 projects in the FY 2019-2024 TIP, totaling \$91.6 million. Please note that while these federal requirements are meant to specifically track the federal funding contribution to these types of projects, there are other projects that do not use federal funding but do support the safety outcomes that the TPB is specifically looking to achieve.

Table 14: HSIP Funded Projects in the FY 2019-2024 TIP

TIP ID	Project Name	FY19	FY20	FY19-24
District Department of Transportation				
2633	Size and Weight Enforcement Program	\$1,800		\$1,800
3212	Safety Improvements Citywide	\$8,550	\$8,550	\$49,545
3216	Traffic Operations Improvements Citywide	\$1,710	\$1,800	\$10,710
5315	Blair / Cedar / 4th Street NW	\$1,125		\$1,125
5316	Impact Attenuators and Guiderails		\$1,967	\$6,344
6315	East Capitol Street Corridor Mobility & Safety Plan	\$360		\$360
6503	Construction of Fiber Communication Network on Freeways	\$200		\$200
Maryland Department of Transportation/State Highway Administration				
3038	Areawide Environmental Projects	\$459	\$459	\$2,106
3082	Areawide Resurfacing and Rehabilitation	\$1,827	\$1,827	\$8,262
3084	Areawide Safety and Spot Improvements	\$1,890	\$1,890	\$9,180
Virginia Department of Transportation				
5506	TIP Grouping project for Construction: Safety/ITS/ Operational Improvements	\$1,166	\$689	\$1,934
Regional Totals		\$19,087	\$17,182	\$91,566

Pavement and Bridge Condition Performance

This section provides information on the performance measures concerning the condition of bridges and pavements within the Washington metropolitan planning area. The region's infrastructure is a critical component of economic development and increased livability. As stated in the TPB Vision and reaffirmed by Priority 1 in the Regional Transportation Priorities Plan, the TPB encourages all jurisdictions to strive towards maintaining infrastructure in a state of good repair. [Table 15](#) lists four performance measures and targets for pavement conditions and [Table 16](#) lists two measures and targets for bridge conditions that were adopted by the TPB in July 2018. For more information on these performance measures and targets, please see the System Performance Report in [Appendix D of the Visualize 2045 document](#).

Funds from the Federal Highway Administration's Highway Bridge Replacement and Rehabilitation Program (HBRRP) have been programmed on 15 projects in the FY 2019-2024 TIP, totaling \$34 million. Please note that while these federal requirements are meant to specifically track the federal funding contribution to these types of projects, there are other projects that do not use federal funding that also support the safety outcomes that the TPB is specifically looking to achieve.

Table 15: Summary of Regional Pavement Condition Measures & Targets

Interstate	CY 2018 – 2021 Four Year Target
(1) Percentage of Pavements on the Interstate System in Good Condition	52.7%
(2) Percentage of Pavements on the Interstate System in Poor Condition	1.7%
NHS (Non-Interstate)	CY 2018 – 2021 Four Year Target
(3) Percentage of Pavements on the NHS (excl. Interstate) in Good Condition	31.1%
(4) Percentage of Pavements on the NHS (excl. Interstate) in Poor Condition	7.0%

Funds from the National Highway Performance Program (NHPP) have been programmed on 61 projects in the FY 2019-2024 TIP totaling \$1.2 million. Not all 61 projects will necessarily support pavement and bridge conditions. In addition to those that improve pavement and bridge conditions on the National Highway System (NHS), many other types of projects are eligible for NHPP funding, including (but not limited to) some of the following:

- Bicycle transportation and pedestrian walkways
- Highway safety improvements on the NHS
- Capital and operating costs for traffic and traveler information
- Infrastructure-based ITS capital improvements.
- Environmental mitigation related to NHPP projects.
- Installation of vehicle-to-infrastructure communication equipment

For a complete list of NHPP-eligible project types, see FHWA’s NHPP fact sheet at: <https://www.fhwa.dot.gov/fastact/factsheets/nhppfs.cfm>.

Table 16: Summary of Regional Bridge Conditions, Measures & Targets

Bridges	CY 2018 – 2019 Two Year Target	CY 2018 – 2021 Four Year Target
(5) Percentage of NHS Bridges Classified as in Good Condition	27.1%	29.4%
(6) Percentage of NHS Bridges Classified as in Poor Condition	5.2%	3.9%

Highway System Performance

This section contains information on the overall performance of the National Highway System (NHS), Interstate System (IS) and Freight Movement; collectively known as Highway System Performance. A summary of performance measures associated with this area are listed in [Table 17](#).

Table 17: Summary of the Highway System Performance Measures

	Performance Measures
National Highway System	(1) Interstate (IS) Travel Time Reliability (TTR) – Percent of person-miles traveled on the Interstate System that are reliable
	(2) NHS (Non-Interstate) TTR – Percent of person-miles traveled on the non-Interstate NHS that are reliable
Freight Movement	(3) Freight Reliability Truck Travel Time Reliability (TTTR) – Percent of the Interstate System Mileage providing for Reliable Truck Travel Times

The TPB adopted the Highway System Performance measures and targets listed in [Table 18](#) in July 2018. The TPB encourages every jurisdiction in the region to adopt similar goals of making reliability improvements to roadways and calls on the transportation agencies of the region to redouble their efforts to develop projects, programs and policies to achieve increased reliability on roadways. More information on these measures and targets can be found in the [System Performance Report in Appendix D of the Visualize 2045 document](#).

Table 18: Regional Travel Time Reliability & Truck Travel Time Reliability Measures & Targets

	CY 2018 – 2021 Four Year Target
TTR – Interstate Percent of person-miles traveled on the Interstate System that are reliable	58.5%
TTR – Non-Interstate NHS Percent of person-miles traveled on the non-Interstate NHS that are reliable	72.7%
TTTR Index Ratio of the Interstate System Mileage providing for Reliable Truck Travel Times	2.12

There is no federal funding source directly tied to travel-time reliability on Interstate and National Highway System facilities. Funds from the National Highway Freight Program (NHFP) are programmed on three projects in the FY 2019-2024 TIP for a total of \$22.8 million. There are other projects with non-federal funding sources that should also improve freight movement in the region.

Congestion Mitigation and Air Quality Program Performance

This section contains information of the performance of the Congestion Mitigation and Air Quality Program (CMAQ) measures. [Table 19](#) provides a summary of each of the performance measures. More detailed information concerning the CMAQ Program, the performance measures, details concerning CMAQ projects, and programming for the states of Virginia, Maryland, and the District of Columbia, can be found in [Appendix D – System Performance Report](#).

Table 19: Summary of Congestion Mitigation and Air Quality Program Performance Measures

CMAQ Program	Performance Measures
Traffic Congestion	Peak Hour Excessive Delay – Annual hours of peak hour excessive delay per capita
	Mode Share – Percent of Non-SOV Travel on the NHS
Emissions Reduction	Emissions – CMAQ-funded projects on-road mobile source total emissions reduction for each applicable criteria pollutant and precursor

The TPB adopted CMAQ Performance Measures and targets in June 2018. [Tables 20 and 21](#) illustrate the regional traffic congestion and emission reduction targets.

Table 20: Regional Traffic Congestion Measures and Targets

Performance Measures for the Washington DC-MD-VA urbanized area	CY 2018 – 2019 Two Year Target	CY 2018 – 2021 Four Year Target
Peak Hour Excessive Delay (PHED)	Not Required	26.7 Hours
Mode Share (Non-SOV)	36.9%	37.2%

Table 21: Regional Emissions Reduction Measure and Targets

	Type of Emissions	FFY 2018 – 2019 Two Year Target	FFY 2018 – 2021 Four Year Target
Total Emissions Reduction for the TPB portion of the Washington DC-MD-VA nonattainment area	Volatile Organic Compounds (VOCs)	1.838 Kg/Day	2.195 Kg/Day
	Nitrogen Oxides (NOx)	4.019 Kg/Day	4.703 Kg/Day

CMAQ funding is programmed on 25 projects in the FY 2019-2024 TIP in the amount of \$144.3 million.

Transit Asset Management Performance

This section presents the transit asset management (TAM) performance measures and targets adopted by the TPB in May 2017. [Table 22](#) provides a summary of the performance measures designated as TAM. For more information on TAM measures and targets, see the [System Performance Report in Appendix D of the Visualize 2045 document](#).

Table 22: Transit Asset Management Performance Measures

	Performance Measure	Asset Classes
Rolling Stock (Age)	Percentage of revenue vehicles within a particular asset class that have met or exceeded useful life benchmark (ULB).	40-foot bus, 60-foot bus, vans, automobiles, locomotives, rail vehicles
Equipment – (non-revenue) service vehicles (Age)	Percentage of vehicles that have met or exceeded their ULB.	Cranes, prime movers, vehicle lifts, tow trucks
Infrastructure-rail fixed-guideway track, signals, and systems (Condition)	Percentage of track segments, signal, and systems with performance restrictions.	Signal or relay house, interlockings, catenary, mechanical, electrical and IT systems
Stations/Facilities (Condition)	Percentage of facilities within an asset class, rated below 3 on the TERM scale.	Stations, depots, administration, parking garages, terminals

The nine reporting entities for provision of public transportation provided their targets to the TPB, as shown in [Table 23](#). The targets for the metropolitan planning region are presented in tabular form to account for the differences in targets and standards among the providers of public transportation. Targets are the threshold for the maximum percentage of assets at or exceeding acceptable standards. In most cases for the 2017 target-setting process, providers set targets that are approximately equivalent to their current performance. In future years, TPB staff will work with the providers of public transportation to collate performance.

Table 23: Regional Transit Asset Management Measures & Targets

Reporting Entity	Rolling Stock	Service Vehicles	Rail Infrastructure	Station/Facility Condition
WMATA	1% Rail, 3% Bus	15% ^{c, d}	5%	32%
DDOT	0% Rail, 40% Bus	20% ^c	5%	20%
Fairfax County	10%	14% ^e	n/a	0%
Montgomery County	8% ^a	50% ^{c, d}	n/a	0%
Prince George's County	0%	18% ^d	n/a	0%
PRTC	46% ^b	50% ^c	n/a	0%
VRE	0% Rail	50% ^e	n/a	0%
Maryland Tier 2 (MTA)	24% ^a	31% ^d	n/a	25% ^f
Virginia Tier 2 (DRPT)	20%	Not reported	n/a	20%

a: heavy-duty buses; b: 45-foot buses; c: autos; d: trucks; e: service vehicles; f: maintenance/administrative facilities

There are 31 projects in the FY 2019-2024 TIP with \$2.457 billion in §5307, §5309, §5311, §5337, §5339, and CMAQ funding that specify the maintenance or replacement of transit assets.

APPENDIX A

FY 2019-2024 TIP PROJECT TABLES

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Introduction to Project Listings

The first and second years of the program contain a priority listing of those projects selected for funding. Each transportation improvement project must be included in the first or second year at key stages in its implementation (preliminary engineering, right-of-way acquisition, and construction) as a basis and condition for all federal funding assistance. This includes all FAST Act funding under Title I (Surface Transportation) and Title III (Transit) to state, local, and regional implementing agencies for highway, transit, bicycle and pedestrian capital improvements and transit operating assistance. Projects are grouped according to the agency or jurisdiction responsible for implementation.

A series of codes and notes are provided to indicate the funding sources and which phases of the projects are planned for implementation. Identification of the funding source is for programming purposes only and does not necessarily represent approval from the appropriate federal agency. Projects may appear in programs at various times: when applications for federal funds are made for preliminary engineering, right-of-way acquisition, construction, study or other. Codes for these phases are defined at the bottom of each page. Definitions of the funding source codes are defined in Appendix D of this document. A guide to reading the elements in each project listing is included in Figure 3.

Figure 1: How to Read TIP Records

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 3423 Agency ID: AW011, AW024 Title: South Capitol Street Corridor Total Cost: \$654,172									e
Facility: DEMO 80/20/0 103,819 c									
From: N St, MLK Ave, Suttland Pkwy, Memorial Bridge									
To: GARVEE 80/20/0 132,960 c 160,000 c 66,560 c 68,157 c 294,717 m									
NHPP 80/20/0 24,800 c									
State 0/100/0 104,740 c 41,000 c 83,866 c 124,866									
Total Funds: 419,583									n

g 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 Suttland 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 Suttland Parkway: The existing MLK Jr. Bridge over Suttland Parkway will be replaced and a center ramp signalized interchange will be created to allow full movements to and from Suttland 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.

- a) TIP ID
- b) Agency project ID
- c) Project title
- d) Projected completion date
- e) Total cost of project (beyond 6 years of TIP)
- f) Project facility and limits
- g) Project description
- h) Source code (see Appendix X for details)
- i) Federal funding with state and/or local match
- j) Sum of funds from this source programmed prior to the first year of the TIP
- k) Amount of funds (in \$1,000s) from this source programmed in the Fiscal Year shown
- l) Phase for which this amount is programmed (key shown at bottom of each page)
- m) Sum of funds from this source programmed in the six years of the TIP
- n) Total funds programmed in the six fiscal years of the TIP for project.

All major projects in the TIP come from Visualize 2045. In addition, a number of projects appear in the TIP which are minor in nature and are shown in order to establish eligibility for federal funding assistance. Also, some non-federally funded projects are shown, which are either recommended in the Plan, or are considered regionally significant and important to identify for air quality analysis and informational purposes.

Grouping of Projects

Some projects in the program are considered to be too small in scale for individual identification in the TIP. These types of projects include signalization, traffic engineering, various safety, noise abatement, modernization projects, preventive maintenance and rehabilitation that do not change the use or scale of existing facilities, and certain small-scale highway and transit projects, do not trigger and air quality conformity analysis, and typically require a NEPA Categorical Exclusion or Programmatic Categorical Exclusion. These types of projects are grouped together under type of project, funding source, and programming agency. In February 1994, the TPB approved a set of criteria for grouping projects based upon those project types that are exempt in the EPA air quality conformity regulations.

Summary of New, Completed and Withdrawn Projects

DDOT

New

Bike/Ped

6643 K St and Water St NW Trail Connection

Maintenance

6637 4th St and P St SW Streetlight upgrade

Other

6639 Chestnut St from Western Ave to Oregon Ave NW Sidewalk

6640 Clean Air Partners

6641 Cleveland Park Watershed

6644 LED Signage Procurement and Installation

Primary

6642 I-66 and Rock Creek Parkway Ramp Study

6636 Bus Priority Plan and Program

Transit

6638 16th St NW Transit Priority

Complete

Maintenance

4900 27th Street Bridge NW

2905 Bridges over Watts Branch

Other

3552 Great Streets - Martin Luther King, Jr. Avenue, SE

3435 Great Streets - Georgia Ave

2952 Rehabilitation of Columbus Plaza

Primary

6116 Reconstruction of 16 Street, NW Bridge over Military Road

3508 Anacostia Riverwalk Trail

Secondary

6236 LP_Far Southeast Livability Plan

6234 LP_Far Northeast Livability Plan - 49th Street

Withdrawn

Bike/Ped

5376 Garfield-Canal Park Connector

Bridge

5800 Bridge and Tunnel Security

Freight

6424 Anti-Idling Campaign

ITS

5348 Traffic Control Center

Maintenance

6596 Theodore Roosevelt Memorial Bridge

6088 Citywide Pump Stations Rehab

4917 Rehabilitation of Anacostia Freeway Bridges at Anacostia Park

3238 22nd Street Bridge over K Street NW

3512 Electrical/Mechanical and Management of Tunnels Citywide

5440 Southwest Freeway (I295) over S. Capitol Street

Other

6241 Congestion Pricing and Traveler Information for Curbside Parking

6120 Congestion Pricing and Traveler Information for Curbside Parking

6022 Walter Reed - Main Drive, Etc.

3218 Local Sidewalk and Street Improvements Citywide

5796 Georgetown Transportation Study Implementation

3294 H Street Bridge over Railroad

5783 South Dakota Ave NE Safety Improvements from NY Ave to Riggs Road

5341 Local Reconstruction/Resurfacing/Upgrading Wards 1-8

5309 Rights of Way Program

5797 Mount Vernon Square District

Primary

5572 Reconstruction of Benning Road, NE., Anacostia to 42nd St

5803 Southwest Freeway over South Capitol St. Ramp G

6611 Audit and Compliance

6078 Constitution Avenue Realignment

6086 Bus Only Lane (Planning and Implementation)

Secondary

6235 LP_Far Northeast Livability Plan - Gateway into the District

6231 LP_Far Southeast Livability Implementation

6232 LP_Rock Creek West Livability Program

TERMs

5696 Clean Air Partners

Transit

6108 DDOT School Transit Program Support and School Transit Subsidy (Districtwide)

3233 Specialized Transportation Services for the Elderly and Persons with Disabilities.

3236 Farragut Station Pedestrian Tunnel

6107 DDOT School Subsidy Program Support

6112 M Street SE/SW Streetcar

6106 DC Circulator System Operations

MDOT/Maryland Transit Administration

Complete

Transit

6125 New Freedom Program

5970 Charles County VanGO Transfer Facility

5484 MARC Washington Mid-Day Storage

3464 Job Access and Reverse Commute

MDOT/State Highway Administration

New

Maintenance

- 6655 I-95/I-495 MD 414 Bridges Replacement
- 6651 I-95/I-495 MD 4 Bridges Replacement
- 6648 MD 77 Beaver Branch Bridge Replacement
- 6652 MD 210 Henson Creek Bridge Replacement
- 6653 MD 4 Race Track Road Bridges Replacement
- 6654 MD 717 Western Branch Bridge Replacement
- 6649 MD 26 Westbound Monocacy River Bridge Replacement
- 6646 MD 382 Charles Branch Bridge Replacement
- 6645 MD 225 Mattawoman Creek Bridge Replacement
- 6656 I-95/I-495 Good Luck Road Bridges Replacement
- 6660 MD 223 at Dower House Road Intersection Improvements
- 6647 Riverdale Road Anacostia River Branch Bridge Replacement

Primary

- 6635 US 301 at MD 5 Interchange Construction

Open to Traffic (Funding Still Programmed)

Interstate

- 3554 MD 5 at I-95/I-495 Phase 2 Highway Reconstruction

Maintenance

- 6150 MD 500 at Hyattsville Urban Reconstruction
- 6481 US 15 MD 26 Northbound Bridge Replacement
- 6538 MD 195 Sligo Creek and Sligo Creek Parkway Bridge Replacement
- 6439 MD 140 Flat Run Bridge Replacement
- 6517 MD 234 Gilbert Swamp Run Bridge Replacement

Secondary

- 5998 MD 355 at Cedar Lane and Jones Bridge Road Phases 1-2 BRAC Intersection Improvements

Complete

Interstate

- 3033 I-95 at Contee Road Interchange Construction
- 6391 I-95/I-495 Planning for Operations Study
- 6390 I-270 Planning for Operations Study (Montgomery County)
- 6388 I-270 Planning for Operations Study (Frederick County)
- 6387 I-70 Phases 2B, 2C, and 3 Highway Reconstruction
- 5419 I-70 Phase 2D Highway Reconstruction

Maintenance

- 6180 I-595/US 50 Eastbound Resurfacing
- 6181 MD 5 Resurfacing
- 6507 Complete Streets near Metro Stations - South Stonestreet Avenue
- 6182 US 1 Drainage Improvements
- 6032 MD 4 MD 223 Bridges Replacement
- 6508 Complete Streets near Metro Stations - Twinbrook Station
- 6430 I-495 Inner Loop Resurfacing
- 6410 I-70/US 40 Eastbound Resurfacing

5852 Motter Avenue/Opossumtown Pike US 15 Bridge Replacement

5838 Congressional Earmarks

6514 I-595/US 50 Westbound Resurfacing

6482 MD 75 Haines Branch Bridge Replacement

6033 MD 193 I-495 Bridge Rehabilitation

6385 MD 234 Allens Fresh Run Bridge Replacement

6183 MD 4 Urban Reconstruction

Other

6399 Bladensburg War of 1812 Archaeological/Historical Study

Primary

2804 MD 200 GARVEE Bond Repayment

6068 MD 200 - ICC from I-95 to US 1

3446 MD 200 - Intercounty Connector

6398 US 50 Feasibility Study

6386 US 301 Planning for Operations Study

Secondary

6077 MD 320 at Sligo Creek Parkway BRAC Improvements Mitigation

6392 MD 337 at MD 218 and I-95/I-495 Northbound Exit BRAC Intersection Improvements

5759 Joint Base Andrews BRAC Improvements

6072 MD 187 at West Cedar Lane/Oakmont Avenue BRAC Intersection Improvements

5988 MD 185 at Jones Bridge Road and Kensington Parkway Phases 1-2 BRAC Intersection Improvements

5992 MD 355 at Cedar Lane and Jones Bridge Road BRAC Advanced Utilities Improvements

Withdrawn

Primary

6148 MD 210 at Kerby Hill Road/Livingston Road Advanced Right-of-Way Acquisition

Secondary

6393 MD 337 at I-95/I495 BRAC Intersection Improvements

TERMs

5773 Commuter Connections Program - Guaranteed Ride Home Baltimore/Saint Mary's County

Montgomery County

Complete

Bridge

5919 Piney Meetinghouse Road Bridge M-0021001

Maintenance

5976 Transit Park and Ride Lot Renovations

Transit

6000 MD 586 Bus Rapid Transit Study

VDOT

New

Bridge

6665 CONNECTOR ROAD FROM SUNRISE VALLEY DR TO INNOVATION AVE

CMAQ

6631 WMATA REPLACEMENT BUSES

6630 BUS REPLACEMENT (OMNIRIDE EXPRESS COMMUTER BUSES)

Complete

Bridge

6554 RTE 28 - BRIDGE REPLACEMENT OVER BROAD RUN

CMAQ

6551 RTE 66 - CONSTRUCT COMMUTER LOT

6297 Fairfax County Parkway Extension

6558 FAIRFAX COUNTY PARKWAY - ROUTE 7 INTERCHANGE

Federal Lands Highway Program

6223 Engineering Studies for I-95 NB Ramps and Rolling Road Loop Ramp

6222 I 95 DAR Ramps into Ft. Belvoir

Interstate

6565 RTE 66 - ADDITIONAL LANE & HOV LANES

4794 I-66 - Reconstruction of Interchange at Rte 29 (Gainesville) Phase IV

6264 I-95 HOV/HOT Lanes Construction

6350 I-66 Widening to Route 15 (1 HOV + 1 SOV ea. direction)

6029 I-395/ Seminary Rd Reversible lane ramp

6272 BUILD 4-HOT LANES FROM SPRINGFIELD TO N OF DULLES TOLL RD

6566 I66 WIDEN TO 8-LANES FROM RT 234 BYPASS TO RT 29/GAINESVILLE

6224 RTE 95 - JONES POINT PARK IMPROVEMENTS - CONTRACT VA8

6265 I-95 HOV/HOT Lanes Debt Service

6562 Fred Ex - 1-95 Express Lanes Extension Exit 160 to Exit 133

5966 NB I-395 Auxiliary Lane (Duke St. to Seminary Road)

6567 I-95 - PE STUDIES (HOT LANES)

6552 I-95 Interchange Improvements Phase VIII Support

Other

6271 I-95/395 HOT Lanes - Arlington Lawsuit Support

Primary

6574 RTE 123 - WIDEN FROM 2 TO 4 LANES ON 6-LANE R/W

6314 Mulligan Rd Realign Rt. 235 and Widen Rt. 619

6569 FAIRFAX COUNTY PARKWAY - CONSTRUCT 4 LANES

6299 RT 7 - Widen to Six Lanes

6301 Route 7 - Widen to Six Lanes

6305 Arlington Blvd, RT 50 10th St. and Courthouse Rd. Interchanges

6308 ARRA C Arlington Blvd. RT 50 , 10th and Courthouse Interchanges

Secondary

6359 Pacific Blvd construction

5392 Minnieville Road Construct 4-Lane Divided Roadway

6560 Possum Point Road Drainage Improvements

5890 Purcell Rd Realignment & added capacity

5924 Rolling Road Loop Road

Transit

6573 EISENHOWER AVENUE WIDENING AND REMOVE TRAFFIC CIRCLE

6292 Engineering Proving Grounds - Park-and-Ride Lot

Withdrawn

Interstate

6348 I-66 PPTA Study

6568 I-66 Tier II

Primary

6311 Dulles Air Cargo, Pass Metro Access HWY (DACPMA) - PE ONLY

6270 Rte 28 Widening

Transit

6456 West End Transitway

THE DISTRICT OF COLUMBIA

**DISTRICT OF COLUMBIA
ALPHABETICAL PROJECT INDEX**

11th Street Bridges SE, Replace and Reconfigure	TIP ID: 3193	Agency ID: CD056A
16th St NW Transit Priority	TIP ID: 6638	Agency ID:
4th St and P St SW Streetlight upgrade	TIP ID: 6637	Agency ID:
5303/5304 FTA Program	TIP ID: 6102	Agency ID:
Approach Bridges to 14th Street Bridge	TIP ID: 5342	Agency ID: CD046A
Aspen Street NW Improvements	TIP ID: 6597	Agency ID:
Asset Preservation of Tunnels in the District of Columbia	TIP ID: 2699	Agency ID: CD018A, CD01
Benning Road Extension	TIP ID: 5754	Agency ID: CM080A
Bicycle and Pedestrian Management Program	TIP ID: 3232	Agency ID: CM064A, ZUT0
Blair / Cedar / 4th Street NW	TIP ID: 5315	Agency ID: MRR09A
Bloomingdale/LeDroit Park Medium Term Flood Mitigation Project	TIP ID: 6190	Agency ID: FLD01
Bridge Design Consultant Services	TIP ID: 3202	Agency ID: CD032C, MNT0
Bridge management Project/AASHTOWARE	TIP ID: 5433	Agency ID: PM094A, CD05
Bus Priority Plan and Program	TIP ID: 6636	Agency ID:
C Street NE Implementation	TIP ID: 5792	Agency ID: ED0C2A
Chestnut St from Western Ave to Oregon Ave NW Sidewalk	TIP ID: 6639	Agency ID:
Citywide Consultant Bridge Inspection	TIP ID: 3243	Agency ID: CD062A
Citywide streetlight construction	TIP ID: 5439	Agency ID: AD017A
Citywide Streetlights P3	TIP ID: 6625	Agency ID:
Clean Air Partners	TIP ID: 6640	Agency ID:
Cleveland Park Streetscape and Drainage Improvement	TIP ID: 6193	Agency ID: PM0D7A
Cleveland Park Watershed	TIP ID: 6641	Agency ID:
Commuter Connections Program	TIP ID: 3219	Agency ID: ZU022A
Condition Assessment	TIP ID: 5323	Agency ID: MNT06A, SR09
Connecticut Ave from Dupont Circle to California St NW Streetscape	TIP ID: 6491	Agency ID:

DDOT

**DISTRICT OF COLUMBIA
ALPHABETICAL PROJECT INDEX**

Construction of Fiber Communication Network on Freeways	TIP ID: 6503	Agency ID:
DC Circulator New Buses for Replacement and Expansion	TIP ID: 6105	Agency ID:
District TDM (goDCgo)	TIP ID: 2945	Agency ID: CM074A
East Capitol Street Corridor Mobility & Safety Plan	TIP ID: 6315	Agency ID: SR086A
Emergency Transportation Project	TIP ID: 5298	Agency ID: AF067A
Environmental Management System	TIP ID: 5322	Agency ID: CM085A
Federal Aid Pavement Restoration	TIP ID: 3215	Agency ID: SR092A
Florida Ave NE Streetscape	TIP ID: 6195	Agency ID: ZU033A
Garvee Bond Debt Service - 11th Street Bridge SE Replacement	TIP ID: 5554	Agency ID: HTF02A
Garvee Bond Debt Service - South Capitol St	TIP ID: 6038	Agency ID:
Great Streets - Pennsylvania Ave, SE	TIP ID: 2743	Agency ID: ED0B1A
H Street Bridge over Railroad	TIP ID: 6039	Agency ID: CD054A
Highway Structures Preventive Maintenance and Repairs	TIP ID: 2927	Agency ID: CD036A, CD04
I-395 HOV Bridge over Potomac River	TIP ID: 6187	Agency ID: MRR27A
I-66 and Rock Creek Parkway Ramp Study	TIP ID: 6642	Agency ID:
I-695 Bridges From I-395 to I-295/DC-295	TIP ID: 6613	Agency ID:
Impact Attenuators and Guiderails	TIP ID: 5316	Agency ID: CD062A
K St and Water St NW Trail Connection	TIP ID: 6643	Agency ID:
Kenilworth Ave NE Pedestrian Bridges Replacement	TIP ID: 5337	Agency ID: CD051A
Kenilworth Terrace Bridge over Watts Branch	TIP ID: 6427	Agency ID:
Kennedy St from 16th St to Georgia Ave NW Reconstruction	TIP ID: 6501	Agency ID:
Key Bridge NW over Potomac	TIP ID: 2768	Agency ID: CD014A
LED Signage Procurement and Installation	TIP ID: 6644	Agency ID:
Metropolitan Branch Trail	TIP ID: 3228	Agency ID: AF073A, ZU024
National Recreational Trails	TIP ID: 2796	Agency ID: AF066A

DDOT

**DISTRICT OF COLUMBIA
ALPHABETICAL PROJECT INDEX**

Neighborhood Streetscape Improvements	TIP ID: 5308	Agency ID: SR070A, ED07
Normanstone/Fulton Street Culvert & LID	TIP ID: 6194	Agency ID: Temp1315
Overhead Freeway Sign Maintenance	TIP ID: 6610	Agency ID: CFPID170319
Pavement Restoration - NHPP Streets	TIP ID: 5339	Agency ID: SR037A
Pennsylvania Ave from 17th St to Washington Cir NW Streetscape	TIP ID: 6595	Agency ID:
Pennsylvania Ave from 2nd St to Barney Cir SE Streetlight Upgrade	TIP ID: 6614	Agency ID:
Pennsylvania Ave/Potomac Circle	TIP ID: 5957	Agency ID: AW0, EW002C
Planning and Management Systems	TIP ID: 3213	Agency ID: CAL16C, PM30
Professional Capacity-Building Strategy	TIP ID: 3355	Agency ID: PM086A
Program Manager AWI	TIP ID: 5802	Agency ID: CD044A
Rehabilitation of Eastern Avenue NE from New Hampshire Ave, NE to Whi	TIP ID: 6419	Agency ID:
Roadway Reconstruction Citywide	TIP ID: 2965	Agency ID: SR060A MRR1
Roadway Reconstruction in Ward II	TIP ID: 6493	Agency ID:
Safe Routes to School	TIP ID: 2888	Agency ID: CM086A
Safety Improvements Citywide	TIP ID: 3212	Agency ID: CB0, CI0
Shephards Branch Trail	TIP ID: 6500	Agency ID:
Size and Weight Enforcement Program	TIP ID: 2633	Agency ID: CI029A, CI053
South Capitol Street Corridor	TIP ID: 3423	Agency ID: AW011, AW024
South Capitol Street Trail	TIP ID: 6114	Agency ID: ZUT10C
Southern Ave SE Improvements	TIP ID: 5353	Agency ID: ED028A
Stormwater-Hydraulic Structures and Flood Management Works	TIP ID: 3242	Agency ID: CA303C, MNT0
Streetlight Asset Mgmt - Federal	TIP ID: 5385	Agency ID: AD020A
Streetlight Asset Mgmt & Streetlight Construction - Local	TIP ID: 5350	Agency ID: AD304
Subsurface Investigation & AM Program Support	TIP ID: 6502	Agency ID:
Tenleytown Multi-Modal Access	TIP ID: 6598	Agency ID:

DDOT

**DISTRICT OF COLUMBIA
FY 2019-2024 TIP PROJECT TYPE INDEX**

Traffic Operations Improvements Citywide	TIP ID: 3216	Agency ID: OSS07A, CI060
Traffic Signal LED Replacement	TIP ID: 6115	Agency ID: CI040A
Traffic Signal Maintenance	TIP ID: 5347	Agency ID: CI046A, CI047
Transportation Alternatives Program	TIP ID: 3210	Agency ID: AF049A
Union Station to Georgetown Premium Transit; K Street Transit	TIP ID: 5755	Agency ID: STC12A
Urban Forestry Program	TIP ID: 5313	Agency ID: CG311, CG312,

DDOT

Approved
10/17/2018

**DISTRICT OF COLUMBIA
FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 2633 Agency ID: CI029A, CI053 Title: Size and Weight Enforcement Program									Total Cost: \$11,280
Facility: Citywide	HSIP	90/10/0	2,000 c	2,000 c					2,000
From:	NHPP	83/17/0	210 c	180 c	185 c	185 c	190 c	190 c	1,125
To:	STBG	80/20/0	1,350 a 6,130 c 150 e						
Total Funds:									3,125

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

TIP ID: 2699 Agency ID: CD018A, CD01 Title: Asset Preservation of Tunnels in the District of Columbia									Total Cost: \$66,930	
Facility: Citywide Asset Management of Tunnel	NHPP	90/10/0		1,000 a	175 a	175 a	175 a	175 a	175 a	66,930
From:				12,000 c	10,450 c	10,755 c	18,450 c	5,400 c	8,000 c	
To:										
Total Funds:									66,930	

Description: This initiative provides technical support and supportive services 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: 2743 Agency ID: ED0B1A Title: Great Streets - Pennsylvania Ave, SE									Total Cost: \$21,118
Facility: Pennsylvania Ave. SE	NHPP	83/17/0	238 a	15,000 c					15,000
From: Sousa Bridge									
To: 27th St. SE (west of)	NHPP 1	80/20/0	6,000 a						
Total Funds:									15,000

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.
A. Pennsylvania Ave and Minnesota Ave SE Intersection Improvements: Project is to improve the roadway pavement, curbs, gutter, and tree boxes, including work to streetscape elements. Project incorporates facilities to improve safety of transit services, transit lanes, provide bicycle lanes and improve pedestrian circulation within the project limits.

Approved
10/17/2018

**DISTRICT OF COLUMBIA
FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 2768 Agency ID: CD014A Title: Key Bridge NW over Potomac									Total Cost:	\$28,390
Facility: Key Bridge over Potomac River	NHPP	83/17/0	7,390 c	5,500 c						5,500
From:										
To:	NHPP 1	80/20/0	21,000 c							

Total Funds: 5,500

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

	Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 2796 Agency ID: AF066A Title: National Recreational Trails									Total Cost:	\$2,220
Facility: Citywide	NRT	83/17/0	720 a	300 a	300 a	300 a	300 a	300 a	300 a	1,500
From:										
To:										

Total Funds: 1,500

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).

- a. Living Classrooms of the National Capital Region
- b. Student Conservation Association

	Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 2888 Agency ID: CM086A Title: Safe Routes to School									Total Cost:	\$11,355
Facility: Safe Routes to School	State	0/100/0		300 c						300
From:										
To:	TAP	80/20/0		250 c	2,250 c	1,151 c	1,151 c	1,151 c		5,953

Total Funds: 6,253

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. Subprojects:

- a. Bicycle and Pedestrian Education
- b. Sidewalk Construction
- c. School Area Planning Assistance

Approved
10/17/2018

**DISTRICT OF COLUMBIA
FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 2927 Agency ID: CD036A, CD04 Title: Highway Structures Preventive Maintenance and Repairs									Total Cost:	\$49,635
Facility:	NHPP	83/17/0		9,975 c		5,100 c	5,345 c			20,420
From:										
To:	STBG	83/17/0		2,940 c		1,475 c	1,500 a	3,250 c		10,685
							1,520 c			

Total Funds: 31,105

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.

	Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 2945 Agency ID: CM074A Title: District TDM (goDCgo)									Total Cost:	\$25,556
Facility: citywide	CMAQ	80/20/0	8,800 a	2,956 a	2,600 a	2,700 a	2,800 a	2,900 a	3,000 a	16,956
From:										
To:										

Total Funds: 16,956

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.
- b. Capital Bikeshare Marketing and Outreach

	Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 2965 Agency ID: SR060A MRR1 Title: Roadway Reconstruction Citywide									Total Cost:	\$73,053
Facility: CITYWIDE	STBG	83/17/0		200 b	3,072 a			20,341 c	42,784 c	72,897
From:				6,500 c						
To:										

Total Funds: 72,897

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. Broad Branch Rd NW Rehabilitation
- b. Canal Road from Chain Bridge to M St NW
- c. Florida Ave and 9th St from T St to Barry Pl NW Reconstruction
- d. New Jersey Ave from Mass Ave to N St. NW
- e. Oregon Ave Military Rd to Western Ave NW

Approved
10/17/2018

**DISTRICT OF COLUMBIA
FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 3193 Agency ID: CD056A Title: 11th Street Bridges SE, Replace and Reconfigure									Total Cost: \$37,500
Facility: 11th Street Bridge and Interchan	NHPP 1	80/20/0	4,500 a						
From:			31,000 c						
To:	NHPP 2	83/17/0	1,500 a				3,628 c		3,628
									Total Funds: 3,628

Description: To replace existing structure with new structures and provide direct access from I-295 to Downtown DC (via I-395). To include work for:
a. I-695 Bridges, I-395 to I-295/DC-295- Project Management
b. I-695 Eastbound D4 Ramp Design

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 3202 Agency ID: CD032C, MNT0 Title: Bridge Design Consultant Services									Total Cost: \$13,850
Facility: CITYWIDE	NHPP	83/17/0	723 a	723 a	723 a	723 a	723 a	878 a	4,493
From:									
To:	STBG	83/17/0	828 a	828 a	828 a	828 a	828 a	873 a	5,013
									Total Funds: 9,506

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

B. Bridge Design Consultant: 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.

C. Construction Estimate: Provide support to department with independent cost estimate for construction projects before finalizing the PS and E package for advertisement.

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 3210 Agency ID: AF049A Title: Transportation Alternatives Program									Total Cost: \$13,800
Facility: Citywide	STBG	80/20/0	2,300 a						
From:									
To:	TAP	80/20/0	2,300 a	1,310 c	1,150 c	1,150 c	1,150 c	1,150 c	7,060
									Total Funds: 7,060

Description: The TAP or TA Set-Aside is a reimbursable federal aid funding program for transportation-related community projects designed to strengthen the intermodal transportation system. The program aims to expand travel choice, strengthen the local economy, improve the quality of life, and protect the environment by supporting non-traditional projects linked to the transportation system. Projects will be reviewed through a competitive process and selected based upon a number of criteria including the project's expected benefits to the community, feasibility and project readiness, consistency with agency plans and missions, and the sponsor's demonstrated ability to manage a federal-aid project.
a. Taft Bridge Lion Statue Restoration
b. Constitution Ave and 18th St NW Crosswalk and Paths Improvement
c. Jay St NE Smart Bio-retention
d. Washington Union Station Roman Legionnaires and Interior Restoration
e. Taft Bridge Lion Statue Restoration

Approved
10/17/2018

**DISTRICT OF COLUMBIA
FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

			Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 3212 Agency ID: CB0, CI0 Title: Safety Improvements Citywide			Total Cost: \$75,000									
Facility: Citywide			HSIP	90/10/0		5,350 a	5,350 a	5,350 a	5,350 a	5,350 a	3,750 a	55,050
From:						4,150 c	4,150 c	4,150 c	4,150 c	4,150 c	3,800 c	
To:			SPR	80/20/0		175 a	175 a	175 a	175 a	175 a	175 a	1,050
			STBG	83/17/0		1,500 a	2,000 a	1,500 a	1,500 a	2,000 a	1,500 a	10,910
						160 c	150 c	150 c	300 c	150 c		
											Total Funds: 67,010	

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. Crash Database
- b. CCTV Cameras
- c. Pavement Skid Testing
- d. Road Safety Audit Program
- e. Traffic Data Collection and Analysis Services
- f. Traffic Engineering Design
- g. Traffic Safety Construction
- h. Traffic Safety Data Center at Howard University
- i. Traffic Safety Design
- j. Traffic Safety Engineering Support Services
- k. Traffic Sign Inventory Upgrade

Approved
10/17/2018

**DISTRICT OF COLUMBIA
FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

			Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 3213			Agency ID: CAL16C, PM30			Title: Planning and Management Systems					Total Cost: \$55,377	
Facility:	Citywide		CMAQ	80/20/0		50 a	50 a	50 a	50 a	50 a	50 a	300
From:												
To:			SPR	80/20/0		5,600 a 150 c 50 d	5,600 a 150 c 50 d	5,600 a 50 d	5,600 a 50 d	5,500 a 50 d	2,600 a 50 d	31,100
			STBG	83/17/0		4,600 a 381 c	3,410 a 392 c	2,910 a 404 c	2,950 a 416 c	3,350 a 427 c	2,350 a 427 c	22,017
			STBG 2	100/0/0		3,000 c	2,000 c	3,000 c				8,000
			STIC	80/20/0		125 d	125 d	125 d	125 d	125 d	125 d	750
											Total Funds: 62,167	

- Description:
- a. ADA Compliance
 - b. Anti Idling Campaign
 - c. Asset Inventory and ADA Compliance
 - d. Audit and Compliance
 - e. Civil Rights/EEO Compliance Monitoring Program
 - f. Constructability and Work Zone Safety Review
 - g. DBE On-Line Certification Application Program
 - h. DBE Supportive Services/OJT Supportive Services
 - i. ITS General Support
 - j. Metropolitan Planning
 - k. Research Development and Technology Transfer
 - l. State Planning and Research Program
 - m. STIC Innovation Grant
 - n. Summer Transportation Institute
 - o. Transportation Asset Management Plan

TIP ID: 3215			Agency ID: SR092A			Title: Federal Aid Pavement Restoration					Total Cost: \$76,790	
Facility:	Citywide		STBG	83/17/0		9,300 c	9,523 c	9,752 c	9,986 c	10,225 c	10,471 c	59,257
From:												
To:												
											Total Funds: 59,257	

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

Approved
10/17/2018

**DISTRICT OF COLUMBIA
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			Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 3216			Agency ID: OSS07A, CI060			Title: Traffic Operations Improvements Citywide						Total Cost: \$77,059
Facility:		HSIP	90/10/0			1,900 c	2,000 c	2,000 c	2,000 c	2,000 c	2,000 c	11,900
From:												
To:		NHPP	83/17/0			3,600 c		900 c	900 c	900 c		6,300
		STBG	83/17/0			7,069 c	14,809 c	6,150 c	6,195 c	4,000 c	4,000 c	49,843
						1,270 e	1,270 e	1,270 e	1,270 e	1,270 e	1,270 e	
											Total Funds: 68,043	


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. Construction of Fiber Communication Networks on Corridors
- b. ITS Maintenance
- c. MATOC
- d. Moveable Barrier System
- e. Thermoplastic Pavements Markings
- f. TMC Hardware and Data Services
- g. Traffic Management Center Operations

TIP ID: 3219			Agency ID: ZU022A			Title: Commuter Connections Program						Total Cost: \$8,357
Facility:		CMAQ	80/20/0		4,857 a	700 a	700 a	700 a	700 a	700 a	700 a	4,200
From:												
To:												
											Total Funds: 4,200	

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.

TIP ID: 3228			Agency ID: AF073A, ZU024			Title: Metropolitan Branch Trail						Total Cost: \$27,932
Facility:	Union Station District Line	CMAQ	80/20/0		400 a	500 a	10,240 c					10,740
From:					13,400 c							
To:		DEMO	80/20/0		2,192 a							
					1,200 c							
											Total Funds: 10,740	

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 to Takoma
- c. Manor Park Re-Alignment

Approved
10/17/2018

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

	Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 3232 Agency ID: CM064A, ZUT0 Title: Bicycle and Pedestrian Management Program									Total Cost:	\$8,680

Facility: Citywide	CMAQ	80/20/0	250 a	1,000 c	1,000 c		1,000 c			3,000
From:			5,430 c							
To:										
Total Funds: 3,000										

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)

TIP ID: 3242 Agency ID: CA303C, MNT0 Title: Stormwater-Hydraulic Structures and Flood Management Works									Total Cost:	\$3,215
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Facility:	State	0/100/0		1,341 a	1,373 a	1,406 a	1,440 a	1,474 a		7,034
From:										
To:	STBG	83/17/0		2,859 a	2,659 a	2,659 a	1,159 a	1,159 a	500 a	38,445
				4,300 c	6,450 c	5,950 c	3,750 c	4,000 c	3,000 c	
Total Funds: 45,479										

Description: The purpose of this project is to replace/rehab existing hydraulic structures as culverts, inlets, etc.. On a bi-annual bases and based on stormwater drainage problem occurrences the structures will be inspected. On an annual bases, structures will be rehabilitated or replaced depending on their condition. The project also assesses and manages flooding conditions on transportation infrastructures.

- a. Culvert Inspection
- b. Culvert Rehabilitation and Replacement
- c. Drainage and Stormwater Improvements
- d. Hydraulic Structures Design
- e. Stormwater Retrofits

TIP ID: 3243 Agency ID: CD062A Title: Citywide Consultant Bridge Inspection									Total Cost:	\$21,507
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Facility:	NHPP	83/17/0		1,950 a		4,500 a		2,300 a	2,375 a	11,125
From:										
To:	STBG	83/17/0			2,232 a					2,232
Total Funds: 13,357										

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.

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CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 3355 Agency ID: PM086A Title: Professional Capacity-Building Strategy									Total Cost: \$11,000
Facility: Citywide	STBG	100/0/0	1,250 a	1,000 a	1,000 a	1,000 a	1,000 a	1,000 a	5,000
From:									
To:	STBG 1	80/20/0	5,000 a						
Total Funds:									5,000

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: 3423 Agency ID: AW011, AW024 Title: South Capitol Street Corridor									Total Cost: \$554,172
Facility:	DEMO	80/20/0	103,918 c						
From: N St, MLK Ave, Suitland Pkwy, Memorial Bri	GARVEE	80/20/0	132,960 c	160,000 c	66,560 c	68,157 c			294,717
To:	NHPP	80/20/0	24,600 c						
	State	0/100/0	104,740 c	41,000 c	83,866 c				124,866
Total Funds:									419,583

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. Suitland Parkway and I-295 Interchange Reconfiguration: 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. Martin Luther King Jr. Ave. and Suitland Parkway Interchange Reconfiguration: 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. South Capitol St from N St to SE/SW Freeway Boulevard Streetscape: This segment will be rebuilt as a six-lane boulevard divided by a landscaped median.
- e. New Jersey Ave SE Streetscape improvements: The streetscape concept will restore a consistent design to the avenue between the SE-SW Freeway and M Street SE.

TIP ID: 5298 Agency ID: AF067A Title: Emergency Transportation Project									Total Cost: \$534	
Facility: C ITYWIDE	STBG	83/17/0		25 c	26 c	26 c	27 c	27 c	28 c	159
From:										
To:										
Total Funds:									159	

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,

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	Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 5308 Agency ID: SR070A, ED07 Title: Neighborhood Streetscape Improvements									Total Cost: \$12,396	
Facility:	HSIP	90/10/0	50 a							
From:			877 c							
To:	STBG	83/17/0				1,573 a		9,896 c		11,469
Total Funds: 11,469										

Description: Improve sidewalks, curbs, gutters, trees, streetlights, traffic signals and trash receptacles. Projects include:

- a. 14th St from Thomas Cir to Florida Ave NW Streetscape
- b. U St from Florida Ave to 14th St NW
- c. Sheriff Rd from 43rd St to 51st St NE Safety Improvements
- d. Missouri Ave, Kansas Ave, Kennedy St NW Intersection Improvements
- e. 15th Street NW Intersection Safety Improvements

TIP ID: 5313 Agency ID: CG311, CG312, Title: Urban Forestry Program									Total Cost: \$10,800	
Facility: Citywide	NHPP	83/17/0		200 c	200 c	200 c	200 c	200 c	200 c	1,200
From:										
To:	STBG	83/17/0		300 c	300 c	300 c	300 c	300 c	300 c	1,800
Total Funds: 3,000										

Description: Plant new trees, remove dead and diseased trees, treat diseased trees, replace trees, and landscape along local and Federal roads.

TIP ID: 5315 Agency ID: MRR09A Title: Blair / Cedar / 4th Street NW									Total Cost: \$12,750	
Facility: Intersection of Blair/Cedar and 4th	HSIP	90/10/0	2,700 c	1,250 c						1,250
From:										
To:	STBG	80/20/0	300 a							
			10,100 c							
Total Funds: 1,250										

Description: Implementation of recommendations from the Takoma Study, including new traffic signals, sidewalks, curbs and gutters.

Safety Improvements as identified in the Road Safety Audit completed.

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	Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total	
TIP ID: 5316 Agency ID: CD062A Title: Impact Attenuators and Guiderails									Total Cost:		
Facility: Citywide	HSIP	100/0/0			1,967 c	2,142 c	150 a	110 c		6,344	
From:							1,975 c				
To:											
										Total Funds:	6,344

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.

- a. Impact Attenuators and Guiderails Upgrade and Replacement
- b. Impact Attenuators and Guiderails Inventory and Design

TIP ID: 5322 Agency ID: CM085A Title: Environmental Management System									Total Cost: \$3,800		
Facility:	CMAQ	80/20/0		600 a	625 a	625 a	650 a	650 a	650 a	3,800	
From:											
To:											
										Total Funds:	3,800

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.

TIP ID: 5323 Agency ID: MNT06A, SR09 Title: Condition Assessment									Total Cost: \$17,615		
Facility: citywide	STBG	83/17/0		1,100 a	1,100 a	1,100 a	1,100 a	1,100 a	1,100 a	6,600	
From: citywide											
To:											
										Total Funds:	6,600

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

TIP ID: 5337 Agency ID: CD051A Title: Kenilworth Ave NE Pedestrian Bridges Replacement									Total Cost: \$21,500		
Facility: Kenilworth	STBG	80/20/0	2,350 a								
From:			2,500 b								
To:	STBG 1	83/17/0		14,000 c						14,000	
										Total Funds:	14,000

Description: This project will fund the replacement of the deck, approach slabs, bearing joints; and repair the substructure and repaint steel.

- a. Douglas St NE Pedestrian Bridge Replacement

TIP ID: 5339 Agency ID: SR037A Title: Pavement Restoration - NHPP Streets									Total Cost: \$83,800		
Facility:	NHPP	83/17/0		150 a	10,000 c	10,000 c	10,000 c	10,000 c	10,000 c	60,150	
From:				10,000 c							
To:											
										Total Funds:	60,150

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.

Approved
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Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 5342 Agency ID: CD046A Title: Approach Bridges to 14th Street Bridge									Total Cost: \$34,671
Facility: 14th Street Bridge northbound over the Poto	NHPP	90/10/0	2,000 a		3,146 a			31,525 c	34,671
From:									
To:	NHPP 1	80/20/0	1,750 a						
Total Funds:									34,671

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).

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 5347 Agency ID: CI046A, CI047 Title: Traffic Signal Maintenance									Total Cost: \$103,875
Facility: Citywide	NHPP	83/17/0	5,425 c	5,450 c	5,450 c	5,450 c	5,450 c	5,450 c	32,675
From: Citywide									
To: Citywide	STBG	83/17/0	3,500 a	1,500 a	1,500 a	2,500 a	1,500 a	3,500 a	71,200
			8,900 c	8,700 c	8,700 c	8,700 c	8,700 c	8,700 c	
			800 d	800 d	800 d	800 d	800 d	800 d	
Total Funds:									103,875

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. Traffic Signal Construction Contract
- b. Traffic Signal Construction Contract (National Highway System Routes)
- c. Traffic Signal Consultant Design
- d. Traffic Signal Maintenance
- e. Traffic Signal On-site Support Services
- f. Traffic Signal Optimization
- g. Traffic Signal System Management
- h. Traffic Signal Systems Analysis

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 5350 Agency ID: AD304 Title: Streetlight Asset Mgmt & Streetlight Construction - Local									Total Cost: \$10,500
Facility: Citywide	State	0/100/0	4,200 c	4,200 c	4,200 c				12,600
From:									
To:									
Total Funds:									12,600

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.

Approved
10/17/2018

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Source			Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 5353 Agency ID: ED028A Title: Southern Ave SE Improvements										Total Cost:	\$45,259
Facility: Southern Ave SE	STBG	83/17/0			15,500 c			12,059 c			27,559
From: South Capitol St SE											
To: 23rd St SE	STBG 1	80/20/0		2,200 a 15,500 c							

Total Funds: 27,559

Description: The purpose of the project is to implement transportation improvements that improve vehicular, pedestrian, and bicycle safety, maintain mobility, and correct roadway facility deficiencies through the project area.

- a. Southern Ave from South Capitol St to Barnaby St SE and Bridge over Winkle Doodle Branch
- b. Southern Ave from Barnaby Rd SE to UMC Campus

TIP ID: 5385 Agency ID: AD020A Title: Streetlight Asset Mgmt - Federal										Total Cost:	\$29,021
Facility: Citywide	NHPP	83/17/0			2,320 c	2,320 c	2,320 c				6,960
From:											
To:	STBG	83/17/0			3,480 c	3,480 c	3,480 c				10,440

Total Funds: 17,400

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:

TIP ID: 5433 Agency ID: PM094A, CD05 Title: Bridge management Project/AASHTOWARE										Total Cost:	\$2,125
Facility: Citywide	NHPP	83/17/0			350 a	350 a	350 a	350 a	375 a	375 a	2,150
From: Citywide											
To:	STBG	83/17/0			620 e	300 e	310 e	310 e	310 a	310 a	2,160

Total Funds: 4,310

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

TIP ID: 5439 Agency ID: AD017A Title: Citywide streetlight construction										Total Cost:	\$22,765
Facility: citywide	STBG	83/17/0			300 a	300 a	300 a	300 a	300 a	300 a	18,000
From: citywide					2,700 c	2,700 c	2,700 c	2,700 c	2,700 c	2,700 c	
To:											

Total Funds: 18,000

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.

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			Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 5554 Agency ID: HTF02A			Title: Garvee Bond Debt Service - 11th Street Bridge SE Replacement								Total Cost: \$82,390	
Facility:			NHPP	100/0/0	14,100 c	14,100 c	14,100 c	14,100 c	14,100 c	14,100 c	11,771 c	82,271
From:												
To:			NHPP 1	80/20/0	47,075 c							
											Total Funds: 82,271	

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

TIP ID: 5754 Agency ID: CM080A			Title: Benning Road Extension								Total Cost: \$226,976	
Facility:	Streetcar Line		CMAQ	80/20/0	3,200 a							
From:												
To:			NHPP	83/17/0		7,168 a	22,455 c	38,706 c	49,978 c			118,307
			State	0/100/0	6,400 a 23,614 c	8,000 a	19,923 c	20,401 c	28,131 c			76,455
											Total Funds: 194,762	

Description: The Benning Road Streetcar Extension is a 1.95-mile surface fixed guide way 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.

TIP ID: 5755 Agency ID: STC12A			Title: Union Station to Georgetown Premium Transit; K Street Transit								Total Cost: \$348,000	
Facility:	Premium Transit		CMAQ	80/20/0	1,500 d							
From:												
To:			NHPP	80/20/0	7,500 a							
			State	0/100/0	5,250 a 7,000 c	1,000 a					1,000	
											Total Funds: 1,000	

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: 5792 Agency ID: ED0C2A			Title: C Street NE Implementation								Total Cost: \$22,032	
Facility:	C Street/N. Carolina Avenue		STBG	80/20/0	1,500 a							
From:	Oklahoma Avenue											
To:	14th Street NE		STBG 1	83/17/0			3,033 a 17,499 c				20,532	
											Total Funds: 20,532	

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

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10/17/2018

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Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 5802 Agency ID: CD044A Title: Program Manager AWI									Total Cost: \$52,500
Facility: Citywide	NHPP	80/20/0	28,000 a						
From:									
To:	NHPP 1	83/17/0	700 a	1,500 a	1,500 a	1,500 a	3,000 a	1,500 a	9,000
									Total Funds: 9,000

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: Pennsylvania Ave/Potomac Circle									Total Cost: \$21,961
Facility: Pennsylvania Ave and Potomac Circle	HSIP	80/20/0	3,000 a						
From:			5,750 c						
To:	NHPP	83/17/0	1,400 a			11,811 c			11,811
									Total Funds: 11,811

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.

TIP ID: 6038 Agency ID: Title: Garvee Bond Debt Service - South Capitol St									Total Cost:
Facility:	NHPP	83/17/0		14,700 c	23,300 c	25,600 c	25,600 c		89,200
From:									
To:									
									Total Funds: 89,200

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

TIP ID: 6039 Agency ID: CD054A Title: H Street Bridge over Railroad									Total Cost: \$220,211
Facility: H Street NE	NHPP	80/20/0	1,000 a						
From: North Capitol Street									
To: 3rd Street NE	State	0/100/0	9,000 a	13,541 c	33,122 c	66,795 c	75,983 c	21,764 c	211,205
									Total Funds: 211,205

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. The bridge will be reconstructed to accommodate the H/Benning Streetcar Line, allow for Amtrak to increase its capacities in its Union Station rail yard, and allow for development of the air rights above the rail yard.

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10/17/2018

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Source		Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total	
TIP ID: 6102 Agency ID:		Title: 5303/5304 FTA Program							Total Cost:		\$2,874
Facility: Citywide	Sect. 5303	80/20/0	2,420 a	415 a	415 a					830	
From:											
To:	Sect. 5304	80/20/0	638 a	110 a	110 a					220	
Total Funds:										1,050	

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

TIP ID: 6105 Agency ID:		Title: DC Circulator New Buses for Replacement and Expansion							Total Cost:		\$8,925
Facility:	State	0/100/0	63,853 e	750 c	768 c					8,618	
From:				7,100 e							
To:											
Total Funds:										8,618	

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

TIP ID: 6114 Agency ID: ZUT10C		Title: South Capitol Street Trail							Total Cost:		\$12,964
Facility:	CMAQ	80/20/0	1,700 a		11,264 c					11,264	
From:											
To:											
Total Funds:										11,264	

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

TIP ID: 6115 Agency ID: CI040A		Title: Traffic Signal LED Replacement							Total Cost:		\$8,400
Facility:	NHPP	80/20/0	2,220 c								
From:											
To:	NHPP 1	83/17/0	900 c	1,080 c	1,080 c	1,080 c	1,080 c	1,080 c	1,080 c	6,480	
	STBG	80/20/0	2,220 c								
	STBG 1	83/17/0	540 c	450 c	540 c	990 c	540 c	540 c	540 c	3,600	
Total Funds:										10,080	

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

TIP ID: 6187 Agency ID: MRR27A		Title: I-395 HOV Bridge over Potomac River							Total Cost:		\$39,250
Facility: I-395 HOV	NHPP	80/20/0	1,750 a								
From: Over Potomac River											
To: Over Potomac River	NHPP 1	90/10/0	1,500 a						60,799 c	60,799	
Total Funds:										60,799	

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

Approved
10/17/2018

**DISTRICT OF COLUMBIA
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	Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 6190 Agency ID: FLD01 Title: Bloomingdale/LeDroit Park Medium Term Flood Mitigation Project									Total Cost: \$10,000	
Facility: Bloomingdale/LeDroit Park	State	0/100/0	2,500 a	500 a						2,000
From:			7,500 c	1,500 c						
To:										
Total Funds: 2,000										

Description: Construction of Green Infrastructure to manage flooding concerns in the Bloomingdale/LeDroit neighborhoods.

TIP ID: 6193 Agency ID: PM0D7A Title: Cleveland Park Streetscape and Drainage Improvement									Total Cost: \$17,256	
Facility: Connecticut Ave. NW	NHPP	80/20/0	526 a							
From: Porter Street NW			2,415 c							
To: Macomb Street NW	NHPP 1	83/17/0		14,315 c						14,315
Total Funds: 14,315										

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.

TIP ID: 6194 Agency ID: Temp1315 Title: Normanstone/Fulton Street Culvert & LID									Total Cost: \$4,300	
Facility: Normanstone Drive	FLAP	83/17/0	1,500 c	1 c						1
From: Fulton Street										
To: 34th Street	State	0/100/0	2,800 c							
Total Funds: 1										

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

TIP ID: 6195 Agency ID: ZU033A Title: Florida Ave NE Streetscape									Total Cost: \$25,670	
Facility: Florida Avenue, NE	STBG	80/20/0	2,000 a							
From: 2nd Street, NE										
To: H Street, NE	STBG 1	83/17/0	1,500 a		22,020 c					22,020
			150 b							
Total Funds: 22,020										

Description: Implementation of Florida Avenue Transportation Study recommendations, which includes reconstruction of Florida Ave from 2nd St NE to H St NE, safety improvements, and streetscape upgrades.

TIP ID: 6315 Agency ID: SR086A Title: East Capitol Street Corridor Mobility & Safety Plan									Total Cost: \$3,800	
Facility: Street	HSIP	90/10/0	1,500 a	400 a						400
From:										
To:	STBG	80/20/0	1,000 a							
Total Funds: 400										

Description: Design and Construct pedestrian safety and traffic operations improvements



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	Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 6419 Agency ID:	Title: Rehabilitation of Eastern Avenue NE from New Hampshire Ave, NE to Whitter Street NW								Total Cost:	\$4,323
Facility: Eastern Avenue NE	STBG	80/20/0	750 a							
From: New Hampshire Ave NE										
To: Whitter Street NW	STBG 1	83/17/0			9,216 c					9,216
Total Funds:										9,216

Description: Rehabilitate of Reconstruct Asphalt Overlay on concrete pavement, replace deteriorated catch basins, manholes, curb and ramps

TIP ID: 6427 Agency ID:	Title: Kenilworth Terrace Bridge over Watts Branch								Total Cost:	\$8,347
Facility: Kenilworth Terrace Bridge over Watts Branch	NHPP	83/17/0			5,222 c					5,222
From:										
To:										
Total Funds:										5,222

Description: Project scope include applying waterproof seal to the entire timber structure, repair the reinforced concrete roadway curb, rehabilitation of deck structure of both approach abutments.

TIP ID: 6491 Agency ID:	Title: Connecticut Ave from Dupont Circle to California St NW Streetscape								Total Cost:	\$25,590
Facility: Connecticut Ave NW	NHPP	80/20/0	1,000 a							
From: Dupont Circle										
To: California Street	NHPP 1	83/17/0					23,090 c			23,090
	State	0/100/0		1,500 a						1,500
Total Funds:										24,590

Description: Final design and construction/CE for Streetscape improvements and deckover the Dupont underpass.

TIP ID: 6493 Agency ID:	Title: Roadway Reconstruction in Ward II								Total Cost:	\$18,403
Facility: 21st Street NW, Florida Ave NW, and Mass	NHPP	83/17/0		17,408 c						17,408
From:										
To:	STBG	80/20/0	1,000 a							
Total Funds:										17,408


Description: Pavement reconstruction including improvement of curb and gutter, sidewalk, streetlights, traffic signals, upgrade ADA ramps, drainage catch basins, LID's and replace trees at four locations in Ward II:
a. 21st St from O St to Massachusetts Ave NW
b. Florida Ave from Decatur St to Massachusetts Ave NW
c. Massachusetts Ave from 20th St to 23rd St NW
D. Massachusetts Ave from Decatur St to Belmont St NW

Approved
10/17/2018

**DISTRICT OF COLUMBIA
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Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total	
TIP ID: 6500 Agency ID:		Title: Shephards Branch Trail						Total Cost: \$17,997		
Facility: Anacostia Metro Station	CMAQ	80/20/0		717 a		17,180 c			17,897	
From: Northward along CSXT RR ROW										
To: North end of CSXT RR ROW	TAP	83/17/0	100 a							

Total Funds: 17,897

Description: Feasibility study for proposed Shephards Branch Trail to determine alignment probability of needing and Environmental Assessment (ES), likely permits needed, and potential construction costs for a tail on the soon to be acquired CSXT RR ROW. 

TIP ID: 6501 Agency ID:		Title: Kennedy St from 16th St to Georgia Ave NW Reconstruction						Total Cost: \$12,577		
Facility: Kennedy St NW	STBG	83/17/0	232 a				11,545 c		11,545	
From: 16th St NW										
To: Georgia Ave	STBG 1	80/20/0	800 a							

Total Funds: 11,545

Description: This project is to reconstruct Kennedy Street, NW corridor from Georgia Avenue to 16th Street, NW. The scope of work for this Task Order includes but not limited to roadway and streetscape design, subsurface utility engineering (SUE), traffic signal modification, context sensitive design/solution, utility relocation coordination, maintenance of traffic, intersection safety and operational efficiency improvement, signage and pavement markings, storm water management-LID/Bio retention, Improvement of curbs & gutter, driveways, sidewalks and ADA ramps, and so on.

TIP ID: 6502 Agency ID:		Title: Subsurface Investigation & AM Program Support						Total Cost: \$5,122		
Facility: Citywide	STBG 1	80/20/0	1,106 a							
From:										
To:	STBG 2	83/17/0	681 a	681 a	681 a	681 a	681 a	681 a	4,086	

Total Funds: 4,086

Description: Subsurface Pavement Engineering to determine characteristics of roadway and to perform adequate analysis for pavement design, engineering and support for asset management program

TIP ID: 6503 Agency ID:		Title: Construction of Fiber Communication Network on Freeways						Total Cost: \$6,710		
Facility: Citywide	HSIP	80/20/0	6,460 c	250 c					250	
From:										
To:										

Total Funds: 250

Description: Perform feasibility study for upgrade of DDOT traffic signal system, conduct system design for implementation of advanced traffic controllers, Procure and install advanced traffic controllers and the associated devices; perform system integration.

TIP ID: 6595 Agency ID:		Title: Pennsylvania Ave from 17th St to Washington Cir NW Streetscape						Total Cost: \$17,000		
Facility: Pennsylvania Ave NW	NHPP	80/20/0	1,000 a							
From: 17th St NW										
To: 22nd St NW	NHPP 1	83/17/0		1,536 a					1,536	

Total Funds: 1,536

Description: Design for streetscape of Pennsylvania Avenue NW, includes multi-modal friendly transportation. Facilitate New Connections, Balancing the Modes, Pedestrian Scale Streetscape, Create a vibrant, cohesive public space that provides a sense of visual continuity and a framework for new active uses.

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	Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 6597 Agency ID: Title: Aspen Street NW Improvements Total Cost: \$4,482										
Facility: Aspen Street NW	State	0/100/0		500 a	3,482 c					3,982
From: Georgia Avenue NW										
To: 16th Street NW	STBG	80/20/0	500 a							
Total Funds: 3,982										

Description: Improve Aspen Street NW from Georgia Avenue NW to 16th Street NW to include new turn lanes and a multi-use trail on the north side of the street to support the Walter Reed redevelopment.

TIP ID: 6598 Agency ID: Title: Tenleytown Multi-Modal Access Total Cost: \$6,080										
Facility: Wisconsin Ave NW	STBG	80/20/0	1,000 a							
From: Albemarle Street NW										
To: Brandywine Street NW	STBG 1	83/17/0		1,000 a						1,000
Total Funds: 1,000										

Description: Develop preliminary and final design for improvements based on recently completed Tenleytown-AU Metrorail Station Access Improvements Study.

TIP ID: 6610 Agency ID: CFPID170319 Title: Overhead Freeway Sign Maintenance Total Cost: \$3,000										
Facility: Citywide	NHPP	83/17/0	600 c	600 c	600 c	600 c	600 c	600 c	600 c	3,000
From:										
To:										
Total Funds: 3,000										

Description: Repair and replacement of damaged overhead/oversized signage, primarily located along Interstate system. This project will facilitate replacement of damaged signs that are too large to fabricate and install in-house.

TIP ID: 6613 Agency ID: Title: I-695 Bridges From I-395 to I-295/DC-295 Total Cost:										
Facility: I 695	NHPP	83/17/0					537 a	2,749 a	563 a	3,849
From: I 395										
To: I 295										
Total Funds: 3,849										

Description: Post-construction close-out and completion of outstanding items from the 11th Street Bridge project.

TIP ID: 6614 Agency ID: Title: Pennsylvania Ave from 2nd St to Barney Cir SE Streetlight Upgrade Total Cost: \$15,575										
Facility: Pennsylvania Avenue	NHPP	83/17/0	7,115 c	7,115 c		7,460 c				14,575
From: 2nd Street SE										
To: Barney Circle SE										
Total Funds: 14,575										

Description: This project is construction phase. The work includes but not limited to installation of new light poles, light fixtures, wheel chair ramps and underground infrastructures including conduits, cables, manholes, excavation and backfill, pavement restoration.

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Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total	
TIP ID: 6625 Agency ID:		Title: Citywide Streetlights P3							Total Cost: \$412,500	
Facility:	NHPP	83/17/0	399 a	3,649 a	3,177 c	4,954 c	4,979 c	5,004 c	5,030 c	26,793
From:										
To:	State	0/100/0	729 a	6,925 a	6,072 c	9,203 c	9,252 c	9,302 c	9,354 c	50,108
	STBG	83/17/0	608 a	3,552 a	4,835 c	7,539 c	7,577 c	7,615 c	7,655 c	38,773
									Total Funds:	115,674

Description: This project will be to develop a Private, Public, Partnership (P3) for the Streetlights in the District of Columbia. The P3 will include the conversion of all District Streetlights to LED in addition to a long-term, performance-based asset management contract. Work to develop the P3 will include technical, legal, and financial aspects of the project which will be developed into an RFP. Section 106 and NEPA work will also be included during the development of the RFP. This project will be split 42% Local, 23% NHPP and 35% STP. The development of the P3 is anticipated to take between 12 and 18 months. The P3 contract will be for between 10 and 15 years.

TIP ID: 6636 Agency ID:		Title: Bus Priority Plan and Program							Total Cost: \$2,000	
Facility:	Citywide	Sect. 5304	80/20/0	568 a						568
From:										
To:		Sect. 5339(a)	80/20/0		1,000 a					1,000
		State	0/100/0	432 a						432
									Total Funds:	2,000

Description: interdisciplinary program at DDOT to plan, design, and implement bus priority corridor projects. Hire dedicated staff and a Program Management Consultant to assist with oversight and management of the new program, as well as planning and engineering services.\$2 million total funding request:\$1 million local funds requested for Bus Priority Plan, including NY Ave BRT.\$1 million federal funds requested for Bus Priority Program (comprised of funding for a Program Management Consultant and/or up to five dedicated FTEs supported by a PMC).Under the new program, lead a strategic plan for bus priority projects, which would build upon moveDC and the Metrobus Priority Corridor Network plan. This strategic plan would also evaluate the possibility of BRT on New York Avenue. The purpose of this plan is to: Identify benchmarks or metrics to determine when to apply specific bus priority improvements given corridor characteristics, such as ridership, headways, roadway width;Identify phase one corridors and prioritize them for study, design and implementation;Apply the benchmarks to determine a set of improvements for each phase one corridor; Engage the public and solicit feedback; andDevelop a programmatic agreement with the Federal Highway Administration for environmental clearance of the plan's recommendations or a streamlined approach to environmental documentation.See attached documents for Program vision, draft plan scope, and Program staffing request.

TIP ID: 6637 Agency ID:		Title: 4th St and P St SW Streetlight upgrade							Total Cost: \$5,116	
Facility:	Along 4th St and P St SW	STBG	83/17/0	500 a				4,616 c		5,116
From:	First St SW									
To:	M St SW									
									Total Funds:	5,116

Description: Design and Construction of street light upgrade. Existing street lights are old and inefficient and will be replaced with LED efficient lights, new manholes, new poles and new cable and conduits.

TIP ID: 6638 Agency ID:		Title: 16th St NW Transit Priority							Total Cost: \$9,000	
Facility:	16th St NW	CMAQ	80/20/0	1,000 a						1,000
From:	H St NW									
To:	Arkansas Ave NW									
									Total Funds:	1,000

Description: The purpose of the Proposed Action is to improve transit performance and reliability along with pedestrian crossings, bus stops, and sidewalks along 16th Street NW between H Street NW and Arkansas Avenue NW. 16th Street is a multimodal corridor and the purpose of the project is to move more people through the corridor quickly to meet the existing and long-term regional mobility and local accessibility needs for residents and the traveling public within the project area.

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10/17/2018

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	Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 6639	Agency ID:	Title: Chestnut St from Western Ave to Oregon Ave NW Sidewalk							Total Cost:	

Facility:	STBG	83/17/0		3,482	c					3,482
From:										
To:										
Description: This project is to design new sidewalks on Chestnut Street, NW from Western Avenue to Oregon Avenue which is half a mile long with 40 ft. wide roadway. Currently there is no sidewalk on either side of the street and this has been a problem for pedestrians in the neighborhood. The project will tie into existing sidewalk on the southeast side of Western Avenue and proposed sidewalk on the western side of Oregon Avenue.										
									Total Funds:	3,482

TIP ID: 6640	Agency ID:	Title: Clean Air Partners							Total Cost: \$340	
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Facility: Citywide	CMAQ	80/20/0		57	a	57	a	57	a	57	a	342
From:												
To:												
Description: Clean Air Partners has strive to improve public health and the environment by working with businesses, organizations and individuals throughout the region to raise awareness and reduce air pollution through voluntary actions.												
											Total Funds:	342

TIP ID: 6641	Agency ID:	Title: Cleveland Park Watershed							Total Cost:	
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Facility:	STBG	83/17/0		600	a						600	
From:												
To:												
Description: This project is to reduce flooding experienced at the Cleveland Park metro station and surrounding area. The project will involve building stormwater facilities that manage runoff before it reaches the areas prone to flooding.												
											Total Funds:	600

TIP ID: 6642	Agency ID:	Title: I-66 and Rock Creek Parkway Ramp Study							Total Cost: \$8,000	
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Facility:	State	0/100/0		500	a						500	
From:												
To:	STBG	83/17/0		1,000	a						1,000	
											Total Funds:	1,500
Description: There are several transportation needs in this area that need to be considered holistically: - ANC 2A requested a feasibility study to connect the terminus of I-66 to the Rock Creek Parkway. - As part of the Union Station to Georgetown Streetcar EA, a loop ramp from westbound K Street NW to southbound 27th Street NW was proposed to improve traffic operations. The new right turn ramp that would go under the existing K Street Bridge adjacent to the I-66/Whitehurst Freeway ramp. - The K Street bridge over the ramp to the Whitehurst Freeway is in need of rehabilitation. This planning study/environmental process would examine the impacts and implications of these connections on motorists, as well as upon multimodal users and the surrounding built and natural environment. The findings would inform the scope of the upcoming K Street Bridge rehabilitation work.												

TIP ID: 6643	Agency ID:	Title: K St and Water St NW Trail Connection							Total Cost: \$250	
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Facility:	NPS	80/20/0		250	a						250	
From:												
To:												
Description: Study and compliance of an off street trail connection and bridge between the Capital Crescent Trail and the Rock Creek Trail.												
											Total Funds:	250



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Source		Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total	
TIP ID: 6644 Agency ID:		Title: LED Signage Procurement and Installation							Total Cost:		
Facility:	NHPP	83/17/0		360 c	360 c	360 c	360 c	360 c	360 c	2,160	
From:											
To:	STBG	83/17/0		240 c	240 c	240 c	240 c	240 c	240 c	1,440	
Total Funds:										3,600	

Description: Procurement and installation of LED signage and intelligent warning systems (flashing pedestrian signs, driver feedback machines, etc.). Signs will be procured, installed, and maintained by Field Operations Branch.

SUBURBAN MARYLAND

**SUBURBAN MARYLAND
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MDOT/State Highway Administration

Areawide Bridge Replacement and Rehabilitation	TIP ID: 3081	Agency ID: AWBR
Areawide Congestion Management	TIP ID: 3085	Agency ID: AWCM
Areawide Environmental Projects	TIP ID: 3038	Agency ID: AWEN
Areawide Resurfacing and Rehabilitation	TIP ID: 3082	Agency ID: AWRR
Areawide Safety and Spot Improvements	TIP ID: 3084	Agency ID: AWSS
Areawide Transportation Alternatives	TIP ID: 2710	Agency ID: AWTA
Areawide Urban Reconstruction	TIP ID: 3083	Agency ID: AWUR
Commuter Connections Program	TIP ID: 3566	Agency ID: AWCC
I-270 at Watkins Mill Road Interchange Construction	TIP ID: 3044	Agency ID: MO3511
I-270 Innovative Congestion Management	TIP ID: 6444	Agency ID: MO0691
I-495 and I-270 P3 Project (Traffic Relief Plan)	TIP ID: 6432	Agency ID: AW0731
I-70/US 40 at MD 144FA, Meadow Road, and Old National Pike Interchang	TIP ID: 6411	Agency ID: FR5801
I-95/I-495 at Greenbelt Metro Station Interchange Construction	TIP ID: 2894	Agency ID: PG3331
I-95/I-495 Good Luck Road Bridges Replacement	TIP ID: 6656	Agency ID: PG7752
I-95/I-495 MD 214 Bridges Replacement	TIP ID: 6522	Agency ID: PG1272
I-95/I-495 MD 4 Bridges Replacement	TIP ID: 6651	Agency ID: PG0191
I-95/I-495 MD 414 Bridges Replacement	TIP ID: 6655	Agency ID: PG7751
I-95/I-495 Suitland Parkway Bridges Replacement	TIP ID: 6438	Agency ID: PG6982
I-95/I-495 Suitland Road Bridges Replacement	TIP ID: 6437	Agency ID: PG6981
MD 140 Flat Run Bridge Replacement	TIP ID: 6439	Agency ID: FR5361
MD 180 Highway Reconstruction	TIP ID: 6489	Agency ID: FR6781
MD 185 at Jones Bridge Road and Kensington Parkway Phase 3 BRAC Int	TIP ID: 6071	Agency ID: MO5938
MD 195 Sligo Creek and Sligo Creek Parkway Bridge Replacement	TIP ID: 6538	Agency ID: MO2401
MD 197 Highway Reconstruction	TIP ID: 4887	Agency ID: PG6911

MDOT/State Highway Administration

**SUBURBAN MARYLAND
ALPHABETICAL PROJECT INDEX**

MD 210 at Kerby Hill Road/Livingston Road Interchange Construction	TIP ID: 4879	Agency ID: PG7001
MD 210 Corridor Study	TIP ID: 6524	Agency ID: PG2211
MD 210 Henson Creek Bridge Replacement	TIP ID: 6652	Agency ID: PG2402
MD 212A Urban Reconstruction	TIP ID: 6529	Agency ID: PG1061
MD 223 at Dower House Road Intersection Improvements	TIP ID: 6660	Agency ID: PG9341
MD 225 Mattawoman Creek Bridge Replacement	TIP ID: 6645	Agency ID: CH1681
MD 234 Gilbert Swamp Run Bridge Replacement	TIP ID: 6517	Agency ID: CH2061
MD 254 Neale Sound Bridge Replacement	TIP ID: 6603	Agency ID: CH2261
MD 26 Westbound Monocacy River Bridge Replacement	TIP ID: 6649	Agency ID: FR6991
MD 28/MD 198 Corridor Study	TIP ID: 3476	Agency ID: MO8861
MD 355 at Cedar Lane and Jones Bridge Road Phases 1-2 BRAC Intersect	TIP ID: 5998	Agency ID: MO5932
MD 355 Bennett Creek Bridge Replacement	TIP ID: 6518	Agency ID: FR1321
MD 355 BRAC Highway Improvements	TIP ID: 6122	Agency ID: MO5934
MD 355 CSX Old Main Line Subdivision Bridge Replacement	TIP ID: 6486	Agency ID: FR5591
MD 355 Little Bennett Creek Bridge Replacement	TIP ID: 6532	Agency ID: MO4271
MD 355 Monocacy River Bridge Replacement	TIP ID: 6620	Agency ID: FR7051
MD 381 Timothy Branch Bridge Replacement	TIP ID: 6487	Agency ID: PG0461
MD 382 Charles Branch Bridge Replacement	TIP ID: 6646	Agency ID: PG0671
MD 4 at Suitland Parkway Interchange Construction	TIP ID: 3547	Agency ID: PG6181
MD 4 Race Track Road Bridges Replacement	TIP ID: 6653	Agency ID: PG2582
MD 450 Highway Reconstruction	TIP ID: 3150	Agency ID: PG6541
MD 464 Little Catoctin Creek Replacement	TIP ID: 6619	Agency ID: FR6541
MD 478 Potomac River Branch Bridge Replacement	TIP ID: 6591	Agency ID: FR1021
MD 5 at I-95/I-495 Phase 2 Highway Reconstruction	TIP ID: 3554	Agency ID: PG4941
MD 5 at Linda Lane Intersection Improvements	TIP ID: 6395	Agency ID: PG5971

MDOT/State Highway Administration

**SUBURBAN MARYLAND
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MD 5 at MD 373 and Brandywine Road Interchange Construction	TIP ID: 4882	Agency ID: PG1751
MD 500 at Hyattsville Urban Reconstruction	TIP ID: 6150	Agency ID: PG5461
MD 500 at Mount Rainier/Chillum Urban Reconstruction	TIP ID: 6590	Agency ID: PG3641
MD 717 Western Branch Bridge Replacement	TIP ID: 6654	Agency ID: PG7201
MD 77 Beaver Branch Bridge Replacement	TIP ID: 6648	Agency ID: FR1541
MD 85 Phase 1 Highway Reconstruction	TIP ID: 6483	Agency ID: FR3881
MD 97 at Brookeville Highway Construction	TIP ID: 3106	Agency ID: MO7461
MD 97 at Montgomery Hills Highway Reconstruction	TIP ID: 5420	Agency ID: MO2241
MD 97 at Randolph Road Interchange Construction	TIP ID: 3104	Agency ID: MO8541
Riverdale Road Anacostia River Branch Bridge Replacement	TIP ID: 6647	Agency ID: PG9671
US 1 Highway Reconstruction	TIP ID: 3108	Agency ID: PG6241
US 15 at Monocacy Boulevard Interchange Construction	TIP ID: 4892	Agency ID: FR5711
US 15 MD 26 Northbound Bridge Replacement	TIP ID: 6481	Agency ID: FR1301
US 15/US 40 Frederick Freeway Highway Reconstruction	TIP ID: 6431	Agency ID: FR1881
US 301 at MD 228/MD 5BU Interchange Construction	TIP ID: 4881	Agency ID: CH2031
US 301 at MD 5 Interchange Construction	TIP ID: 6635	Agency ID: CH2032
US 40AL Urban Reconstruction	TIP ID: 6488	Agency ID: FR3501

MDOT/Maryland Transportation Authority

Governor Harry W. Nice Bridge Improvement Project	TIP ID: 5527	Agency ID:
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MDOT/Maryland Transit Administration

Large Urban Systems - Capital	TIP ID: 2713	Agency ID: 0892/0893
Large Urban Systems - Preventive Maintenance	TIP ID: 6147	Agency ID:
MARC Improvements	TIP ID: 6400	Agency ID:
MARC Rolling Stock Overhauls and Replacements	TIP ID: 6401	Agency ID:
Purple Line	TIP ID: 2795	Agency ID:

MDOT/Maryland Transit Administration

**SUBURBAN MARYLAND
ALPHABETICAL PROJECT INDEX**

Ridesharing - Statewide Program	TIP ID: 3760	Agency ID:
Rural Transit - Operating Assistance	TIP ID: 2853	Agency ID: Part of 0218
Seniors and Individuals with Disabilities	TIP ID: 6440	Agency ID:
Small Urban Systems - Capital	TIP ID: 3012	Agency ID: Part of 0217
Small Urban Transit Systems - Operating Assistance	TIP ID: 2594	Agency ID: Part of 0217
US 29 Bus Rapid Transit Improvements Project	TIP ID: 6397	Agency ID: MO4622

Charles County

Poplar Hill Road Bridge over Zekiah Swamp Run	TIP ID: 6582	Agency ID:
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Frederick County

Planning, Design & Construction	TIP ID: 5495	Agency ID: F3
Study, Design, ROW, & Construction	TIP ID: 5494	Agency ID:
Study, Design, ROW, Construction, Inspection & Training	TIP ID: 3173	Agency ID: F3

Montgomery County

ADA Compliance Transportation Access	TIP ID: 3068	Agency ID: P509325
Advanced Transportation Management System	TIP ID: 3065	Agency ID: P509399
Annual Bikeway Program	TIP ID: 3066	Agency ID: P507596
Beach Drive Bridge M-PK-24001	TIP ID: 5912	Agency ID: P509132
Bethesda CBD Streetscape	TIP ID: 5943	Agency ID: P500102
Bethesda Metro South Entrance	TIP ID: 5560	Agency ID: P500929
Bicycle and Pedestrian Priority Area Improvements	TIP ID: 6365	Agency ID: P501532
Bridge Preservation Program	TIP ID: 5971	Agency ID: P500313
Bridge Renovation	TIP ID: 5972	Agency ID: P509753
Brink Road Bridge M-0064001	TIP ID: 5913	Agency ID: P509132
Burtonsville Access Road	TIP ID: 3498	Agency ID: P500500
Bus Stop Improvement Program	TIP ID: 3063	Agency ID: P507658

Montgomery County

**SUBURBAN MARYLAND
ALPHABETICAL PROJECT INDEX**

Capital Crescent Trail	TIP ID: 6015	Agency ID: P501316
Clarksburg Transportation Connections	TIP ID: 6020	Agency ID: P501315
Dennis Avenue Bridge Replacement M-0194	TIP ID: 6608	Agency ID: 501701
East Gude Drive Roadway Improvements	TIP ID: 6018	Agency ID: P501309
Falls Road East Side Hiker/Biker Path	TIP ID: 3429	Agency ID: P500905
Frederick Road Bike Path: Stringtown to Milestone Manor	TIP ID: 6063	Agency ID: P501118
Garrett Park Road Bridge M-PK-04001	TIP ID: 5916	Agency ID: P509132
Gold Mine Road Bridge	TIP ID: 5917	Agency ID: P501302
Goshen Road South	TIP ID: 3049	Agency ID: P501107
Intersection & Spot Improvements	TIP ID: 5980	Agency ID: P507017
Low or No Emissions FTA Electric Bus grant	TIP ID: 6616	Agency ID:
MacArthur Boulevard Bikeway Improvements	TIP ID: 5729	Agency ID: P500718
MD 355 Phase 2 Highway Reconstruction	TIP ID: 3542	Agency ID: P500717
Metropolitan Branch Trail	TIP ID: 5942	Agency ID: P501110
Montrose Parkway East	TIP ID: 3703	Agency ID: P500717
Mouth of Monocacy Road Bridge Replacement	TIP ID: 6584	Agency ID: M-0043
Needwood Road Bikepath	TIP ID: 6016	Agency ID: P501304
Neighborhood Traffic Calming	TIP ID: 5981	Agency ID: P509523
Park Valley Road Bridge M-PK-03001	TIP ID: 5918	Agency ID: P501523
Pedestrian Safety Program	TIP ID: 3642	Agency ID: P500333
Resurfacing: Primary / Arterial	TIP ID: 5974	Agency ID: P508527
Ride On Bus Fleet	TIP ID: 3072	Agency ID: P500821
Seminary Road Intersection Improvement	TIP ID: 6019	Agency ID: P501307
Seven Locks Bikeway & Safety Improvements	TIP ID: 6017	Agency ID: P501303
Sidewalk & Curb Replacement	TIP ID: 5975	Agency ID: P508182

Montgomery County

**SUBURBAN MARYLAND
ALPHABETICAL PROJECT INDEX**

Sidewalk Program - Minor Projects	TIP ID: 3067	Agency ID: P506747
Silver Spring Green Trail	TIP ID: 3125	Agency ID: P509975
Snouffer School Road North	TIP ID: 3062	Agency ID: P501119
Snouffer School Road: Sweet Autumn Dr. to Centerway Rd	TIP ID: 6064	Agency ID: P501109
Streetlight Enhancements - CBD / Town Center	TIP ID: 5982	Agency ID: P500512
Traffic Signal System Modernization	TIP ID: 3648	Agency ID: P500704
Traffic Signals	TIP ID: 6065	Agency ID: P507154
Transportation Improvements for Schools	TIP ID: 6364	Agency ID: P509036
White Flint District West: Transportation & West Workaround	TIP ID: 5986	Agency ID: P501116 & P50
White Flint Traffic Analysis and Mitigation	TIP ID: 5987	Agency ID: P501202

Prince George's County

Addison Road I	TIP ID: 6367	Agency ID:
Auth Road II	TIP ID: 5608	Agency ID:
Bridge Replacement - Livingston Road	TIP ID: 5806	Agency ID:
Bridge Replacement, Federal Aid	TIP ID: 5401	Agency ID:
Bus Mass Transit/ Metro Access 2	TIP ID: 6375	Agency ID:
Cherry Hill Road III	TIP ID: 6369	Agency ID:
Contee Road	TIP ID: 3114	Agency ID:
Coounty Revitalization & Restoration 2	TIP ID: 6023	Agency ID:
Curb and Road rehabilitation II	TIP ID: 5609	Agency ID:
Developer Contribution Projects	TIP ID: 6024	Agency ID:
Governor's Bridge Road Bridge Reconstruction	TIP ID: 6509	Agency ID:
Green/Complete Street Improvements	TIP ID: 6003	Agency ID:
Modification of ADA Rights of Way County-Wide	TIP ID: 6012	Agency ID:
Oxon Hill Road Widening	TIP ID: 4912	Agency ID:

Prince George's County

**SUBURBAN MARYLAND
ALPHABETICAL PROJECT INDEX**

Pedestrian Safety Improvements	TIP ID: 6370	Agency ID:
Planning and site acquisition 2	TIP ID: 6371	Agency ID:
School Access Project	TIP ID: 6026	Agency ID:
Street Lights and Traffic Signals 2	TIP ID: 6372	Agency ID:
Sunnyside Avenue Bridge Replacement	TIP ID: 5808	Agency ID:
Traffic Congestion Improvements	TIP ID: 6373	Agency ID:
Transportation Enhancements 2	TIP ID: 6374	Agency ID:

Approved
10/17/2018

**SUBURBAN MARYLAND
FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
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MDOT/State Highway Administration

TIP ID: 2710	Agency ID: AWTA	Title: Areawide Transportation Alternatives	Complete:	Total Cost:	\$19,000
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Facility: Areawide	State	150 a	150 a	100 a	100 a	50 a	50 a	3,840
From:		40 b	40 b	40 b	40 b	40 b	40 b	
To:		800 c	800 c	500 c	500 c	200 c	200 c	
<hr/>								
	STBG	600 a	600 a	400 a	400 a	200 a	200 a	15,360
		160 b	160 b	160 b	160 b	160 b	160 b	
		3,200 c	3,200 c	2,000 c	2,000 c	800 c	800 c	
<hr/>								
Total Funds:								19,200

Description: Ongoing program to expand travel choices and enhance the transportation experience by improving the cultural, historic, and environmental aspects of Maryland's transportation infrastructure. These projects may include but are not limited to pedestrian and/or bicycle facilities; rehabilitation of historic transportation facilities, including railroad facilities and canals; conversion and use of abandoned railway corridors; archaeological activities related to transportation impacts; and mitigation of water pollution due to highway runoff. This program includes also Safe Routes to School and National Recreational Trails projects.

TIP ID: 2894	Agency ID: PG3331	Title: I-95/I-495 at Greenbelt Metro Station Interchange Construction	Complete: 2030	Total Cost:	\$171,000
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Facility: I 95 at Greenbelt Metro Station	NHPP	200 a						200
From:								
To:	State	56 a						56
<hr/>								
Total Funds:								256

Description: Construction of a full I-95/I-495 interchange at Greenbelt Metro Station.

Approved
10/17/2018

**SUBURBAN MARYLAND
FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 3038 Agency ID: AWEN Title: Areawide Environmental Projects			Complete:				Total Cost:		\$162,000
Facility: Areawide	HSIP		90 a	90 a	72 a	72 a	54 a	54 a	2,106
From:			9 b	9 b	9 b	9 b	9 b	9 b	
To:			360 c	360 c	270 c	270 c	180 c	180 c	
	NHPP		480 a	480 a	360 a	360 a	240 a	240 a	5,856
			16 b	16 b	16 b	16 b	16 b	16 b	
			800 c	800 c	600 c	600 c	400 c	400 c	
	State		430 a	430 a	338 a	338 a	246 a	246 a	32,162
			9 b	9 b	9 b	9 b	9 b	9 b	
			10,240 c	7,240 c	4,180 c	4,180 c	2,120 c	2,120 c	
	STBG		1,200 a	1,200 a	960 a	960 a	720 a	720 a	121,856
			16 b	16 b	16 b	16 b	16 b	16 b	
			40,000 c	28,000 c	16,000 c	16,000 c	8,000 c	8,000 c	
Total Funds:									161,980

Description: Ongoing program to provide environmental and aesthetic improvements on MDOT SHA highways. These are non-capacity improvements that may include but are not limited to noise abatement, wetlands, reforestation, landscaping, scenic beautification, and pedestrian or bicycle facilities.

TIP ID: 3044 Agency ID: MO3511 Title: I-270 at Watkins Mill Road Interchange Construction			Complete: 2021				Total Cost:		\$120,000
Facility: I 270 at Watkins Mill Road	NHPP		809 b	600 b	1,211 b				2,620
From:									
To:	State		26,249 c	27,230 c	15,616 c				69,095
Total Funds:									71,715

Description: Construct a new I-270 interchange at Watkins Mill Road.

Approved
10/17/2018

**SUBURBAN MARYLAND
FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

			Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 3081			Agency ID: AWBR			Title: Areawide Bridge Replacement and Rehabilitation				Complete:	Total Cost:	\$100,000
Facility: Areawide			NHPP			800 a	800 a	640 a	640 a	480 a	480 a	19,200
From:						160 b	160 b	160 b	160 b	160 b	160 b	
To:						3,200 c	3,200 c	2,400 c	2,400 c	1,600 c	1,600 c	
			State			1,800 a	1,800 a	1,760 a	1,160 a	1,120 a	1,120 a	20,040
						80 b	80 b	80 b	80 b	80 b	80 b	
						2,300 c	2,300 c	1,800 c	1,800 c	1,300 c	1,300 c	
			STBG			6,400 a	6,400 a	6,400 a	4,000 a	4,000 a	4,000 a	60,960
						160 b	160 b	160 b	160 b	160 b	160 b	
						6,000 c	6,000 c	4,800 c	4,800 c	3,600 c	3,600 c	
Total Funds:											100,200	

Description: Ongoing program to provide major upgrades to and maintenance of structures on MDOT SHA highways. These are non-capacity improvements that may include but are not limited to structural replacements, deck rehabilitation, superstructure replacements, parapet reconstruction, cleaning and painting, and general maintenance.

TIP ID: 3082			Agency ID: AWRR			Title: Areawide Resurfacing and Rehabilitation				Complete:	Total Cost:	\$286,000
Facility: Areawide			HSIP			18 a	18 a	18 a	18 a	18 a	18 a	8,262
From:						9 b	9 b	9 b	9 b	9 b	9 b	
To:						1,800 c	1,800 c	1,350 c	1,350 c	900 c	900 c	
			NHPP			480 a	480 a	360 a	360 a	240 a	240 a	146,640
						80 b	80 b	80 b	80 b	80 b	80 b	
						48,000 c	48,000 c	24,000 c	12,000 c	6,000 c	6,000 c	
			State			242 a	242 a	182 a	182 a	122 a	122 a	56,238
						41 b	41 b	41 b	41 b	41 b	41 b	
						18,200 c	18,200 c	9,150 c	4,150 c	2,600 c	2,600 c	
			STBG			480 a	480 a	360 a	360 a	240 a	240 a	74,640
						80 b	80 b	80 b	80 b	80 b	80 b	
						24,000 c	24,000 c	12,000 c	4,000 c	4,000 c	4,000 c	
Total Funds:											285,780	

Description: Ongoing program to provide periodic resurfacing and upgrading or auxiliary features on MDOT SHA highways. These are non-capacity improvements that may include but are not limited to milling, patching, sealing, and resurfacing of existing deteriorated MDOT SHA roadways. Other improvements, including ADA improvements and guardrails, may be included where incidental to other resurfacing improvements.

Approved
10/17/2018

**SUBURBAN MARYLAND
FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

			Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 3083 Agency ID: AWUR			Title: Areawide Urban Reconstruction			Complete:				Total Cost:		\$32,000
Facility: Areawide			NHPP			160 a	160 a	160 a	160 a	160 a	160 a	9,720
From:						20 b	20 b	20 b	20 b	20 b	20 b	
To:						2,400 c	2,400 c	1,440 c	1,440 c	480 c	480 c	
			State			80 a	80 a	80 a	80 a	80 a	80 a	6,300
						10 b	10 b	10 b	10 b	10 b	10 b	
						1,600 c	1,600 c	960 c	960 c	320 c	320 c	
			STBG			160 a	160 a	160 a	160 a	160 a	160 a	15,480
						20 b	20 b	20 b	20 b	20 b	20 b	
						4,000 c	4,000 c	2,400 c	2,400 c	800 c	800 c	
											Total Funds:	31,500

Description: Ongoing program to provide roadway rehabilitation on MDOT SHA highways in municipalities and urban areas. These are non-capacity improvements that may include but are not limited to drainage improvements, curbs and gutters, pavement milling and resurfacing, sidewalks, streetscaping, signage, and marking and lighting improvements.

Approved
10/17/2018

**SUBURBAN MARYLAND
FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source		Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 3084 Agency ID: AWSS		Title: Areawide Safety and Spot Improvements				Complete:		Total Cost:		\$135,000
Facility: Areawide	CMAQ			200 a	200 a	150 a	150 a	100 a	100 a	12,460
From:				10 b	10 b	10 b	10 b	10 b	10 b	
To:				5,000 c	2,500 c	1,000 c	1,000 c	1,000 c	1,000 c	
	HSIP			450 a	450 a	360 a	360 a	270 a	270 a	9,180
				90 b	90 b	90 b	90 b	90 b	90 b	
				1,350 c	1,350 c	1,080 c	1,080 c	810 c	810 c	
	NHPP			960 a	960 a	800 a	800 a	640 a	640 a	41,280
				80 b	80 b	80 b	80 b	80 b	80 b	
				8,000 c	8,000 c	6,000 c	6,000 c	4,000 c	4,000 c	
	State			790 a	790 a	640 a	640 a	490 a	490 a	23,460
				50 b	50 b	50 b	50 b	50 b	50 b	
				4,550 c	4,550 c	3,220 c	3,220 c	1,890 c	1,890 c	
	STBG			2,000 a	2,000 a	1,600 a	1,600 a	1,200 a	1,200 a	48,480
				80 b	80 b	80 b	80 b	80 b	80 b	
				9,600 c	9,600 c	6,400 c	6,400 c	3,200 c	3,200 c	
Total Funds: 134,860										

Description: Ongoing program to provide localized improvements to address safety and/or operational issues on MDOT SHA highways. These are highway improvements that may include but are not limited to bypass lanes, acceleration and deceleration lanes, turn lanes, rail crossings, intersection realignment, geometric improvements, safety improvements including bridge, bicycle, and pedestrian safety improvements, pavement markers, ADA improvements, guardrails, and roundabouts. Other improvements, including slope repairs, drainage improvements, and joint sealing, may be included where incidental to other safety improvements.

Approved
10/17/2018

**SUBURBAN MARYLAND
FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 3085 Agency ID: AWCM Title: Areawide Congestion Management			Complete:				Total Cost:		\$71,000
Facility: Areawide	CMAQ		500 a	500 a	400 a	400 a	300 a	300 a	4,860
From:			10 b	10 b	10 b	10 b	10 b	10 b	
To:			500 c	500 c	400 c	400 c	300 c	300 c	
<hr/>									
	NHPP		640 a	640 a	400 a	400 a	160 a	160 a	7,224
			4 b	4 b	4 b	4 b	4 b	4 b	
			960 c	960 c	800 c	800 c	640 c	640 c	
<hr/>									
	State		1,160 a	1,160 a	800 a	800 a	440 a	440 a	13,218
			3 b	3 b	3 b	3 b	3 b	3 b	
			1,840 c	1,840 c	1,400 c	1,400 c	960 c	960 c	
<hr/>									
	STBG		4,000 a	4,000 a	2,800 a	2,800 a	1,600 a	1,600 a	45,648
			8 b	8 b	8 b	8 b	8 b	8 b	
			6,400 c	6,400 c	4,800 c	4,800 c	3,200 c	3,200 c	
Total Funds:									70,950

Description: Ongoing program to provide traffic control, management, and monitoring on MDOT SHA highways. These are non-capacity improvements that may include but are not limited to variable message signs, video for traffic management (CCTV), traffic management detectors, signal systemization and remote timing, permanent congestion monitoring systems employed by the CHART program, deployment of local jurisdiction intelligent transportation system (ITS) projects, and the development of park-and-ride facilities.

TIP ID: 3104 Agency ID: MO8541 Title: MD 97 at Randolph Road Interchange Construction			Complete: 2018				Total Cost:		\$80,000
Facility: MD 97 at Randolph Road	State		1,000 b	1,000 b	3,234 b				5,334
From:			100 c						
To:									
Total Funds:									5,334

Description: Construction of a new MD 97 interchange at Randolph Road.

TIP ID: 3106 Agency ID: MO7461 Title: MD 97 at Brookeville Highway Construction			Complete: 2021				Total Cost:		\$48,000
Facility: MD 97	Local		200 b						200
From: Gold Mine Road									
To: North of Brookeville	State		204 b	84 b	7,409 c				35,941
			10,348 c	17,896 c					
Total Funds:									36,141

Description: Construction of new two-lane MD 97 from south of Brookeville, near Gold Mine Road, to north of Brookeville.

Approved
10/17/2018

**SUBURBAN MARYLAND
FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total	
TIP ID: 3108 Agency ID: PG6241 Title: US 1 Highway Reconstruction			Complete: 2024 Total Cost: \$44,000							
Facility: US 1	NHPP		1,098 a	605 b	605 b	605 b	605 b	151 b	27,534	
From: College Avenue			454 b	6,030 c	7,137 c	8,251 c				
To: MD 193			1,993 c							
<hr/>										
	State		114 a	171 b	171 b	171 b	171 b	43 b	7,593	
			148 b	1,701 c	2,013 c	2,327 c				
			563 c							
									Total Funds: 35,127	

Description: Reconstruction of US 1 between College Avenue and MD 193.

TIP ID: 3150 Agency ID: PG6541 Title: MD 450 Highway Reconstruction			Complete: 2030 Total Cost: \$61,000							
Facility: MD 450	State		97 a						97	
From: Stonybrook Drive										
To: West of MD 3	STBG		138 a						138	
									Total Funds: 235	

Description: Widening of MD 450 to a multilane divided highway from Stonybrook Drive to west of MD 3.

TIP ID: 3476 Agency ID: MO8861 Title: MD 28/MD 198 Corridor Study			Complete: 2045 Total Cost: \$262,000							
Facility: MD 28 Norbeck Road and MD 198	State		300 a						300	
From: MD 97										
To: I 95										
									Total Funds: 300	

Description: A study examining capacity improvements in the MD 28/MD 198 corridor between MD 97 and I-95.

TIP ID: 3547 Agency ID: PG6181 Title: MD 4 at Suitland Parkway Interchange Construction			Complete: 2020 Total Cost: \$131,000							
Facility: MD 4 at Suitland Parkway	HPP		4,187 c	4,601 c	5,998 c				14,786	
From:	NHFP		2,816 c	2,816 c	2,816 c				8,448	
To:	NHPP		11,871 c	13,325 c	18,222 c				43,418	
	State		7,073 b	4,693 b	1,945 c				16,604	
			1,380 c	1,513 c						
									Total Funds: 83,256	

Description: Construction of a new MD 4 interchange at Suitland Parkway.

Approved
10/17/2018

**SUBURBAN MARYLAND
FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 3554 Agency ID: PG4941 Title: MD 5 at I-95/I-495 Phase 2 Highway Reconstruction										Complete: Total Cost: \$49,000

Facility: MD 5 State 415 b 415
 From: I 95
 To: Branch Avenue Metro Station **Total Funds: 415**
 Description: Construction of MD 5 Phase 2 improvements, improving access to Branch Avenue Metro Station, including access road improvements; MD 5 pedestrian bridge; and Auth Road, Auth Place, and Auth Way improvements.

TIP ID: 3566 Agency ID: AWCC Title: Commuter Connections Program										Complete: Total Cost: \$21,000
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Facility: Areawide State 3,161 e 3,265 e 3,553 e 3,434 e 3,540 e 3,669 e 20,622
 From:
 To: **Total Funds: 20,622**
 Description: The Commuter Connections Program works to reduce the number of vehicle miles traveled, vehicle trips, and emissions. This program provides funding to TPB's Commuter Connections program for the following projects: Commuter Operations Center, Guaranteed Ride Home, marketing, monitoring and evaluation, employer outreach, and the telecommute project.

TIP ID: 4879 Agency ID: PG7001 Title: MD 210 at Kerby Hill Road/Livingston Road Interchange Construction										Complete: 2020 Total Cost: \$118,000
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Facility: MD 210 at Kerby Hill Road/Livingston Road NHPP 1,641 b 1,504 b 49,548
 From: 41,901 c 4,502 c
 To:
 State 640 a 376 b 4,495
 753 b 264 c
 2,462 c
Total Funds: 54,043

Description: Construction of a new MD 210 interchange at Kerby Hill Road/Livingston Road.

TIP ID: 4881 Agency ID: CH2031 Title: US 301 at MD 228/MD 5BU Interchange Construction										Complete: 2030 Total Cost: \$140,000
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Facility: US 301 at MD 228/MD 5BU NHPP 83 a 450 a 533
 From:
 To: State 517 a 330 a 238 a 1,085
Total Funds: 1,618

Description: A study examining alternatives for a grade separated interchange at US 301 at MD 228/MD 5 Business.

Approved
10/17/2018

**SUBURBAN MARYLAND
FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 4882 Agency ID: PG1751 Title: MD 5 at MD 373 and Brandywine Road Interchange Construction			Complete: 2019				Total Cost:		\$56,000
Facility: MD 5 at MD 373 and Brandywine Road	Local		2,632 c	1,685 c					4,317
From:									
To:	NHPP		176 b	6,979 c					15,924
			8,769 c						
	State		583 b	445 b					1,767
			412 c	327 c					
									Total Funds: 22,008

Description: Construction of a new MD 5 interchange at MD 373 and Brandywine Road. This project also includes construction of a park-and-ride lot.

TIP ID: 4887 Agency ID: PG6911 Title: MD 197 Highway Reconstruction			Complete: 2025				Total Cost:		\$91,000
Facility: MD 197	State		2,700 a	2,500 a	2,125 a	1,000 a			8,325
From: Kenhill Drive									
To: MD 450									
									Total Funds: 8,325

Description: Widening of and upgrades to MD 197 to become a multilane freeway between Kenhill Drive and MD 450.

TIP ID: 4892 Agency ID: FR5711 Title: US 15 at Monocacy Boulevard Interchange Construction			Complete: 2018				Total Cost:		\$73,000
Facility: US 15 at Monocacy Boulevard/Christopher's	State		204 b	136 b					5,130
From:			4,790 c						
To:									
									Total Funds: 5,130

Description: Construction of a grade-separated US 15 interchange at Monocacy Boulevard, including a park-and-ride lot.

TIP ID: 5420 Agency ID: MO2241 Title: MD 97 at Montgomery Hills Highway Reconstruction			Complete: 2025				Total Cost:		\$52,000
Facility: MD 97	State		580 a						580
From: MD 390									
To: MD 192									
									Total Funds: 580

Description: A study evaluate MD 97 safety and accessibility improvements between MD 390 and MD 192.

TIP ID: 5998 Agency ID: MO5932 Title: MD 355 at Cedar Lane and Jones Bridge Road Phases 1-2 BRAC Inters			Complete:				Total Cost:		\$18,000
Facility: MD 355 at Cedar Lane and Jones Bridge Ro	OEA		400 b	49 b					449
From:									
To:	State			117 b					117
									Total Funds: 566

Description: Construction of MD 355 Phase 1 and 2 intersection improvements at Cedar Lane and Jones Bridge Road to improve access to Naval Support Activity Bethesda.

Approved
10/17/2018

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Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 6071 Agency ID: MO5938 Title: MD 185 at Jones Bridge Road and Kensington Parkway Phase 3 BRAC I			Complete: 2020		Total Cost: \$17,000				
Facility: MD 185 at Jones Bridge Road and Kensington	OEA		600 b	370 b	1,186 b				10,922
From:			1,512 c	4,405 c	2,849 c				
To:									
Total Funds:									10,922

Description: Construction of MD 185 Phase 3 intersection improvements at Jones Bridge Road and Kensington Parkway to improve access to Naval Support Activity Bethesda.

TIP ID: 6122 Agency ID: MO5934 Title: MD 355 BRAC Highway Improvements			Complete: 2020		Total Cost: \$4,300				
Facility: MD 355	OEA		2,393 c	1,149 c					3,542
From: Woodmont Avenue/Glenbrook Parkway									
To: South Wood Road/South Drive	State		1 c	1 c					2
Total Funds:									3,544

Description: Construction of MD 355 intersection improvements between Woodmont Avenue/Glenbrook Parkway and South Wood Road/South Drive to improve access to Naval Support Activity Bethesda. This project is being designed and constructed in conjunction with Montgomery County's MD 355 Crossing design/build project, which includes a MD 355 pedestrian underpass providing access to Medical Center Metro Station.

TIP ID: 6150 Agency ID: PG5461 Title: MD 500 at Hyattsville Urban Reconstruction			Complete:		Total Cost: \$13,000				
Facility: MD 500	State		445 c						445
From: MD 208									
To: MD 410									
Total Funds:									445

Description: Construction of MD 500 landscaped median with sidewalk and crosswalk improvements from MD 208 to MD 410.

TIP ID: 6395 Agency ID: PG5971 Title: MD 5 at Linda Lane Intersection Improvements			Complete: 2030		Total Cost: \$46,000				
Facility: MD 5 at Linda Lane	NHPP		742 a	793 a	677 a	480 a			2,692
From:									
To:									
Total Funds:									2,692

Description: Construction of MD 5 intersection improvements at Linda Lane.



TIP ID: 6411 Agency ID: FR5801 Title: I-70/US 40 at MD 144FA, Meadow Road, and Old National Pike Interchan			Complete: 2024		Total Cost: \$21,000				
Facility: I 70 at MD 144FA	Local				4,250 c	4,250 c			8,500
From:									
To:									
Total Funds:									8,500

Description: Construction of two missing I-70/US 40 ramp movements at MD 144FA, Meadow Road, and Old National Pike, including entry ramp to westbound I-70/US 40 and exit ramp from eastbound I-70/US 40.



Approved
10/17/2018

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Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 6431 Agency ID: FR1881 Title: US 15/US 40 Frederick Freeway Highway Reconstruction			Complete: 2030		Total Cost: \$141,000				
Facility: US 15 /US 40	State		1,400 a	1,265 a	1,081 a				3,746
From: I 70									
To: MD 26									
Description: Reconstruction of US 15 and US 40 between I-70 and MD 26.									Total Funds: 3,746

TIP ID: 6432 Agency ID: AW0731 Title: I-495 and I-270 P3 Project (Traffic Relief Plan)			Complete: 2025		Total Cost: \$7,600,000				
Facility: I 270 /I 270Y /I 495	State		27,500 a	40,000 a	43,960 a	18,000 a			129,460
From:									
To:									
Description: Planning activities in support of the Traffic Relief Plan Phase 1, which will implement express toll lanes along I-270, between I-495 and I-70, and I-495, between the American Legion and Woodrow Wilson bridges.									Total Funds: 129,460

TIP ID: 6437 Agency ID: PG6981 Title: I-95/I-495 Suitland Road Bridges Replacement			Complete: 2020		Total Cost: \$36,000				
Facility: I 95 /I 495 at Suitland Road	State		10,138 c	10,021 c					20,159
From:									
To:									
Description: Replacement of I-95/I-495 bridges 1616205 and 1616206 and Suitland Road.									Total Funds: 20,159

TIP ID: 6438 Agency ID: PG6982 Title: I-95/I-495 Suitland Parkway Bridges Replacement			Complete: 2021		Total Cost: \$41,000				
Facility: I 95 /I 495 at Suitland Parkway	NHFP		1,500 c	1,500 c	6,057 c				9,057
From:	NHPP		8,006 c	13,051 c	5,743 c				26,800
To:	State		1,034 c	1,582 c	1,283 c				3,899
Description: Replacement of I-95/I-495 bridges 1616005 and 1616006 over Suitland Parkway.									Total Funds: 39,756

TIP ID: 6439 Agency ID: FR5361 Title: MD 140 Flat Run Bridge Replacement			Complete:		Total Cost: \$6,000				
Facility: MD 140 at Flat Run	State		4 b	4 b					217
From:			209 c						
To:	STBG		1,165 c						1,165
Description: Replacement of MD 140 bridge 10062 over Flat Run.									Total Funds: 1,382

Approved
10/17/2018

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CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 6444 Agency ID: MO0691 Title: I-270 Innovative Congestion Management										Complete: 2021 Total Cost: \$114,000

Facility: I 270	State			28,747 c	30,316 c	30,293 c				89,356
From: I 495										
To: I 70										Total Funds: 89,356

Description: Pilot implementation of active traffic management (ATM) and innovative congestion mitigation (ICM) tools to reduce congestion on I-270, including the east and west spurs (31.5 miles). Includes requisite noise abatement.

TIP ID: 6481 Agency ID: FR1301 Title: US 15 MD 26 Northbound Bridge Replacement										Complete: Total Cost: \$6,600
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Facility: US 15 at MD 26	State			667 c						667
From:										
To:										Total Funds: 667

Description: Replacement of northbound US 15 bridge 1019701 over MD 26.

TIP ID: 6483 Agency ID: FR3881 Title: MD 85 Phase 1 Highway Reconstruction										Complete: 2021 Total Cost: \$86,000
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Facility: MD 85	NHPP			2,388 b	796 b	12,728 c	10,946 c			49,729
From: Crestwood Boulevard/Shockley Drive				10,306 c	12,565 c					
To: Spectrum Drive										
	State			1,397 b	897 b	2,961 c	2,553 c			13,126
				2,395 c	2,923 c					

Total Funds: 62,855

Description: Widen to a multilane divided highway from Crestwood Boulevard /Shockley Drive to Spectrum Drive, including MD 85 interchange reconstruction at I-270 and I-270 dual bridges replacement.

TIP ID: 6486 Agency ID: FR5591 Title: MD 355 CSX Old Main Line Subdivision Bridge Replacement										Complete: 2019 Total Cost: \$14,000
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Facility: MD 355 at CSX Old Main Line Subdivision	State			246 b	246 b	184 b				9,387
From:				4,557 c	3,368 c	786 c				
To:										Total Funds: 9,387

Description: Replacement of MD 355 bridge 10084 over the CSX Old Main Line Subdivision.



TIP ID: 6487 Agency ID: PG0461 Title: MD 381 Timothy Branch Bridge Replacement										Complete: 2018 Total Cost: \$3,600
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Facility: MD 381 at Timothy Branch	State			1,434 c						1,434
From:										
To:										Total Funds: 1,434

Description: Replacement of MD 381 bridge 1630500 over Timothy Branch.



Approved
10/17/2018

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Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 6488 Agency ID: FR3501 Title: US 40AL Urban Reconstruction			Complete: 2019				Total Cost:		\$18,000
Facility: US 40 AL	Local		2,381 c						2,381
From: Ivy Hill Road	NHPP		3,847 c						3,847
To: Middletown Parkway	State		54 b	41 b	15 c				156
				46 c					
Total Funds:									6,384

Description: Reconstruction of US 40 AL from Ivy Hill Drive to Middletown Parkway.



TIP ID: 6489 Agency ID: FR6781 Title: MD 180 Highway Reconstruction			Complete: 2020				Total Cost:		\$18,000
Facility: MD 180	State		578 a	29 b	29 b	10 b			4,040
From: I-70 (Western Crossing)			29 b	1,189 c	1,346 c	542 c			
To: I-70 (Eastern Crossing)			288 c						
	STBG		1,021 c	4,216 c	4,771 c	1,920 c			11,928
Total Funds:									15,968

Description: Reconstruct MD 180 from 600 feet north of the western crossing of I-70 to the eastern crossing of I-70, including constructing second MD 180 bridge over US 15/US 340.



TIP ID: 6517 Agency ID: CH2061 Title: MD 234 Gilbert Swamp Run Bridge Replacement			Complete:				Total Cost:		\$6,300
Facility: MD 234 at Gilbert Swamp Run	State		45 c						45
From:									
To:									
Total Funds:									45

Description: Replacement of MD 234 bridge 08047 over Gilbert Swamp Run.



TIP ID: 6518 Agency ID: FR1321 Title: MD 355 Bennett Creek Bridge Replacement			Complete: 2020				Total Cost:		\$17,000
Facility: MD 355 at Bennett Creek	State		96 a	1,304 c	687 c				3,305
From:			426 b						
To:			792 c						
	STBG		244 a	4,906 c	2,869 c				10,899
			2,880 c						
Total Funds:									14,204

Description: Replacement of MD 355 bridge 10086 over Bennett Creek.

Approved
10/17/2018

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Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 6522 Agency ID: PG1272 Title: I-95/I-495 MD 214 Bridges Replacement			Complete: 2021				Total Cost:		\$36,000
Facility: I 95 /I 495 at MD 214	NHFP		1,925 c	1,672 c	1,672 c				5,269
From:	NHPP		4,918 c	12,111 c	5,002 c				22,031
To:	State		1,930 c	3,888 c	1,882 c				7,700
Total Funds:									35,000

Description: Replacement of I-95/I-495 bridges 1615305 and 1615306 over MD 214.

TIP ID: 6524 Agency ID: PG2211 Title: MD 210 Corridor Study			Complete: 2040				Total Cost:		\$456,000
Facility: MD 210	NHPP			2,523 a	2,553 a	2,554 a	2,554 a		10,184
From: I 95									
To: MD 228									
Total Funds:									10,184

Description: Multimodal transportation study to relieve traffic congestion along MD 210 and improve intersections from I-95/I-495 to MD 228.

TIP ID: 6529 Agency ID: PG1061 Title: MD 212A Urban Reconstruction			Complete: 2020				Total Cost:		\$19,000
Facility: MD 212 A	State		537 b	491 b	317 b				2,772
From: Pine Street			151 c	893 c	383 c				
To: US 1	STBG		8 a	1,682 b	1,121 b				10,063
			1,542 b	3,572 c	1,531 c				
			607 c						
Total Funds:									12,835

Description: MD 212A reconstruction from Pine Street to US 1.

TIP ID: 6532 Agency ID: MO4271 Title: MD 355 Little Bennett Creek Bridge Replacement			Complete: 2020				Total Cost:		\$9,700
Facility: MD 355 at Little Bennett Creek	State		12 a	6 b	6 b	4 b			1,660
From:			26 b	863 c	304 c				
To:			439 c						
	STBG		1,666 c	3,299 c	1,163 c				6,128
Total Funds:									7,788

Description: Replacement of MD 355 Bridge 15053 over Little Bennett Creek.

Approved
10/17/2018

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Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total	
TIP ID: 6538 Agency ID: MO2401 Title: MD 195 Sligo Creek and Sligo Creek Parkway Bridge Replacement			Complete: Total Cost: \$14,000							
Facility: MD 195 at Sligo Creek and Sligo Creek Park	State		125 b	52 b					255	
From:			78 c							
To:	STBG		52 c						52	
Total Funds:									307	

Description: Replacement of MD 195 bridge 15033 over Sligo Creek and Sligo Creek Parkway.

TIP ID: 6590 Agency ID: PG3641 Title: MD 500 at Mount Rainier/Chillum Urban Reconstruction			Complete: 2021 Total Cost: \$19,000							
Facility: MD 500	State		487 b	487 b	122 b	272 c			3,161	
From: MD 208			164 c	946 c	683 c					
To: Eastern Avenue	STBG		578 c	3,357 c	2,423 c	962 c			7,320	
Total Funds:									10,481	

Description: Construction of landscaped median with sidewalk and crosswalk improvements from MD 208 to Eastern Avenue.

TIP ID: 6591 Agency ID: FR1021 Title: MD 478 Potomac River Branch Bridge Replacement			Complete: 2019 Total Cost: \$6,300							
Facility: MD 478 at Potomac River Branch	NHPP		2,083 c	1,417 c					3,500	
From:	State		27 b	27 b	32 b				1,074	
To:			573 c	415 c						
Total Funds:									4,574	

Description: Replacement of MD 478 bridge 10089 over a branch of the Potomac River.

TIP ID: 6603 Agency ID: CH2261 Title: MD 254 Neale Sound Bridge Replacement			Complete: 2020 Total Cost: \$17,000							
Facility: MD 254 at Neale Sound	State		19 b	8 b	8 b	4 b			13,227	
From:			7,636 c	5,552 c						
To:										
Total Funds:									13,227	

Description: Replacement of MD 254 bridge 08038 over Neale Sound.



Approved
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Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 6619 Agency ID: FR6541 Title: MD 464 Little Catoctin Creek Replacement			Complete: 2021				Total Cost:		\$4,700
Facility: MD 464 at Little Catoctin Creek	State		3 b	1 b	1 b	1 b	1 b		802
From:			265 c	501 c	29 c				
To:	STBG		915 c	1,737 c	101 c				2,753
Total Funds:									3,555

Description: Replace bridge 10090 over Little Catoctin Creek.

TIP ID: 6620 Agency ID: FR7051 Title: MD 355 Monocacy River Bridge Replacement			Complete: 2024				Total Cost:		\$2,400
Facility: MD 355 at the Monocacy River	State		122 a	145 a	145 a	49 a			461
From:									
To:	STBG		479 a	577 a	577 a	192 a			1,825
Total Funds:									2,286

Description: Replacement of MD 355 bridge 10085 over the Monocacy River.

TIP ID: 6635 Agency ID: CH2032 Title: US 301 at MD 5 Interchange Construction			Complete: 2024				Total Cost:		\$54,000
Facility: US 301 at MD 5 (Mattawoman-Beantown Ro	State		400 a	520 a	158 a				14,078
From:			13,000 c						
To:									
Total Funds:									14,078

Description: Construction of a new flyover interchange on US 301 at MD 5 (Mattawoman-Beantown Road).

TIP ID: 6645 Agency ID: CH1681 Title: MD 225 Mattawoman Creek Bridge Replacement			Complete: 2022				Total Cost:		\$3,200
Facility: MD 225 at Mattawoman Creek	State		277 a	295 a	295 a	123 a			990
From:									
To:									
Total Funds:									990

Description: Replacement of MD 225 bridge 08022 over Mattawoman Creek.

TIP ID: 6646 Agency ID: PG0671 Title: MD 382 Charles Branch Bridge Replacement			Complete: 2022				Total Cost:		\$1,200
Facility: MD 382 at Charles Branch	State		542 a	196 a					738
From:									
To:									
Total Funds:									738

Description: Replacement of MD 382 bridge 16061 over Charles Branch.

Approved
10/17/2018

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Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 6647 Agency ID: PG9671 Title: Riverdale Road Anacostia River Branch Bridge Replacement			Complete: 2023				Total Cost:		\$1,200
Facility: Riverdale Road at Anacostia River Branch	State		178 a	190 a	190 a	190 a	95 a		843
From:									
To:									Total Funds: 843
Description: Replacement of Riverdale Road bridge 16069 over a branch of the Anacostia River.									

TIP ID: 6648 Agency ID: FR1541 Title: MD 77 Beaver Branch Bridge Replacement			Complete:				Total Cost:		\$1,200
Facility: MD 77 at Beaver Branch	State		622 a	221 a					843
From:									
To:									Total Funds: 843
Description: Replacement of MD 77 bridge 10054 over Beaver Branch.									

TIP ID: 6649 Agency ID: FR6991 Title: MD 26 Westbound Monocacy River Bridge Replacement			Complete:				Total Cost:		\$1,800
Facility: MD 26 at the Monocacy River	State		497 a	537 a	537 a	179 a			1,750
From:									
To:									Total Funds: 1,750
Description: Replacement of westbound MD 26 bridge 10025 over the Monocacy River.									

TIP ID: 6651 Agency ID: PG0191 Title: I-95/I-495 MD 4 Bridges Replacement			Complete:				Total Cost:		\$21,000
Facility: I 95 /I 495 at MD 4	State		309 a	337 a	337 a	141 a			1,124
From:									
To:									Total Funds: 1,124
Description: Replacement of I-95/I-495 bridges 1615905 and 1615906 over MD 4.									

TIP ID: 6652 Agency ID: PG2402 Title: MD 210 Henson Creek Bridge Replacement			Complete:				Total Cost:		\$1,800
Facility: MD 210 at Henson Creek	State		347 a	378 a	378 a	378 a	220 a		1,701
From:									
To:									Total Funds: 1,701
Description: Replacement of MD 210 bridge 16036 over Henson Creek.									

TIP ID: 6653 Agency ID: PG2582 Title: MD 4 Race Track Road Bridges Replacement			Complete:				Total Cost:		\$11,000
Facility: MD 4 at Race Track Road	State		296 a	318 a	318 a	132 a			1,064
From:									
To:									Total Funds: 1,064
Description: Replacement of MD 4 bridges 1610803 and 1610804 over Race Track Road.									

Approved
10/17/2018

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CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 6654 Agency ID: PG7201 Title: MD 717 Western Branch Bridge Replacement			Complete:				Total Cost:		\$2,700
Facility: MD 717 at Western Branch	State		10 a						10
From:									Total Funds: 10
To:									
Description: Replacement of MD 717 bridge 16109 over Western Branch.									

TIP ID: 6655 Agency ID: PG7751 Title: I-95/I-495 MD 414 Bridges Replacement			Complete:				Total Cost:		\$21,000
Facility: I 95 / I 495 at MD 414	State		250 a						250
From:									Total Funds: 250
To:									
Description: Replacement of I-95/I-495 bridges 1616705 and 1616706 over MD 414.									

TIP ID: 6656 Agency ID: PG7752 Title: I-95/I-495 Good Luck Road Bridges Replacement			Complete:				Total Cost:		\$2,400
Facility: I 95 / I 495 at Good Luck Road	NHPP		353 a	385 a	385 a	385 a	385 a	225 a	2,118
From:									
To:	State		39 a	43 a	43 a	43 a	43 a	24 a	235
									Total Funds: 2,353
Description: Replacement of I-95/I-495 bridges 1614305 and 1614306 over Good Luck Road.									

TIP ID: 6660 Agency ID: PG9341 Title: MD 223 at Dower House Road Intersection Improvements			Complete: 2021				Total Cost:		\$4,500
Facility: MD 223 at Dower House Road	OEA		300 a						300
From:									Total Funds: 300
To:									
Description: MD 223 geometric improvements at Dower House Road.									



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10/17/2018

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CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
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MDOT/Maryland Transportation Authority

TIP ID: 5527	Agency ID:	Title: Governor Harry W. Nice Bridge Improvement Project	Complete: 2023	Total Cost: \$768,600
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Facility: US Bridge over Potomac	State	2,825 b	2,025 b	1,080 b	268,600 c		555,230
From: Charles County, MD			83,800 c	196,900 c			
To: King George County, VA							Total Funds: 555,230

Description: Construct a new four-lane bridge north of the existing bridge, with a barrier-separated, two-way bicycle/pedestrian path on the south side of the bridge. Included in the project is preventative maintenance of the existing bridge until the construction phase is programmed.

Approved
10/17/2018

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CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
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MDOT/Maryland Transit Administration

TIP ID: 2594	Agency ID: Part of 0217	Title: Small Urban Transit Systems - Operating Assistance				Complete:	Total Cost:
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Facility:	Sect. 5307	50/25/25	40,668 e	8,963 e	8,963 e	8,963 e	8,963 e	35,852
From:								
To:								Total Funds: 35,852
Description: Operating assistance to small urban transit systems in Charles and Frederick Counties								

TIP ID: 2713	Agency ID: 0892/0893	Title: Large Urban Systems - Capital				Complete:	Total Cost:
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Facility:	Sect. 5307	80/20/0	13,140 e	2,500 e	2,500 e	2,500 e	2,500 e	10,000
From:								
To:								Total Funds: 10,000
Description: Capital assistance for large urban transit service in Prince George's and Montgomery Counties.								

TIP ID: 2795	Agency ID:	Title: Purple Line				Complete: 2022	Total Cost: \$2,410,000
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Facility: Purple Line	P3	0/0/0	64,540 c	17,330 c	17,330 c	17,330 c	17,330 c	69,320
From: Bethesda								
To: New Carrollton	Sect. 5307	80/20/0	37,250 c	12,500 c	6,250 c	6,250 c	6,250 c	31,250
	Sect. 5309-NS	80/20/0	83,000 a	145,000 c	145,000 c	145,000 c	145,000 c	580,000
			110,000 b					
			550,000 c					
	State	0/100/0	208,074 c	26,903 c	26,903 c	26,903 c	26,903 c	107,612
	TIFIA	100/0/0	890,000 c					
								Total Funds: 788,182

Description: Construction of a 16 mile transitway that would operate between Bethesda and Silver Spring in Montgomery County and extend into Prince Georges County to connect with the Metrorail system at College Park and New Carrollton. The Bethesda to Silver Spring portion would include a parallel hiker/biker trail. The project would provide direct connections to both branches of the Metrorail Red Line, Green Line and Orange Line. The Purple Line would also link to all three MARC lines, AMTRAK and regional/local bus services. The project would include 21 stations. Ridership for 2040 is estimated at approximately 74,000 daily boardings. A TIFIA loan of \$890 million was obligated in 2016 and utilized by the P3 concessionaire from 2016-2022. 🚲

TIP ID: 2853	Agency ID: Part of 0218	Title: Rural Transit - Operating Assistance				Complete:	Total Cost:
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Facility:	Sect. 5311	50/25/25	14,968 e	1,374 e	1,374 e	1,374 e	1,374 e	5,496
From:								
To:								Total Funds: 5,496
Description: Operating assistance for rural service in Charles, Frederick, Montgomery, and Prince George's counties								

Approved
10/17/2018

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CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 3012 Agency ID: Part of 0217 Title: Small Urban Systems - Capital			Complete:		Total Cost:			
Facility:	Sect. 5307	80/10/10	16,277 e	4,223 e	4,223 e	4,223 e	4,223 e	16,892
From:								
To:	Sect. 5339(a)	80/10/10	1,800 e					
							Total Funds:	16,892

Description: Capital Assistance for Small Urban Transit services in Charles and Frederick counties.

TIP ID: 3760 Agency ID: Title: Ridesharing - Statewide Program			Complete:		Total Cost:				
Facility:	CMAQ	100/0/0	3,723 e	873 e	873 e	873 e	873 e	3,492	
From:									
To:								Total Funds:	3,492

Description: To promote and encourage the establishment of carpools and vanpools. The ridesharing project covers the activities of the ridesharing unit of the Statewide Transportation Program with coordinators in Frederick, Prince George's, Montgomery Counties, and the Tri-County Council of Southern Maryland.

TIP ID: 6147 Agency ID: Title: Large Urban Systems - Preventive Maintenance			Complete:		Total Cost:				
Facility:	Sect. 5307	80/20/0	22,220 e	5,555 e	5,555 e	5,555 e	5,555 e	22,220	
From:									
To:								Total Funds:	22,220

Description: Large Urban Operating Preventative Maintenance for Montgomery County.

TIP ID: 6397 Agency ID: MO4622 Title: US 29 Bus Rapid Transit Improvements Project			Complete: 2020		Total Cost: \$39,104			
Facility: US 29	ARRA/TIGER	26/0/74	32,604 c	10,000 c				10,000
From: MD 410								
To: MD 198	Local	0/0/100	6,500 a	15,500 c	2,000 c			
	State	0/100/0	3,000 a	3,500 c				3,500
							Total Funds:	31,000

Description: Implement Montgomery County's bus rapid transit system on US 29/MD 384 between Silver Spring Metrorail Station and Burtonsville Park and Ride.



Approved
10/17/2018

**SUBURBAN MARYLAND
FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6400	Agency ID:	Title: MARC Improvements				Complete:		Total Cost:	
Facility:		Sect. 5307	80/20/0	3,752 e		303 e	1,483 e	3,014 e	4,800
From:		<hr/>							
To:		Sect. 5337-SGR	80/20/0	29,461 e	5,130 e	6,216 e	12,692 e	12,053 e	36,091
Total Funds:									40,891

Description: Ongoing improvement program of the MARC Camden, Brunswick, and Penn Lines to ensure safety and quality of service. This program is implemented through CSX and Amtrak construction agreements. CSX efforts include projects such as interlocking replacements and other track improvements. Amtrak efforts include projects such as passenger upgrades at Washington Union Station, interlocking work, and other track improvements.

TIP ID: 6401	Agency ID:	Title: MARC Rolling Stock Overhauls and Replacements				Complete:		Total Cost:	
Facility:		Sect. 5307	80/20/0	2,786 e			543 e	94 e	637
From:		<hr/>							
To:		Sect. 5337-SGR	80/20/0	51,910 e	13,596 e	18,051 e	3,650 e	2,951 e	38,248
Total Funds:									38,885

Description: This is an ongoing project for the overhaul and replacement of MARC rolling stock. Overhaul of MARC coaches and locomotives are performed in accordance with "10-year Minor" and "20-year Midlife" schedules, and/or the manufacturer's schedule. Upgrade MARC vehicles with federally-mandated Positive Train Control safety features. The project also includes funding for multi-level coaches that will be used to replace coaches that have reached the end of their useful life and provide additional capacity for the MARC system.

TIP ID: 6440	Agency ID:	Title: Seniors and Individuals with Disabilities				Complete:		Total Cost:	
Facility:		Sect. 5310	50/50/0	312 e	148 e		148 e		296
From:		<hr/>							
To:		Sect. 5310.	80/20/0	905 e	501 e		501 e		1,002
Total Funds:									1,298

Description: Will enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and ADA complementary paratransit services.

Approved
10/17/2018

**SUBURBAN MARYLAND
FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
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Charles County

TIP ID: 6582	Agency ID:	Title: Poplar Hill Road Bridge over Zekiah Swamp Run	Complete: 2019	Total Cost: \$750
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Facility: Poplar Hill Road Bridge	HBRRP	100/0/0	300 a	300 a			300
From: Zekiah Swamp Run							
To:	Local	0/0/100	80 a	70 a			70
Total Funds:							370

Description: Replace the superstructure (bridge abutments, wing walls, steel girders & concrete deck)

Approved
10/17/2018

**SUBURBAN MARYLAND
FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
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Frederick County

TIP ID: 3173	Agency ID: F3	Title: Study, Design, ROW, Construction, Inspection & Training	Complete: 2024	Total Cost: \$8,294
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Facility: Various Bridges	HBRRP	47/0/53	640 c				640
From:							
To:	HBRRP 1	76/0/24		2,543 c			2,543
	Local	0/0/100		1,423 c		1,391 c	2,814
Total Funds:							5,997

Description: Rehabilitate, construct (replace) & inspect bridges or culverts at the following locations: Biggs Ford; Gas House Pike; Bretheren Church Rd; Hessong Bridge Rd; Hoovers Mill Rd; Hornets Nest Rd; bridge replacement of Old Mill Road Br; deck replacements on Stottlemeyer; and covered bridge preservation projects. Work may include bridge inspection training.

TIP ID: 5494	Agency ID:	Title: Study, Design, ROW, & Construction	Complete: 2024	Total Cost: \$34,771
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Facility: Various Roads	HBRRP	7/0/93	17,359 c				17,359
From: Various Roads							
To:	HBRRP 1	9/0/91		9,172 c			9,172
	Local	0/0/100		1,712 c		315 c	2,027
Total Funds:							28,558

Description: Upgrade and improvements to Boyers Mill Road; Christopher's Crossing; Gas House Pike; Reichs Ford Road; White Rock subdivision and Yeagertown Rd. Old National Pike will include bicycle accommodations.

TIP ID: 5495	Agency ID: F3	Title: Planning, Design & Construction	Complete: 2028	Total Cost: \$4,685
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Facility: Varous Trails	State/Local	0/40/60	1,420 c	213 a	1,420 c		3,053
From:							
To:							
Total Funds:							3,053

Description: Various County Trails including the Ballenger Creek Corridor



Approved
10/17/2018

**SUBURBAN MARYLAND
FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
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Montgomery County

TIP ID: 3049	Agency ID: P501107	Title: Goshen Road South	Complete:	Total Cost:	\$128,630
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Facility: Goshen Road South	Local	0/0/100	4,408 a	2,579 a	2,290 a	52,012
From: South of Girard Street			10,567 b	6,429 b	28,158 c	
To: 1000 feet north of Warfield Road				8,520 e	4,036 e	

Total Funds: 52,012

Description: This project provides for the design of roadway improvements along Goshen Road from south of Girard Street to 1000 feet North of Warfield Road, a distance of approximately 3.5 miles. The improvements will widen Goshen Road from the existing 2-lane open section road to a 4-lane divided, closed section roadway using 12-foot inside lanes, 11-foot outside lanes, 18-foot median, and 5-foot on-road bike lanes. A 5-foot concrete sidewalk and an 8-foot bituminous hiker/biker path along the east and west side of the road, respectively, are also proposed along with storm drain improvements, street lighting and landscaping. The project also entails construction of approximately 6,000 linear feet of retaining wall. The project is needed to reduce existing and future congestion, improve vehicular and pedestrian safety. It will improve roadway network efficiency, provide for alternate modes of transportation, and will significantly improve pedestrian safety by constructing a sidewalk and a hiker/biker path. A pedestrian impact analysis has been completed for this project. Construction completion is scheduled for FY 22, and funded in the CIP in the "Beyond 6 Years" period.

TIP ID: 3062	Agency ID: P501119	Title: Snouffer School Road North	Complete:	Total Cost:	\$13,482
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Facility: Snouffer School Road	Local	0/0/100	2,457 a	319 a	3,654 c	11,398
From: Sweet Autumn Drive			105 b	5,250 c	1,247 e	
To: Centerway Road			9,960 c	928 e		
			751 e			

Total Funds: 11,398

Description: This project provides for the design, land acquisition and construction of 1,300 linear feet of roadway widening and resurfacing along Snouffer School Road between Centerway Road and Fessenden Lane and a new traffic signal at Alliston Hollow Way, as well as providing for grading for two northern lanes and resurfacing two southern lanes from Fessenden Lane to Alliston Hollow Way. The closed-section roadway typical section consists of two through lanes southbound and one through lane northbound separated by a raised median, an 8-foot shared use path on the northern side, and a 5-foot sidewalk on the southern side within a 100 foot right-of-way. The sidewalk and shared use path will extend 2,500 linear feet from Centerway Road to Alliston Hollow Way. The project will include a bridge for the northbound traffic lanes and replacement of the existing bridge for the southbound traffic lane over Cabin Branch, street lights, storm drainage, stormwater management, and landscaping and utility relocations. This project is needed to meet the existing and future traffic and pedestrian demands in the area. It will improve traffic flow by providing additional traffic lanes and encourage alternative means of mobility through proposed bicycle and pedestrian facilities. A pedestrian impact analysis has been completed for this project.

Approved
10/17/2018

**SUBURBAN MARYLAND
FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3063 Agency ID: P507658 Title: Bus Stop Improvement Program			Complete:		Total Cost:		\$6,387
Facility: Bus Stop Improvement Program	Local	0/0/100	1,809 a	195 a	160 a	160 a	2,270
From:			2,557 b	600 b	240 c	240 c	
To:			1,709 c	275 c			

Total Funds: 2,270

Description: This project provides for the installation and improvement of capital amenities at bus stops in Montgomery County to make them safer, more accessible, and attractive to users and to improve pedestrian safety for County transit passengers. These enhancements can include items such as sidewalk connections, improved pedestrian access, pedestrian refuge islands and other crossing safety measures, area lighting, and paved passenger standing areas. In prior years, this project included funding for the installation and replacement of bus shelters and benches along Ride-On and County Metrobus routes; benches and shelters are now in the operating budget.


TIP ID: 3065 Agency ID: P509399 Title: Advanced Transportation Management System			Complete:		Total Cost:		\$59,233
Facility: Advanced Transportation Management Syst	Local	0/0/100	1,062 a	177 a	177 a		4,016
From:			10,986 e	1,831 e	1,831 e		
To:							

Total Funds: 4,016

Description: This project provides for Advanced Transportation Management Systems (ATMS) in the County. The ATMS deploys the infrastructure to conduct real-time management and operations of the County's transportation system. Twenty-two National Intelligent Transportation Architecture market packages have been identified for deployment of the ATMS. Each of these market packages is considered a subsystem of the ATMS program and may include several elements. These subsystems are identified in the ATMS Strategic Deployment Plan, dated February 2001, and revised July 2011. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected technologies and ensuring ADA compliance.

TIP ID: 3066 Agency ID: P507596 Title: Annual Bikeway Program			Complete:		Total Cost:		\$4,897
Facility: Annual Bikeway Program	Local	0/0/100	600 a	11 a	11 a		1,060
From:			210 b	169 b	169 b		
To:			2,000 c	350 c	350 c		

Total Funds: 1,060

Description: This program provides funds to plan, design and construct bikeways, trails, and directional route signs throughout Montgomery County. The purpose of the program is to develop the bikeway network specified by master plans, and those requested by the community to provide access to commuter rail, mass transit, major employment centers, recreational and educational facilities, and other major attractions. Bikeway types include shared-use paths, designated lanes, and signed shared routes along existing roads. there is a continuing and increasing need to develop a viable and effective bikeway and trail network throughout the County to increase bicyclist safety and mobility, provide an alternative to the use of automobiles, reduce traffic congestion, reduce air pollution, conserve energy, enhance quality of life, provide recreational opportunities, and encourage healthy life styles. 

Approved
10/17/2018

**SUBURBAN MARYLAND
FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3067 Agency ID: P506747 Title: Sidewalk Program - Minor Projects			Complete:				Total Cost: \$20,238	
Facility: Sidewalk Program - Minor Projects	Local	0/0/100	2,924 a	520 a	520 a			4,828
From:			36 b	6 b	6 b			
To:			11,194 c	1,874 c	1,874 c			
			84 e	14 e	14 e			

Total Funds: 4,828

Description: This pedestrian access improvement program provides sidewalks on County-owned roads and some State-maintained roadways. Some funds from this project will go to support the Renew Montgomery program. The Montgomery County Department of Transportation maintains an official list of all outstanding sidewalk requests. Future projects are evaluated and selected from this list, which is continually updated with new requests. In addition, projects identified by the Citizens' Advisory Boards are placed on this list. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected engineering technologies and ensuring Americans with Disabilities Act (ADA) compliance. In addition to connecting existing sidewalks, these projects increase pedestrian safety and facilitate walking to: Metrorail stations, bus stops, shopping and medical centers, employment, recreational, and school sites. The average rate of requests for sidewalks has been 80 to 100 per year over the last two years. This program also complements and augments the bikeways that are included in road projects.

	Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3068 Agency ID: P509325 Title: ADA Compliance Transportation Access			Complete:				Total Cost: \$12,068	
Facility: ADA Compliance Transportation Access	Local	0/0/100	1,016 a	283 a	283 a			3,050
From:			6,154 c	1,214 c	1,214 c			
To:			140 e	28 e	28 e			

Total Funds: 3,050

Description: This project provides both curb ramps for sidewalks and new transportation accessibility construction in compliance with the Americans with Disabilities Act (ADA). This improvement program provides for planning, design and reconstruction of existing infrastructure Countywide to enable obstruction-free access to public facilities, public transportation, Central Business Districts (CBDs), health facilities, shopping centers, and recreation. Curb ramp installation at intersections along residential roads will be constructed based on population density. Funds are provide for the removal of barriers to wheelchair users such as signs, poles, and fences, and for intersection improvements, such as the reconstruction of median breaks and new curb ramps, crosswalks and, sidewalk connectors to bus stops. Curb ramps are needed to enable mobility for physically-impaired citizens; for the on-call transit program, "Accessible Ride On" and for County-owned and leased facilities. A portion of this project will support the Renew Montgomery Program. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected engineering technologies, and ensuring ADA compliance.

Approved
10/17/2018

**SUBURBAN MARYLAND
FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3072 Agency ID: P500821 Title: Ride On Bus Fleet						Complete: Total Cost:	\$190,352
Facility: Ride On Bus Fleet	Local	0/0/100	56,896 e	19,591 e	15,260 e		34,851
From: Countywide							
To:	Sect. 5307	100/0/0	9,600 e	1,600 e	1,600 e		3,200
	Sect. 5308	100/0/0	3,066 e				
	State	0/100/0	16,400 e	400 e	400 e		800

Total Funds: 38,851

Description: This project provides for the purchase of replacement buses in the Ride On fleet in accordance with the Division of Transit Services' bus replacement plan. The FY 15-20 plan calls for the following:

- FY 15: 26 full-size buses & 1 small diesel
- FY 16: 25 full-size buses
- FY 17: 15 full-size buses
- FY 18: 28 full-size buses
- FY 19: 9 full-size buses & 31 small diesel buses
- FY 20: 32 full-size buses


TIP ID: 3125 Agency ID: P509975 Title: Silver Spring Green Trail						Complete: 2022	Total Cost: \$4,279	
Facility: Silver Spring Green Trail	Local	0/0/100	1,500 c	170 c	140 c	127 c	64 c	501
From: Fenton Street								
To: Sligo Creek Hiker-Biker Trail								Total Funds: 501

Description: This project provides for an urban trail along the selected Purple Line alignment along Wayne Avenue in Silver Spring. A Memorandum of Understanding will be established between the County and the Maryland Transit Administration (MTA) to incorporate the design and construction of the trail as a part of the design and construction of the Purple Line. The pedestrian and bicycle use along this trail supplements the County transportation program. The funding provided for the trail includes the design, property acquisition, and construction of the trail through the Silver Spring CBD, along the northern side of Wayne Avenue from Fenton Street to the Sligo Creek Hiker-Biker Trail. This trail is part of a transportation corridor and is not a recreation area of State or local significance. The trail will include an 8-10 foot wide bituminous shared use path, lighting, and landscaping. The trail will provide access to the Silver Spring Transit Station, via the Metropolitan Branch Trail, and the future Capital Crescent Trail. A pedestrian impact analysis has been completed for this project. Will be design and built at part of Purple Line project. Final cost and cash flows will be determined based on final design and MOU agreement between MTA and County.

Approved
10/17/2018

**SUBURBAN MARYLAND
FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3429 Agency ID: P500905 Title: Falls Road East Side Hiker/Biker Path			Complete:		Total Cost:		\$24,830
Facility: Falls Road Bikeway	Local	0/0/100	119 a	489 a	1,165 e		3,276
From: River Road				1,622 b			
To: Dunster Road							
Total Funds:							3,276

Description: This project provides funds to develop final design plans and to acquire right-of-way, and construct approximately 4 miles of an 8-foot bituminous hiker/biker path along the east side of Falls Road from River Road to Dunster Road. The path will provide pedestrian and cyclist access to communities along the project corridor and will provide connection to existing pedestrian facilities to the north (Rockville), and to the south (Potomac). 

The path is a missing link between existing bicycle facilities within the City of Rockville and the existing path along Falls Road south of River Road. The path provides much needed access to public transportation along Falls Road. The path will provide pedestrian access to the following destinations: bus stops along Falls Road, Bullis School, Ritchie Park Elementary School, Potomac Community Center, Potomac Library, Potomac Village Shopping Center, Potomac Promenade Shopping Center, Heritage Farm Park, Falls Road Golf Club, Falls Road Park, and a number of religious facilities along Falls Road.

TIP ID: 3498 Agency ID: P500500 Title: Burtonsville Access Road			Complete:		Total Cost:		\$6,890
Facility: Burtonsville Access Road	Local	0/0/100	335 a	145 a	70 a		2,077
From: MD Spencerville Road				1,077 b	785 b		
To: School Access Road in Burtonsville							
Total Funds:							2,077

Description: This project provides for a new roadway between Spencerville Road (MD 198) and the School Access Road in Burtonsville. This roadway will consist of two 12' lanes, closed section, for a length of approximately 1,400 linear feet. The project also includes an eight-foot parking lane, curb and gutter, five-foot sidewalks, landscaping and street lighting. The new road will serve as a local access road north of and parallel to MD 198 and the entrance to Burtonsville Shopping Center on the east side of US 29. This new road will provide an important alternative access for existing businesses on the north side of MD 198 and to the Burtonsville Elementary School. The project will create a more unified and pedestrian-friendly downtown Burtonsville and improve circulation in this area.

TIP ID: 3542 Agency ID: P500717 Title: MD 355 Phase 2 Highway Reconstruction			Complete: 2020		Total Cost:		\$86,500	
Facility: Montrose Parkway	Local	0/0/100	4,306 a	1,233 a	65 a	65 a	1,393 a	31,267
From: Randolph Road			12,466 b	2,426 b	2,426 b	2,052 b	6,536 b	
To: East of Parklawn Drive			9 c				10,471 c	
			728 e				4,600 e	
Total Funds:							31,267	


Description: Construction of Montrose Parkway, including a CSX Railroad grade-separated crossing and interchange at Parklawn Drive.

Approved
10/17/2018

**SUBURBAN MARYLAND
FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3642 Agency ID: P500333 Title: Pedestrian Safety Program			Complete:			Total Cost:	\$19,512
Facility: Pedestrian Safety Program	Local	0/0/100	692 a	100 a	100 a		3,200
From: Countywide			7,645 c	1,250 c	1,250 c		
To:			1,500 e	250 e	250 e		

Total Funds: 3,200

Description: This project provides for the review and analysis of existing physical structures and traffic controls in order to make modifications aimed at improving safety and the walking environment for pedestrians. This project provides for the construction of physical structures and/or installation of traffic control devices which include, but are not limited to: new crosswalks; pedestrian refuge islands; sidewalks; bus pull-off areas; fencing to channel pedestrians to safer crossing locations; relocating, adding, or eliminating bus stops; accessible pedestrian signals (countdown) or warning beacons; improving signage, etc. The improvements will be made in compliance with the requirements of the Americans with Disabilities Act (ADA). This project supports the construction of improvements at and around schools identified in the Safe Routes to School program. The project also includes performing pedestrian safety audits at High Incidence Areas, and implementing identified physical improvements, education, and outreach. 

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3648 Agency ID: P500704 Title: Traffic Signal System Modernization			Complete:			Total Cost:	\$40,849
Facility: Traffic Signal System Modernization	Local	0/0/100	200 a	100 a	100 a		2,476
From:			2,276 e	1,138 e	1,138 e		
To:							
	State	0/100/0	1,096 a				
			2,904 e				

Total Funds: 2,476

Description: This project provides for the modernization of the county's aged traffic control system. Phase I consists of planning, requirements development, systems engineering, and testing. Phase II consists of acquisition of central system hardware and software, acquisition and implementation of control equipment and communications for intersections, as well as reconfiguration of the communications cable plant. Phase 1 is complete.

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 3703 Agency ID: P500717 Title: Montrose Parkway East			Complete:			Total Cost:	\$119,890
Facility: Montrose Parkway East	Local	0/0/100	479 a	2,436 a	4,000 a		40,561
From: Eastern Limit of MD 355/Montrose Interchan			14,123 b	15,695 c	12,256 c		
To: Veirs Mill Road/Parkland Road Intersection			1,266 e	6,174 e			

Total Funds: 40,561

Description: This project provides for a new four-lane divided parkway as recommended in the North Bethesda / Garrett Park and Aspen Hill Master Plans. The roadway will be a closed section with 11-foot wide lanes, a 10-foot wide bikepath on the north side and a 5-foot wide sidewalk on the south side. The project includes a 350-foot bridge over Rock Creek. The roadway limits are between the eastern limit of the MD 355/Montrose interchange on the west, and the intersection of Veirs Mill Road and Parklawn Drive on the east. The project includes a bridge over CSX, a grade-separated interchange at Parklawn Drive, and a tie-in to Veirs Mill Road. This project will relieve traffic congestion on roadways in the area through increased network capacity. The project also provides improved safety for motorists, pedestrians, and bicyclists, as well as a greenway.

Approved
10/17/2018

**SUBURBAN MARYLAND
FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5560 Agency ID: P500929 Title: Bethesda Metro South Entrance							Complete: Total Cost:	\$57,610
Facility: Bethesda Metro South Entrance	Local	0/0/100	7,200 a	10,162 c	6,437 c			16,599
From: Elm Street west of Wisconsin Avenue			32,311 c					
To:								
Total Funds:								16,599

Description: This project provides access from Elm Street west of Wisconsin Avenue to the southern end of the Bethesda Metrorail Station. The Metrorail Red Line runs below Wisconsin Avenue through Bethesda more than 120 feet below the surface, considerably deeper than the Purple Line right-of-way. The Bethesda Metrorail Station has one entrance, near East West Highway. The station was built with accommodations for a future southern entrance.

The Bethesda light rail transit (LRT) station would have platforms located just west of Wisconsin Avenue on the Georgetown Branch ROW. This platform allows a direct connection between LRT and Metrorail, making transfers as convenient as possible. Six station elevators would be located in the Elm Street ROW, which would require narrowing the street and extending the sidewalk.

The station would include a new south entrance to the Metrorail Station, including a new mezzanine above the Metrorail platform, similar to the existing mezzanine at the present station's north end. The mezzanine would use the existing knock-out panel in the arch of the station and the passageway that was partially excavated when the station was built, in anticipation of the future construction of a south entrance. Specific dollar amounts and flows will be based on final design estimate and MOU between MTA and County.

TIP ID: 5729 Agency ID: P500718 Title: MacArthur Boulevard Bikeway Improvements							Complete: Total Cost:	\$17,300
Facility: MacArthur Boulevard	Local	0/0/100	1,869 a	506 a	754 a			1,460
From: I Capital Beltway			5,389 c		200 b			
To: DC Line			260 e					
Total Funds:								1,460

Description: Phase I of project provides bikeway improvements along 13,800' of MacArthur Boulevard from I-495 to Oberlin Avenue. Phase II extends the bikeway from Oberlin Ave to the DC Line. Phase to be completed in FY 15. Design for Phase 2 will start in FY19 with construction to start in FY21 and FY 22. To encourage alternative modes of travel and enhance pedestrian safety, the pavement will be widened to provide 2-3 foot shoulders to accommodate the needs of on-road commuters and experienced bicyclists. The existing shared-use path will be upgraded to current standards to promote usage and enhance safety for all users. This project will also provide for spot improvements to MacArthur Boulevard to enhance safety for pedestrians, cyclists and motorists. This project will improve safety and accessibility for pedestrians and bicyclists of all experience levels and enhances connectivity with other bikeways in the vicinity. A pedestrian impact analysis had been completed for this project. 🚲

TIP ID: 5912 Agency ID: P509132 Title: Beach Drive Bridge M-PK-24001							Complete: Total Cost:	
Facility: Beach Drive Bridge	HBRRP	80/0/20	1,200 a	200 a	200 a	2,200 c		4,600
From: Over Silver Creek					1,600 c	200 e		
To:					200 e			
Total Funds:								4,600

Description: Replace bridge on Beach Drive over Silver Creek, and reconstruct Roadway Approaches

Approved
10/17/2018

**SUBURBAN MARYLAND
FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5913 Agency ID: P509132 Title: Brink Road Bridge M-0064001				Complete: 2019		Total Cost:	
Facility: Brink Road Bridge M-0064001	HBRRP	80/0/20	1,100 a	100 a	100 a	100 a	300
From: Over Great Seneca Creek							
To:							Total Funds: 300
Description: This project provides for the rehabilitation of the Brink Road Bridge, over Great Seneca Creek, as well as the reconstruction of the roadway approaches.							

TIP ID: 5916 Agency ID: P509132 Title: Garrett Park Road Bridge M-PK-04001				Complete:		Total Cost:	
Facility: Garrett Park Road Bridge M-PK-04001	HBRRP	80/0/20	1,200 a	200 a	100 a	100 a	400
From: Over Rock Creek							
To:							Total Funds: 400
Description: This project provides for the rehabilitation of Garrett Park Road Bridge M-PK-04001 over Rock Creek, and the reconstruction of roadway approaches							

TIP ID: 5917 Agency ID: P501302 Title: Gold Mine Road Bridge				Complete:		Total Cost: \$4,433	
Facility: Gold Mine Road Bridge M-0096001	HBRRP	25/0/75	2,005 a	4,731 c			5,231
From:			315 b	500 e			
To:	Local	0/0/100	69 b				
						Total Funds: 5,231	
Description: This project provides for the replacement of the Gold Mine Road Bridge over the Hawlings River, and the construction of an 8' wide bikepath from James Creek Court to New Hampshire Avenue. The project includes 250 feet of approach roadway work at each end of the bridge, which consists of widening and raising the roadway profile by 5 feet at the bridge. The new bridge will carry two lanes of traffic, improve sight distances at the bridge, raise the bridge elevation to reduce flooding at the roadway, carry all legal vehicles, and provide pedestrian facilities across the river.							


TIP ID: 5918 Agency ID: P501523 Title: Park Valley Road Bridge M-PK-03001				Complete:		Total Cost: \$2,000	
Facility: Park Valley Road Bridge M-PK-03001	HBRRP	70/0/30	1,145 a	1,875 c			1,875
From: Over Sligo Creek			1,500 c				
To:			30 e				
						Total Funds: 1,875	
Description: Replacement of Park Valley Road Bridge M-PK-03001 over Sligo Creek, and reconstruction of roadway approaches.							

Approved
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CAPITAL COSTS (in \$1,000)**


Source			Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5942 Agency ID: P501110 Title: Metropolitan Branch Trail							Complete:	Total Cost:	\$12,147
Facility:	Metropolitan Branch Trail	Local	0/0/100	3,727 a	1,447 a	1,445 a	617 a		15,339
From:	End of existing trail in Takoma Park			1,054 b	318 b	83 b	5,373 c		
To:	Silver Spring Transit Center			533 c		6,056 c			
				381 e					

Total Funds: 15,339

Description: This project provides for completion of the preliminary engineering and final engineering necessary to obtain CSX and WMATA approvals for the 0.62-mile segment of this trail in Montgomery County between the end of the existing trail in Takoma Park, and the Silver Spring Transit Center. The trail will be designed to be 8 feet to 10 feet in width. This project also includes the land acquisition, site improvements, utility relocations and construction of the project from the Silver Spring Transit Center to the east side of Georgia Avenue, including a new or expanded pedestrian bridge over Georgia Avenue, as well as the segment along Fenton Street, from King Street to the north end of the existing trail. The design will also include a grade-separated crossing of Burlington Avenue, the narrowing of Selim Road, the trail segment on King Street, and the construction of new retaining walls and reconstruction of existing retaining walls. A pedestrian impact analysis has been completed for this project. This trail is to be part of a larger system of trails to enable non-motorized travel around the Washington Region. The trail is to be an off-road facility serving pedestrians, bicyclists, joggers and skaters and will be Americans with Disabilities Act (ADA) accessible. 

TIP ID: 5943 Agency ID: P500102 Title: Bethesda CBD Streetscape							Complete:	Total Cost:	\$8,214
Facility:	Bethesda CBD Streetscape	Local	0/0/100	900 a	497 a	490 a	262 a		6,901
From:	Bethesda CBD				1,286 c	1,982 c	1,188 c		
To:	Bethesda CBD						1,196 e		

Total Funds: 6,901

Description: This project provides for the design and construction of pedestrian improvements to complete unfinished streetscapes along approximately 5,425 feet of streets in the Bethesda CBD as identified in the Bethesda CBD Sector Plan. This includes: 

Element 1
1,125 feet along Woodmont Avenue between Old Georgetown Road and Cheltenham Drive.

Element 2
3,550 feet along Wisconsin Avenue between Cheltenham Drive and the northern end of the CBD.

Element 3
750 feet along East-West Highway between Waverly Street and Pearl Street.

This project is intended to fill in the gaps between private development projects that have been constructed or are approved in the CBD. Design elements include the replacement and widening, where possible, of sidewalks, new vehicular and pedestrian lighting, street trees, street furniture, roadway signs. The county will coordinate with the utility company for installation of aesthetic covering over existing utility poles within the project area. This project addresses streetscape improvements and does not assume the undergrounding of utilities.

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CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5971 Agency ID: P500313 Title: Bridge Preservation Program						Complete:	Total Cost:	\$9,807
Facility: Bridge Preservation Program	Local	0/0/100	872 a	152 a	152 a			1,028
From: County-wide			12 b	2 b	2 b			
To: County-wide			2,160 c	360 c	360 c			

Total Funds: 1,028

Description: This project includes actions or strategies that prevent, delay or reduce deterioration of bridges or bridge elements, restore the function of existing bridges, keep bridges in good condition and extend their useful lives. Preservation actions may be preventive or condition driven.

TIP ID: 5972 Agency ID: P509753 Title: Bridge Renovation						Complete:	Total Cost:	\$8,211
Facility: County-wide	Local	0/0/100	780 a	390 a	390 a	390 a	390 a	1,560
From:								
To:	State/Local	0/16/84	1,220 c	610 c	610 c	610 c	610 c	2,440

Total Funds: 4,000

Description: This project provides for the renovation of County roadway and pedestrian bridges that have been identified as needing repair work beyond routine maintenance levels to assure continued safe functioning.

TIP ID: 5974 Agency ID: P508527 Title: Resurfacing: Primary / Arterial						Complete:	Total Cost:	\$59,518
Facility: County-wide	Local	0/0/100	6,060 a	915 a	915 a			12,200
From:			34,340 c	5,185 c	5,185 c			
To: County-wide								

Total Funds: 12,200

Description: Montgomery County maintains approximately 966 lane miles of primary and arterial roadways. This project provides for the systematic milling, repair, and bituminous concrete resurfacing of selected primary and arterial roads and revitalization of others. This project provides for a systematic full-service, and coordinated revitalization of the primary and arterial road infrastructure to ensure viability of the primary transportation network, and enhance safety and ease of use for all users. One aspect of this project will focus on improving pedestrian mobility by creating a safer walking environment, utilizing selected engineering technologies, and ensuring compliance with the Americans with Disabilities Act (ADA).

TIP ID: 5975 Agency ID: P508182 Title: Sidewalk & Curb Replacement						Complete:	Total Cost:	\$56,059
Facility: Countywide	Local	0/0/100	6,135 a	1,005 a	1,005 a			13,400
From:			34,765 c	5,695 c	5,695 c			
To:								

Total Funds: 13,400

Description: This project provides for the removal and replacement of damaged or deteriorated sidewalks, curbs, and gutters in business districts and residential communities. MCDOT currently maintains about 1,034 miles of sidewalks and about 2,098 miles of curbs and gutters. This project includes: overlay of existing sidewalks with asphalt; base failure repair and new construction of curbs; and new sidewalks with handicapped ramps to fill in missing sections. A significant aspect of this project has been and will be to provide safe pedestrian access and ensure compliance with the Americans with Disabilities Act (ADA).



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CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5980 Agency ID: P507017 Title: Intersection & Spot Improvements						Complete:	Total Cost: \$10,117
Facility: Intersection & Spot Improvements	Local	0/0/100	1,644 a	336 a	1,344 e		2,688
From: County-wide			60 b	10 b			
To: County-wide			3,932 c	798 c			
			1,200 e	200 e			

Total Funds: 2,688

Description: This project provides for the planning and reconstruction of various existing intersections in Montgomery County, and for an annual congestion study to identify locations where there is a need for congestion mitigation. The project includes the identification and implementation of corridor modifications and traffic calming treatments to enhance pedestrian safety. At these identified locations either construction begins immediately or detailed design plans are prepared and developed into future projects. A pedestrian impact analysis will be performed during design or is in progress.

TIP ID: 5981 Agency ID: P509523 Title: Neighborhood Traffic Calming						Complete:	Total Cost: \$2,801
Facility: Neighborhood Traffic Calming	Local	0/0/100	444 a	74 a	74 a		620
From: Residential Neighborhoods County-wide			1,416 e	236 e	236 e		
To:							

Total Funds: 620

Description: This project provides for the planning, design, and construction of physical traffic control features in residential neighborhoods. Traffic calming features such as traffic circles and islands, curb extensions, speed humps, physical and painted lane narrowing devices, etc., are used to maintain and improve the safety and livability of residential neighborhoods by addressing issues of aggressive driving and excessive speeds and volumes.

TIP ID: 5982 Agency ID: P500512 Title: Streetlight Enhancements - CBD / Town Center						Complete:	Total Cost: \$3,930
Facility: Streetlight Enhancements - CBD / Town Cen	Local	0/0/100	300 a	50 a	50 a		500
From: CBDs and Town Centers			1,160 e	200 e	200 e		
To:							

Total Funds: 500

Description: This project provides for the evaluation and enhancement of street lighting within and around the Central Business Districts (CBDs) and town centers where current lighting does not meet minimum Illuminating Engineering Society of North America (IESNA) standards. This project will fill in street lighting; standardize streetlight types; and replace sodium vapor lighting. This project is needed to provide visibility and safety improvements in areas where there is a high concentration of pedestrians, bicyclists, and vehicles.

Approved
10/17/2018

**SUBURBAN MARYLAND
FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5986 Agency ID: P501116 & P50 Title: White Flint District West: Transportation & West Workaround			Complete:		Total Cost:		\$133,784
Facility: White Flint District West: Transportation & Local	0/0/100	8,907 a	2,944 a	2,570 a			13,042
From:		1,200 b	5,120 c	208 b			
To:		22,875 c	950 e	1,250 c			
		25,473 e					

Total Funds: 13,042

Description: This project provides for engineering, utility design, and land acquisition for one new road, one relocated road, improvements to three existing roads, and one new bikeway in the White Flint District area for Stage 1. The project also includes both design and future construction expenditures for the reconstruction of Rockville Pike and Hoya Street. Various improvements to the roads will include new traffic lanes, shared-use paths, undergrounding of overhead utility lines where required, other utility relocations and streetscaping. The new White Flint West Workaround project (CIP #501506) continues funding for several western workaround road projects. The following projects are funded through FY14 for final design:

1. Main Street/Market Street (B-10) – Old Georgetown Road (MD 187) to Woodglen Drive – new two-lane 1,200 foot roadway.
 2. Main Street/Market Street (LB-1) – Old Georgetown Road (MD 187) to Woodglen Drive – new 1,200 foot bikeway.
 3. Executive Boulevard Extended (B-15) – Marinelli Road to Old Georgetown Road (MD 187) – 900 feet of relocated four-lane roadway.
 4. Intersection of Hoya Street (formerly 'Old' Old Georgetown Road) (M-4A), Old Georgetown Road, and Executive Boulevard, including the approaches to Old Georgetown Road.
- The following projects are proposed for both design and construction in the FY19-20 and Beyond 6-Years periods:
5. Rockville Pike (MD 355) (M-6) – Flanders Avenue to Hubbard Drive – 6,300 feet of reconstructed 6-8 lane roadway.
 6. Hoya Street (M-4A) – Montrose Parkway to the intersection of Old Georgetown Road – 1,100 feet of reconstructed four-lane roadway.

This project also provides for analysis and studies necessary to implement the district. Design is underway on all road projects in the western workaround, with the exception of the Rockville Pike segment, and will conclude in FY15 (FY15 design is funded through White Flint West Workaround). Design of the Rockville Pike section will begin in FY19 and will conclude in FY21 in order to coordinate with the implementation of the Rapid Transit System (RTS) (CIP #501318). Some property acquisition may occur on this section in FY20. The current expenditure/funding schedule assumes that land needed for road construction will be dedicated by the developers.

TIP ID: 5987 Agency ID: P501202 Title: White Flint Traffic Analysis and Mitigation			Complete:		Total Cost:		\$1,787
Facility: White Flint Traffic Analysis and Mitigation	Local	0/0/100	1,166 a	81 a	81 a		162
From: White Flint Sector Plan and Surrounding Area							
To:							

Total Funds: 162


Description: This project is programmed in direct response to requirements of the Approved White Flint Sector Plan. It is composed of three components with the overall goal of mitigating the traffic impacts on communities and major intersections outside of, and surrounding, the White Flint Sector Plan area that will occur as a result of the redevelopment densities approved under the Approved White Flint Sector Plan. These components include:

- A. Cut-through traffic monitoring and mitigation
 - B. Capacity improvements to address congested intersections
 - C. A study of strategies and implementation techniques to achieve the Sector Plan's modal split goals. The modal split study will identify specific infrastructure projects to create an improved transit, pedestrian, and biking infrastructure; and programs needed to accomplish the mode share goals; determine funding sources for these strategies; and determine the scope and cost of project components.
- Transit, pedestrian, bicycle access, safety studies, and TDM planning and implementation efforts are required to facilitate White Flint's transition from a highly automobile oriented environment to a more transit, pedestrian, and bicycle friendly environment. Once specific improvements are identified and concepts developed, detailed design and construction will be programmed in a stand alone PDF.

Approved
10/17/2018


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CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6015 Agency ID: P501316 Title: Capital Crescent Trail					Complete: Total Cost:		\$95,856
Facility: Capital Crescent Trail	Local	0/0/100	6,000 a	700 b	700 b		35,010
From: Elm Street Park in Bethesda			36,346 c	16,805 c	16,805 c		
To: Silver Spring							
							Total Funds: 35,010

Description: This project provides for the funding of the Capital Crescent trail, including the main trail from Elm Street Park in Bethesda to Silver Spring, as a largely 12-foot wide hard-surface hiker-biker path, connector paths at several locations, a new bridge over Connecticut Avenue, a new underpass beneath Jones Mill Road, supplemental landscaping and amenities, and lighting at trail junctions, underpasses and other critical locations. 

This trail will connect to the existing Capital Crescent Trail from Bethesda to Georgetown, the Metropolitan Branch Trail from Silver Spring to Union Station, and the Rock Creek Bike Trail from northern Montgomery County to Georgetown. This trail will serve pedestrians, bicyclists, joggers, and skaters, and will be compliant with the Americans with Disabilities Act of 1990 (ADA), the Bethesda CBD Sector Plan, and the Purple Line Functional Master Plan. Schedule: 1) The interim trail along the Georgetown Branch right-of-way between Bethesda and Lyttonsville will be upgraded to a permanent rail between FY 16 and FY 18, concurrent with the Purple Line construction schedule in that segment; 2) the new extension of the trail on the northeast side of the Metropolitan Branch Trail, between Lyttonsville and the Silver Spring Transit Center will be built in FY 19 and FY 20; 3) the Metropolitan Branch segment will be opened concurrently with the planned opening of the Purple Line in 2020. Final funding flows and costs subject to final design cost and completion of MOU between MTA and County.

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6016 Agency ID: P501304 Title: Needwood Road Bikepath					Complete: 2019 Total Cost:		\$5,765
Facility: Needwood Road Bikepath	Local	0/0/100	2,206 a	351 a			772
From: Deer Lake Road			90 b	421 c			
To: Muncaster Mill Road			2,551 c				
			146 e				
							Total Funds: 772

Description: This project provides for the design and construction of a new 8-foot wide shared use path along the south side of Needwood Road, a distance of approximately 1.7 miles, between Deer Lake Road and Muncaster Mill Road (MD 115) in order to provide a safe and continuous pedestrian and bike connection to the Shady Grove Metro Station, Colonel Zadok Magruder High School, the Inter-County Connector (ICC) Shared Use Path, Rock Creek Trail, future North Branch Trail, and Rock Creek Regional Park (Lake Needwood). The project will also include the design and construction of the crossing of Muncaster Mill Road at Needwood Road intersection and a new 6-foot sidewalk along the east side of Muncaster Mill Road, a distance of approximately 450 feet, from Needwood Road to Colonel Zadok Magruder High School. 

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CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6017	Agency ID: P501303	Title: Seven Locks Bikeway & Safety Improvements				Complete:	Total Cost:	\$27,944
Facility: Seven Locks Bikeway & Safety Improvemen	Local	0/0/100	1,723 a	1,334 a	20 a			5,270
From: Montrose Road				346 b	3,570 b			
To: Bradley Boulevard								
Total Funds:								5,270

Description: This project provides for pedestrian and bicycle improvements for dual bicycle facilities (on-road and off-road), and enhanced, continuous pedestrian facilities along Seven Locks Road from Montrose Road to Bradley Boulevard (3.3 miles), plus a bike path on Montrose Road between Seven Locks Road and the I-270 ramp, plus northbound and eastbound auxiliary through lanes with on-road bike lanes at the intersection of Seven Locks Road and Tuckerman Lane. This project is needed to address bicycle facility disconnects along Seven Locks Road. The roadway lacks adequate north-south, on road/off-road bicycle facilities necessary to provide continuity and connection between existing and future bike facilities. Continuous bicycle and pedestrian facilities are needed to allow safe access to residential, retail and commercial destinations, as well as existing religious and educational facilities. The project is broken down into three phases: Phase I provides dual bikeway and pedestrian facilities for the segment of Seven Locks Road from Montrose Road to Tuckerman Lane including the bike path on Montrose and the improvements to the Tuckerman Lane intersection. This project currently provides funding for Phase 1 improvements only. Phase 2 provides a dual bikeway and pedestrian facilities for the segment of Seven Locks Road from Tuckerman Lane to Democracy Boulevard. Phase III provides a dual bikeway and pedestrian facilities for the segment of Seven Locks Road from Democracy Boulevard to Bradley Boulevard.

	Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6018	Agency ID: P501309	Title: East Gude Drive Roadway Improvements				Complete:	Total Cost:	\$6,027
Facility: East Gude Drive Roadway Improvements	Local	0/0/100	1,116 a	26 a	100 a			1,420
From: Crabbs Branch Way			50 b	179 b	1,115 c			
To: Southlawn Lane								
Total Funds:								1,420

Description: This project provides for the design, land acquisition, and construction of roadway improvements along East Gude Drive from Crabbs Branch Way to Southlawn Lane to increase roadway capacity, and to improve vehicular and pedestrian safety. The improvements will: (1) add a westbound lane (800 linear feet) from Calhoun Drive to Crabbs Branch Way; (2) extend the length of the eastbound taper east of Calhoun Drive (500 linear feet) to west of Incinerator Lane; (3) provide an east-to-northbound left turn lane (300 Feet) at Dover Road; (4) construct the missing section of sidewalk on the north side of East Gude Drive from west of Incinerator Lane to east of Calhoun Drive (550 linear feet); and (5) install 6 foot sidewalk connectors from each bus stop on the north side of East Gude Drive to the nearest intersection. A pedestrian impact analysis has been completed for this project. This project is needed to reduce existing and future congestion and improve pedestrian and vehicular safety. Planning and Design begin in FY 17; construction is to be completed by FY 21, and is funded in the "Beyond 6 Years" period", which begins on July 1, 2018.

Approved
10/17/2018

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

Source			Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6019 Agency ID: P501307 Title: Seminary Road Intersection Improvement							Complete:	Total Cost:	\$7,258
Facility:	Seminary Road Intersection Improvement	Local	0/0/100	1,060 a	473 a	318 e			3,734
From:	Brookeville Road Seminary Place Intersectio			605 b	2,691 c				
To:	Linden Lane/Second Avenue Intersection			1,859 c	252 e				

Total Funds: 3,734

Description: This project provides for the design, land acquisition and construction of an approximate 40 foot segment of Seminary Road between the Brookeville Road/Seminary Place, and Linden Lane / Second Avenue intersections on a new alignment; reconstruction of 650 feet of Seminary Place from Seminary Road to 450 Feet east of Riley Place with a vertical alignment revision at Riley Place: increasing the Linden Lane curb lane widths along the 250 foot section between Brookeville Road and Second Avenue to provide two 15-foot shared use lanes to accommodate bicyclists; and reconstruction of the 350 foot segment Brookeville Road between Linen Lane and Seminary Road. Seminary Road will be a closed-section roadway with two 15-foot shared use lanes and a sidewalk along the northern side. Brookeville Road will be a closed-section roadway with one southbound 16-foot shared use lane, sidewalks, and a parking lane on the western side. The project includes street lights, landscaping and stormwater management. The project will simplify vehicle movements and improve traffic congestion by eliminating the Seminary Road "sweep" between Brookeville Road and Second Avenue, and pedestrian and bicyclist safety will be improved. The proposed Seminary Place vertical alignment revision at Riley Place will increase intersection sight distance. A pedestrian impact analysis has been completed for this project.

TIP ID: 6020 Agency ID: P501315 Title: Clarksburg Transportation Connections							Complete:	Total Cost:	\$10,000
Facility:	Clarksburg Transportation Connections	Local	0/0/100	6,000 e	2,000 e	2,000 e			4,000
From:	Snowden Farm Parkway/Little Seneca Park								
To:	Ridge Road/								

Total Funds: 4,000

Description: This project provides for the County contribution to the developers design, partial land acquisition, and construction of the:
 1) The 2400' long section of Snowden Farm Parkway from 300' north of Morning Star Drive to Ridge Road (MD 27)
 2) The 3,400' section of Little Seneca Parkway from Snowden Farm Parkway to Frederick Road (MD 355)
 3) The Intersection of Brink Road @ MD 355

Both parkways will include four-lane divided roadways, an 8' wide bikeway along the north/west sides, and a 5' sidewalk along the south/east sides within the 120' right-of-way. The Brink Road intersection will include improvements to the intersection as required by the Planning Board's opinion in the approval of the Clarksburg Village and Greenway Village Subdivisions. The project will also include street lighting, stormwater management, landscaping and reforestation. Appropriate auxiliary lanes and traffic signals will also be provided. A pedestrian impact analysis will be performed during design or is in progress. These roads will provide congestion relief to the Clarksburg area by providing direct tie-ins to MD 355 and MD 27, thus providing better access to I-270. These roads will provide congestion relief to the Clarksburg Area by providing direct tie-ins to MD 355 and MD 27 and thus better access to I-270.

TIP ID: 6063 Agency ID: P501118 Title: Frederick Road Bike Path: Stringtown to Milestone Manor							Complete: 2020	Total Cost:	\$7,402
Facility:	Frederick Road Bike Path	Local	0/0/100	1,707 a	522 a	133 a			4,084
From:	Stringtown Road			564 b	2,243 c	1,158 c			
To:	Milestone Manor Lane			947 c		28 e			

Total Funds: 4,084

Description: This project provides for the design, land acquisition, and construction of a new 10-foot wide hiker-biker path along the west side of Frederick Road (MD 355) between Stringtown Road and the existing hiker-biker path near Milestone Manor Lane, a distance of approximately 2.5 miles. The entire project will replace about 0.9 miles of existing sidewalk segments in order to provide a continuous route serving two schools, two parks, and a church. The project includes streetlights and street trees.



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	Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6064 Agency ID: P501109 Title: Snouffer School Road: Sweet Autumn Dr. to Centerway Rd							Complete:	Total Cost: \$23,710
Facility: Snouffer School Road	Local	0/0/100	3,121 a	142 a				5,372
From: Sweet Autumn Drive			3,898 b	3,515 c				
To: Centerway Road			11,018 c	1,715 e				

Total Funds: 5,372

Description: This project provides for the design, land acquisition, and construction of 5,850 linear feet of roadway widening along Snouffer School Road between Sweet Autumn Drive and Centerway Road. The roadway typical section consists of two through lanes in each direction, a continuous center turn lane and 5.5 foot bike lanes in each direction with an 8-foot shared use path on the north side and a 5-foot sidewalk on the south side within a 90' right-of-way. The project will require approximately 1.44 acres of land acquisition and will include street lights, storm drainage, stormwater management, and landscaping. The Maryland State Highway Administration (MSHA) MD 124 Phase II project will widen the approximate 900 linear foot segment on Snouffer School Road between Sweet Autumn Drive and Woodfield Road.

TIP ID: 6065 Agency ID: P507154 Title: Traffic Signals							Complete:	Total Cost: \$40,889
Facility:	Local	0/0/100	4,519 a	725 a	725 a			9,670
From:			25,661 e	4,110 e	4,110 e			
To:								

Total Funds: 9,670

Description: This project provides for the design, construction and maintenance of vehicular and pedestrian traffic signals and signal systems including: new and existing signals; reconstruction / replacement of aged and obsolete signals and components; auxiliary signs; accessible pedestrian signals (APS); updates of the County's centrally-controlled computerized traffic signal system; communications and interconnect into the signal system. Increases in congestion levels and the number of accidents necessitate a continued investment in the traffic signal system to: increase intersection safety; accommodate changes in traffic patterns and roadway geometry; reduce intersection delays, energy consumption and air pollution; and provide coordinated movement on arterial routs through effective traffic management and control, utilizing modern traffic signal technologies.

TIP ID: 6364 Agency ID: P509036 Title: Transportation Improvements for Schools							Complete:	Total Cost: \$1,775
Facility: Various	Local	0/0/100	818 e	209 e	209 e			418
From:								
To:								

Total Funds: 418

Description: This project provides for transportation improvements such as intersection modifications, sidewalks, traffic signals, streetlights etc. for safe pedestrian and vehicular circulation identified in the Montgomery County Public Schools Capital Program. Schools include but are not limited too: Page Elementary, Sligo Middle School, Cloverly Elementary School and Glenhaven Elementary School. Specific Safe Routes to School studies and assessments are included separately in the MCDOT operating budget.

TIP ID: 6365 Agency ID: P501532 Title: Bicycle and Pedestrian Priority Area Improvements							Complete:	Total Cost: \$5,375
Facility:	Local	0/0/100	825 a	150 a	1,000 e			2,000
From:			2,550 c	850 c				
To:								

Total Funds: 2,000

Description: The project provides for the design and construction of bicycle and pedestrian capital improvements in the 28 Bicycle-Pedestrian Priority Areas (BPPAs) identified in County master plans. Examples of such improvements include, but are not limited to: sidewalk, curb, and curb ramp reconstruction to meet ADA best practices, bulb-outs, cycle tracks, streetlighting, and relocation of utility poles. A study in FY15 will identify sub-projects in the following BPPAs: Glenmont, Grosvenor, Silver Spring Central Business District, Veirs Mill/Randolph Road, and Wheaton Central Business District. Design and construction of sub-projects will begin in FY16.

Approved
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CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 6584 Agency ID: M-0043 Title: Mouth of Monocacy Road Bridge Replacement			Complete: 2023		Total Cost: \$3,050			
Facility: Mouth of Monocacy Road Bridge	HBRRP	80/0/20	250 a	150 a	150 a	150 a	40 a	490
From: Monocacy River								
To:	Local	0/0/100					300 b	300
Total Funds:							790	

Description: The Mouth of Monocacy Road Bridge, built in 1971, is a single span (47'-6" span length) steel beam structure carrying a 14'-9" roadway (one lane bridge). The bridge has very low traffic volume, ADT of 135 in 2011. The road is classified as an exceptional rustic road in the Rustic Roads Functional Master Plan. The steel beams and bearings are in poor condition. The structure is structurally deficient. It has a bridge sufficiency rating of 29.4 out of 100 and is eligible for replacement using federal funding. The bridge and road will be closed to traffic during construction.

TIP ID: 6608 Agency ID: 501701 Title: Dennis Avenue Bridge Replacement M-0194			Complete: 2024		Total Cost: \$5,610			
Facility: Dennis Avenue Bridge	HBRRP	80/0/20	200 a	200 a	200 a	100 a	100 a	1,600
From: Tributary to Sligo creek							1,000 e	
To:	Local	0/0/100					100 b	100
Total Funds:							1,700	

Description: This project provides for the replacement of Dennis Ave. Bridge (M-0194) over a tributary to Sligo Creek. The existing bridge, built in 1961, is a single 30-foot span structure. The proposed replacement bridge will be a single 75-foot span structure. The wider opening will mitigate the frequent flooding of five residential properties and local streets upstream of the bridge; mitigate occasional roadway flooding on Dennis Avenue that causes significant traffic delays; and eliminate annual maintenance repairs required for this deteriorating structure.

TIP ID: 6616 Agency ID: Title: Low or No Emissions FTA Electric Bus grant			Complete: 2020		Total Cost: \$4,395			
Facility: Silver Spring Depot Charging Stations	Sect. 5339 (c)	80/0/20		4,395 e				4,395
From:								
To:								
Total Funds:							4,395	

Description: Montgomery County, Maryland seeks to update its fleet with four Proterra 35' E2 battery electric buses to replace four GILLIG 30' diesel buses. Additionally, Montgomery County seeks to procure and install four depot chargers. The buses would be Montgomery County's first zero-emission buses and would be a component of green and sustainable initiatives underway in the county.

Approved
10/17/2018

**SUBURBAN MARYLAND
FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
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Prince George's County

TIP ID: 3114	Agency ID:	Title: Contee Road		Complete: 2019	Total Cost: \$24,512
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Facility: Contee Road	Local	0/0/100	1,950 a			2,000
From: US 1			50 e			
To: MD 201 Extended/Virginia Manor Road/Cont						

Total Funds: 2,000

Description: This project will include the reconstruction of Contee Road from US 1 to the proposed Virginia Manor Road eas (MD 201/Kenilworth Avenue extended). The improvements will include the construction of a 4 lane divided roadway with median, bicycle lanes, sidewalks, street lights, traffic signal, curb and gutter and landscaping. This improvement is necessary to serve planned development in the area and to improve access to the Laurel Regional Hospital.

TIP ID: 4912	Agency ID:	Title: Oxon Hill Road Widening		Complete: 2019	Total Cost: \$33,837
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Facility: Oxon Hill Road	Local	0/0/100	692 a	8,666 c		8,666
From: National Harbor Ent.			1,184 b			
To: Fort Foote North			18,589 c			

Total Funds: 8,666

Description: This project consists of three phases. Phase I, which is complete involved resurfacing Oxon Hill Road from Livingston Road to Fort Foote Road North. Phase II involved constructing Oxon Hill Road as a collector roadway with curbs, gutters, in pavement bicycle lanes and closed storm drainage systems from teh national Harbor entrance road to just south of Fort Foote Road North. This project will be partially funded with developer contributions.

TIP ID: 5401	Agency ID:	Title: Bridge Replacement, Federal Aid		Complete: 2020	Total Cost: \$2,050
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Facility: Bridge Replacement Federal Aid	HBRRP	80/0/20	300 a	200 a		2,050
From: various locations			900 c	650 c		
To: various locations						

Total Funds: 2,050

Description: This project will rehabilitate deteriorated bridges exceeding 20 feet in length where the current deteriorated condition of the bridges does not warrant replacement. Federal Aid funding will be utilized for design and construction of the projects at an 80/20 federal/local ratio.

TIP ID: 5608	Agency ID:	Title: Auth Road II		Complete: 2021	Total Cost: \$16,100
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Facility: Auth Road	Local	0/0/100	800 a	200 a		200
From: Allentown Road						
To: Metro Access Road (Woods Way)						

Total Funds: 200

Description: Auth Road, Phase II consists of reconstructing Auth Road from henderson Way to Allentown Road. This project will resolve storm drainage problems and enhance pedestrian access and safety. Traffic signals, sidewalks, street lighting and landscaping will be installed.

Approved
10/17/2018

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CAPITAL COSTS (in \$1,000)**

Source		Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 5609 Agency ID:		Title: Curb and Road rehabilitation II			Complete: 2024		Total Cost:	\$280,021
Facility: various locations	Local	0/0/100	7,968 a	1,500 a	2,500 a	1,500 a	20,140 e	104,280
From:			74,978 c	20,260 c	29,260 c	13,400 c		
To:			11,040 e	5,240 e	5,240 e	5,240 e		

Total Funds: 104,280

Description: This Project provides funding for rehabilitating County streets, curbs and sidewalks, various safety improvements, installing new sidewalks, construction of sidewalk ramps in accordance with the Americans with Disabilities Act, landscaping, traffic calming improvements, revitalization improvements and the installation of guardrails. The project also includes funding to urbanize and revitalize older subdivisions. An ongoing resurfacing and safety program provides increased vehicular and pedestrian safety remedies to address hazardous conditions and upgrade the appearance of neighborhoods.

TIP ID: 5806 Agency ID:		Title: Bridge Replacement - Livingston Road			Complete: 2023		Total Cost:	\$12,045
Facility: Bridge Replacement - Livingston Road	HBRRP	80/0/20		150 a	50 b	300 a	300 a	9,350
From:				100 b	2,500 c	1,500 c	1,500 c	
To: Over Piscataway Creek				500 c	300 e	300 e	350 e	
				1,500 e				

Total Funds: 9,350

Description: This project will replace the existing Livingston Road Bridge over Piscataway Creek, reconstruct the approach roadways and install sidewalks, street lights, and landscaping. Funding for the bridge replacement is anticipated to be 80% Federal Aid for design and construction. Right of way, wetland, mitigation, and necessary roadway rehabilitation beyond the bridge and approach limits are anticipated to be County funded. the bridge is currently load restricted to 58,000 pounds and was originally constructed in 1932.

TIP ID: 5808 Agency ID:		Title: Sunnyside Avenue Bridge Replacement			Complete: 2019		Total Cost:	\$12,382
Facility: Bridge Replacment -- Sunnyside Avenue	HBRRP	80/0/20	751 a	7,300 c				7,300
From: Over Indian Creek			3,344 c					
To:			987 e					

Total Funds: 7,300

Description: This Project replaces the Sunnyside Avenue Bridge over Indian Creek and widens the roadway west of the CSX crossing to Kenilworth Avenue (MD 201). The original bridge design was built in 1946, and rehabilitated in 1966 and 1974. Funding is anticipated to be 80% Federal Aid for bridge design and construction. Right-of-way, wetlands mitigation, and roadway reconstruction beyond the bridge and approach limits are anticipated to be 100% County-funded.

Approved
10/17/2018

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CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6003 Agency ID: Title: Green/Complete Street Improvements			Complete: 2024		Total Cost: \$69,447		
Facility: Various locations County-wide	Local	0/0/100	1,525 a	1,785 a	975 a	700 a	34,470
From:			100 b	250 b	200 b	6,150 c	
To:			8,550 c	4,550 c	7,200 c	250 e	
			1,285 e	600 e	350 e		

Total Funds: 34,470

Description: This project provides funding for a variety of street improvements along major roadways and at key intersections to improve their appearance, safety and functionality while addressing environmental issues. These improvements include but are not limited to roadway and intersection modifications, tree planting, bio retention facilities or stormwater management related water quality and quantity measures necessary to improve the environment, bicycle lane installation and the construction of sidewalks and paths.

TIP ID: 6012 Agency ID: Title: Modification of ADA Rights of Way County-Wide			Complete: 2024		Total Cost: \$5,325		
Facility: ADA Rights of Way Modifications County-Wi	Local	0/0/100	400 c	400 c	400 c	400 c	1,600

Total Funds: 1,600

Description: This Project will modify existing curb, gutters and sidewalks throughout the County to bring the existing infrastructure into compliance with current Americans with Disabilities Act (ADA) design standards.

TIP ID: 6023 Agency ID: Title: County Revitalization & Restoration 2			Complete: 2020		Total Cost: \$5,300		
Facility: Various locations County-wide	Local	0/0/100	600 a	100 a	100 a		1,400
From:			3,300 c	600 c	600 c		

Total Funds: 1,400

Description: This project provides for infrastructure improvements and reconstruction in areas targeted for revitalization. Funding is provided for street improvements along major and minor roadways and at key intersections to improve their function, safety and appearance while also improving access and addressing environmental issues. Improvements will include the installation of traffic signals, intersections modifications, drainage structures, street lighting, landscaping, water quality and quantity measures, bicycle lanes, sidewalks, and other amenities necessary to improve or expand roadway infrastructure while enhancing the appearance of the community. This project will accommodate critical improvements associated with the County's revitalization and economic development efforts. In particular, the area inside the beltway between MD 214 and Southern Avenue is a priority.

TIP ID: 6024 Agency ID: Title: Developer Contribution Projects			Complete: 2024		Total Cost: \$23,144		
Facility: Various locations County-wide	PRIV	0/0/0	200 a	50 a	50 a	50 a	6,000
From:			10,324 c	1,450 c	1,450 c	1,450 c	


Total Funds: 6,000

Description: This project provides funding for a variety of street improvements necessitated by new development. These improvements include, but are not limited to, traffic signals, intersection modifications, roadway widening, new construction, resurfacing, landscaping and contributions to a variety of State highway projects.


Approved
10/17/2018

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CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6026 Agency ID: _____ Title: School Access Project					Complete: 2022	Total Cost:	\$6,184
Facility: Various locations County-wide	Local	0/0/100	201 a	100 c	100 c	100 c	400
From:			222 b				
To:			4,840 c				
			521 e				
<hr/>							
TAP	70/0/30	1,400 c					
							Total Funds: 400

Description: This project provides funding for vehicular and pedestrian access improvements, in conjunction with the construction of new schools or renovations and additions to existing school buildings. This project provides sidewalks, crosswalks and other enhancements for students walking within 1 to 1.5 miles of their respective schools in accordance with the current Prince George's County Board of Education policy. In addition, Federal funding through the State of Maryland is for the Safe Routes to School (SRTS) program), to engage and encourage children to safely walk or bike to school including children with disabilities within two miles of school (K-8) 


TIP ID: 6367 Agency ID: _____ Title: Addison Road I					Complete: 2021	Total Cost:	\$20,510
Facility: Addison road	Local	0/0/100	1,403 a	1,000 c	5,000 c		6,000
From: Walker Mill Road			1,000 b				
To: MD 214 (Central Avenue)							
							Total Funds: 6,000

Description: The project consists of reconstructing Addison Road from Walker Mill Road to MD 214. Initially four travel lanes with a median will be constructed Improvements will include roadway widening, the construction of crosswalks, sidewalks, landscaping, street lighting and a roadway median to improve the safety, function, capacity and appearance of the roadway. The cost shown does not reflect current prices and is based on over 10 year old project scope. Current preliminary engineering has estimated that the cost could go up to \$32 million. 

TIP ID: 6369 Agency ID: _____ Title: Cherry Hill Road III					Complete: 2021	Total Cost:	\$1,200
Facility: Cherry Hill Road	Local	0/0/100	300 a	400 a	500 a		900
From: Selman Road							
To: US 1							
							Total Funds: 900

Description:

TIP ID: 6370 Agency ID: _____ Title: Pedestrian Safety Improvements					Complete: 2024	Total Cost:	\$43,609
Facility: Various locations County-wide	Local	0/0/100	2,904 a	1,940 a	1,400 a	1,225 a	9,910 e
From:			450 b	200 b	400 b	350 b	
To:			8,070 c	7,675 c	3,675 c	3,800 c	
							Total Funds: 30,575

Description: This project will involve the creation of multiple projects to provide for roadway improvements that are oriented toward the enhancement of pedestrian safety, particularly along roadways or at intersections which have a history of crashes. Priority will be given to the correction of problems where there is a high incidence of pedestrian related crashes. This is a project intended for sub-projects with no right-of-way cost, and with a construction cost of \$750,000 each or less. 

Approved
10/17/2018

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

	Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6371 Agency ID:		Title: Planning and site acquisition 2				Complete: 2021		Total Cost: \$2,754
Facility: Various locations County-wide	Local	0/0/100	350 a	250 a	250 a	250 b		1,045
From:			650 b	295 e				
To:			150 c					
			149 e					

Total Funds: 1,045

Description: This project provides funding for acquiring land for road rights-of-way, reforestation mitigation and wetland banking in developing areas of the County. The demolition of structures on acquired land is also included. It also provides funding for future project planning studies in order to verify need, determine scope and develop preliminary cost estimates.

	Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6372 Agency ID:		Title: Street Lights and Traffic Signals 2				Complete: 2024		Total Cost: \$39,076
Facility: Various locations County-wide	Local	0/0/100	540 a	150 a	300 a	100 a	500 a	12,710
From:			3,390 c	1,300 c	3,150 c	400 c	3,100 c	
To:			16,146 e	1,100 e	1,100 e	110 e	1,400 e	

Total Funds: 12,710

Description: This project consists of installing traffic control signals and new street lights at various locations throughout the county. The program includes installing new signals, upgrading of existing signals, replacement of aging signals, the Energy Abatement program, installation of traffic surveillance cameras and communications equipment, and the upgrade of existing street lighting on County roadways. This project also provides some funding for the TRIP (traffic Response and Information Partnership) Center.

	Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
TIP ID: 6373 Agency ID:		Title: Traffic Congestion Improvements				Complete: 2020		Total Cost: \$17,842
Facility: Various locations County-wide	Local	0/0/100	5,000 a	1,000 a	1,000 a			7,000
From:			5,767 c	2,500 c	2,500 c			
To:								
	PRIV	0/0/0	75 b					

Total Funds: 7,000

Description: This project provides funding for roadway enhancements including turning lanes, improved approaches, traffic signals, signage at various intersections, bus stop pads, traffic calming devices, landscaping, pedestrian facilities and thermoplastic markings. This project will also provide for roadway improvements that are oriented toward enhancement of pedestrian safety, particularly along roadways or at intersections which have a history of crashes. Included in the work to be performed is the acquisition of right-of-way along the Leeland Road approach to be the Leeland Road/Moores Plains Boulevard intersection. FY 2015 "other" funding includes \$75k from developer contributions.

Approved
10/17/2018

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


Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
TIP ID: 6374 Agency ID:		Title: Transportation Enhancements 2			Complete: 2023		Total Cost: \$20,153	
Facility: Various locations County-wide	Local	0/0/100	475 a	100 a	200 a	200 a	250 a	6,661
From:			5,881 c	750 c	750 c	1,275 c	3,034 e	
To:			34 e	34 e	34 e	34 e		

Total Funds: 6,661

Description: This project provides funding for nonstandard transportation improvements which are time sensitive. Work may entail, but will not be limited to requirements associated with the Americans with Disabilities Act, bus stop pads, traffic calming devices, landscaping, pedestrian facilities, thermoplastic pavement markings to provide maximum safety and nighttime visibility, spot safety road improvements and installation and repair of guardrail.

TIP ID: 6375 Agency ID:		Title: Bus Mass Transit/ Metro Access 2			Complete: 2024		Total Cost: \$5,606	
Facility: Various locations County-wide	Local	0/0/100	376 a	250 a	250 a	250 a	475 e	1,850
From:			50 b	175 e	50 b	50 b		
To:			737 c		175 e	175 e		
			992 e					

Total Funds: 1,850

Description: Funds from this project may be used to purchase buses, construct related capital facilities for both bus and rail activities, roadway improvements and provide pedestrian and vehicular access improvement to metro stations and bus stops. 

TIP ID: 6509 Agency ID:		Title: Governor's Bridge Road Bridge Reconstruction			Complete: 2020		Total Cost: \$4,210	
Facility: Governor's Bridge Road Bridge Reconstructi	HBRRP	80/0/20	750 a	50 a				1,550
From: west of Patuxent River			50 b	1,500 c				
To: east of Patuxant river			1,500 c					

Local	0/0/100	180 e	180 e					180
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Total Funds: 1,730

Description:

NORTHERN VIRGINIA

**NORTHERN VIRGINIA
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#HB2.FY17 Const Inter AT RTE 15/17/29 BUS GARVEE DEBT SERVICES	TIP ID: 6548	Agency ID: 110375
#HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PH 1 GARVEE DEBT S	TIP ID: 6546	Agency ID: 110377
#HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PHASE 1	TIP ID: 6519	Agency ID: 99478
#HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PHASE 2	TIP ID: 6539	Agency ID: 106917
Amenities	TIP ID: 6328	Agency ID:
BUS REPLACEMENT (OMNIRIDE EXPRESS COMMUTER BUSES)	TIP ID: 6630	Agency ID: T21459
COMMUTER ASSISTANCE PROGRAM	TIP ID: 6627	Agency ID: T21240
CONNECTOR ROAD FROM SUNRISE VALLEY DR TO INNOVATION AVE	TIP ID: 6665	Agency ID: 114098
Construction: Bridge Rehabilitation/Replacement/Reconstruction	TIP ID: 5503	Agency ID: TIPGRP001
CSX RF&P Rail Corridor Capacity Improvements	TIP ID: 6402	Agency ID: VRE0018
Dulles West Boulevard Phase 1	TIP ID: 6600	Agency ID:
Dulles West Boulevard Phase 2	TIP ID: 6601	Agency ID:
Dulles West Boulevard Phase 3	TIP ID: 6602	Agency ID:
FAIRFAX COUNTYWIDE TRANSIT STORES	TIP ID: 6628	Agency ID: T21448
FARMWELL ROAD WIDENING FROM 4 TO 6 LANES	TIP ID: 6664	Agency ID: 106996
Grant and Project Management	TIP ID: 4489	Agency ID: VRE0008
HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PHASE 2 GARVEE DEBT	TIP ID: 6547	Agency ID: 110378
I-395 EXPRESS LANES NORTHERN EXTENSION	TIP ID: 6593	Agency ID: 110739
I-495 Northern Section Shoulder Use Debt Service	TIP ID: 6361	Agency ID: 106025
I-66 / Route 15 IINTERCHANGE RECONSTRUCTION	TIP ID: 5930	Agency ID: 100566
I-66 / Route 15 IINTERCHANGE RECONSTRUCTION GARVEE DEBT SERVI	TIP ID: 6543	Agency ID: 110376
I-66 Inside of the Beltway Initiatives	TIP ID: 6544	Agency ID: 108424
I-66 Inside of the Beltway Initiatives GARVEE DEBT SERVICES	TIP ID: 6545	Agency ID: 110392
Lee Highway Widening Phase II	TIP ID: 6604	Agency ID: 110329

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Lee Highway Widening Phase II -- GARVEE DEBT SERVICE	TIP ID: 6605	Agency ID: 111986
NEABSCO MILLS ROAD - Widen to 4 lanes	TIP ID: 6541	Agency ID: 107947
Project Grouping: Construction: Recreational Trails	TIP ID: 6485	Agency ID:
Project Grouping: Constuction : Federal Lands Highway	TIP ID: 6441	Agency ID:
PRTC - Bus Acquisition / Replacement Program	TIP ID: 4506	Agency ID: PRTC0005
PRTC - Preventive Maintenance	TIP ID: 5601	Agency ID: PRTC0004
PRTC COMMUTER ASSISTANCE PROGRAM	TIP ID: 6629	Agency ID: T21457
PRTC Security Enhancements	TIP ID: 5707	Agency ID: PRTC0006
Riverside Parkway (VA Route 7 North Collector Road) Extension	TIP ID: 6662	Agency ID: 105784
Rogues Road Reconstruction	TIP ID: 6429	Agency ID: 104300
Rolling Road	TIP ID: 6247	Agency ID: 5559
Rolling Stock Acquisition	TIP ID: 4534	Agency ID: VRE0009
Rolling Stock Modifications and Overhauls	TIP ID: 4818	Agency ID: VRE0001
Route 1 Widening from Featherstone Road to Mary's Way	TIP ID: 6446	Agency ID: 104303
Route 28 Metrorail Station (Innovation Station)	TIP ID: 6362	Agency ID: 102891 and F
Route 28 Widening	TIP ID: 6298	Agency ID: 96721
Route 606 Loudoun CountyParkway / Old Ox Rd.Reconstruction	TIP ID: 6202	Agency ID: 97529
ROUTE 7/GEORGE WASHINGTON BLVD OVERPASS	TIP ID: 6553	Agency ID: 105584
ROUTE 7/ROUTE 690 INTERCHANGE #SMART18	TIP ID: 6618	Agency ID: 111666
Rte 621 BALLS FORD ROAD WIDEN TO 4 LANES	TIP ID: 6623	Agency ID: T20903
RTE 840 UNIVERSITY BOULEVARD WIDENING AND EXTENSION -PE ONL	TIP ID: 6559	Agency ID: 104816
Security Enhancements Systemwide	TIP ID: 4277	Agency ID: VRE0003
STERLING BOULEVARD - 4 LANE CONSTRUCTION ON NEW ALIGNMENT	TIP ID: 6663	Agency ID: 105783
Sudley Road 3rd Lane, NB	TIP ID: 6617	Agency ID: T-105
Sycolin Road	TIP ID: 6203	Agency ID: 102895

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TDM Monitoring Funds	TIP ID: 6661	Agency ID: 106474
TIP Grouping for Preventive Maintenance for Bridges	TIP ID: 5525	Agency ID: TIPGRP006
TIP Grouping project for Construction: Safety/ITS/Operational Improve	TIP ID: 5506	Agency ID: TIPGRP003
TIP Grouping project for Construction: Transportation Enhancement Byw	TIP ID: 5523	Agency ID: TIPGRP004
TIP Grouping project for Maintenance: Traffic and Safety Operations	TIP ID: 5526	Agency ID: TIPGRP007
TIP Grouping project for Preventive Maintenance and System Preservatio	TIP ID: 5524	Agency ID: TIPGRP005
Transit : Access	TIP ID: 6333	Agency ID:
Transit : Vehicles	TIP ID: 6331	Agency ID:
Transit Ridesharing	TIP ID: 6330	Agency ID:
Transit Store Funding - Alexandria	TIP ID: 6626	Agency ID: T21453
US 1/RT 123 Interchange Construction Phase-I (Route 1 Widening ony)	TIP ID: 6310	Agency ID: 94102
VA 234 Bypass Interchange @ Balls Ford Road	TIP ID: 6621	Agency ID: T20906
VA Route 645 Extended - Westwind Drive	TIP ID: 6659	Agency ID: 111670
Virginia Statewide Vehicle Fuel Conversion Program	TIP ID: 6041	Agency ID: T11802
VRE Rippon Platforms	TIP ID: 6320	Agency ID: T10671
VRE Stations and Facilities	TIP ID: 4310	Agency ID: VRE0011
VRE Storage Yards Improvements	TIP ID: 4070	Agency ID: VRE0007
VRE Track Lease Improvements	TIP ID: 5489	Agency ID: VRE0012
Widen East Spring Street	TIP ID: 6537	Agency ID: 105521
Widen Liberia Avenue - PE Only	TIP ID: 6550	Agency ID: 102903
Widen US Route 1	TIP ID: 6204	Agency ID: 90339
WMATA REPLACEMENT BUSES	TIP ID: 6631	Agency ID: T21031, T2103

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Approved
10/17/2018

**NORTHERN VIRGINIA
FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 4070 Agency ID: VRE0007 Title: VRE Storage Yards Improvements							Complete: 2045	Total Cost:	\$85,412
Facility:	Sect. 5307	62/34/4	9,770	c					9,770
From: Systemwide									
To:	Sect. 5337-SGR	62/34/4	14,987	c					14,987
Total Funds:									24,757

Description: As additional cars are added to accommodate ridership demand, storage yards and maintenance facilities must be obtained and/or upgraded. Improvements to the yards and maintenance facilities will allow additional maintenance to be performed by VRE contractors and additional vehicles to be stored.

TIP ID: 4277 Agency ID: VRE0003 Title: Security Enhancements Systemwide							Complete: 2045	Total Cost:	\$6,180
Facility:	Sect. 5307	80/16/4	105	c	105	c			210
From: Systemwide									
To:									
Total Funds:									210

Description: Grantees must certify that at least 1% of 5307 funding received each fiscal year is being used for transit security projects.

TIP ID: 4310 Agency ID: VRE0011 Title: VRE Stations and Facilities							Complete: 2045	Total Cost:	\$650,002
Facility: VRE Stations and Facilities	Sect. 5337-SGR	80/16/4	2,495	c	946	c			3,441
From: Systemwide									
To:	Sect. 5337-SGR 1	62/34/4	5,000	c	5,000	c			10,000
Total Funds:									13,441

Description: Involves the addition of second platforms, canopy and platform extensions, replacement of signage and other related improvements at various VRE stations in order to keep the stations in good repair. This work will be done at various stations throughout the VRE system. Includes upgrades at Washington Union Terminal.

TIP ID: 4489 Agency ID: VRE0008 Title: Grant and Project Management							Complete: 2045	Total Cost:	\$11,370
Facility: System Wide	Sect. 5307	80/20/0	650	a	650	a			1,300
From: Northern Virginia									
To:									
Total Funds:									1,300

Description: The costs of grants and project management, as well as staff participation in federal grants management seminars, will be capitalized to the grants, reserving operating funds for service provision.

TIP ID: 4506 Agency ID: PRTC0005 Title: PRTC - Bus Acquisition / Replacement Program							Complete:	Total Cost:	\$10,338
Facility: PRTC - Bus Acquisition	Sect. 5307	100/0/0	850	c	850	c	850	c	2,550
From: NOVA Districtwide									
To:									
Total Funds:									2,550

Description: Replacement of sixteen commuter buses manufactured in 2002 that have reached the end of their useful life.

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**NORTHERN VIRGINIA
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Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 4534 Agency ID: VRE0009 Title: Rolling Stock Acquisition			Complete: 2045				Total Cost:		\$647,913
Facility: VRE Rolling Stock	Sect. 5307	80/16/4	1,947 c	1,947 c					3,894
From: Systemwide									
To:	Sect. 5337-SGR	80/16/4	4,657 c	4,657 c					9,314
Total Funds:									13,208

Description: This project includes funding for procurement additional rolling stock to support fleet expansion and fleet replacement, including 29 coaches under the current contract with Sumitomo.

TIP ID: 4818 Agency ID: VRE0001 Title: Rolling Stock Modifications and Overhauls			Complete: 2045				Total Cost:		\$48,207
Facility: VRE Rolling Stock	Sect. 5337-SGR	80/16/4	3,420 c						3,420
From: Systemwide									
To:									
Total Funds:									3,420

Description: Technological developments and safety mandates from the Federal Railroad Administration (FRA), may require ongoing improvements to the VRE fleet as well as other ongoing improvements consistent with BRE;s rolling stock asset management program. Projects that bring VRE into compliance with future federal mandates will be given the highest funding priority. Implementing PTC as required by FRA.

TIP ID: 5489 Agency ID: VRE0012 Title: VRE Track Lease Improvements			Complete: 2045				Total Cost:		\$685,430
Facility: VRE Track	STBG	50/34/16	95,218 c	18,190 c					18,190
From: Systemwide									
To:									
Total Funds:									18,190

Description: Provides capitalized access fees in the form of long term and related capital improvements on the railroad systems that VRE operates on, railroad systems owned by Amtrak, CSX, and Norfolk Southern.

TIP ID: 5503 Agency ID: TIPGRP001 Title: Construction: Bridge Rehabilitation/Replacement/Reconstruction			Complete:				Total Cost:		\$184,923
Facility: District-wide Bridges	AC	89/11/0		530 a					530
From:									
To:	AC Conversion	80/20/0	125 c	4,384 c					4,509
	RSTP	80/20/0			125 a				125
	STBG	80/20/0		74 a					74
Total Funds:									5,238

Description: TIP Grouping project for Construction: Bridge Rehabilitation/Replacement/Reconstruction. See CLRP for the derivation of STIP Grouping and how they are part of the TIP. Individual projects within STIP Group are shown on Appendix A.

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Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 5506 Agency ID: TIPGRP003 Title: TIP Grouping project for Construction: Safety/ITS/Operational Improve			Complete:			Total Cost:		\$975,536	
Facility: Safety/ITS/Operational Projects	AC 2	91/9/0	8,055 c	11,815 c	78 c				19,948
From: Districtwide	AC 5	83/17/0	1,057 a	20,941 a	16,950 a				38,948
To:	AC Conversion	80/20/0	878 a 445 c	1,203 a 437 c	1,301 a 283 c				4,547
	CMAQ 1	80/20/0	400 a 2,306 c	1,822 a	2,530 a 911 c				7,969
	DEMO	80/20/0	1,073 c						1,073
	HSIP	90/10/0	690 a 605 b	111 a 278 b 376 c	89 b				2,149
	NHPP	80/20/0	781 c	4,987 a					5,768
	RSTP	80/20/0	5 a 875 b 3,430 c	150 a 3,125 c	1,291 a 600 c				9,476
	State/Local	0/80/20	688 c	63 a					751
	STBG	80/20/0	1,313 b 4,854 c	1,270 c					7,437
Total Funds:									98,066

Description: TIP Grouping project for Construction: Safety/ITS/Operational Improvements. See Appendix A for specific projects and UPC information.

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		Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 5523		Agency ID: TIPGRP004		Title: TIP Grouping project for Construction: Transportation Enhancement By			Complete:		Total Cost:		\$176,344
Facility: Transportation Enhancement Byway Non-Tr	AC	100/0/0			10 b		330 b				340
From: NoVA District	AC 1	92/8/0			11,779 c	6,537 c	718 c				19,034
To:	AC 2	80/20/0			139 a	292 a	425 a				856
	AC Conversion	80/20/0			63 a 238 c	166 a	285 a 669 c				1,421
	CMAQ	80/20/0			2,084 a 5,802 c	313 a 2,081 c	13 a 688 c				10,981
	DEMO	80/20/0			196 c						196
	NHPP	80/20/0			188 b	500 c					688
	RSTP	80/20/0			398 a 1,567 c	745 a 403 c	200 a 721 c				4,034
	STBG	80/20/0			1,331 c						1,331
	TAP	80/20/0			403 c						403
Total Funds:											39,284

Description: TIP Grouping project for Construction: Transportation Enhancement Byway Non-Traditional. See CLRP for the derivation of STIP Grouping and how they are part of the TIP. See Appendix A to see individual projects within this STIP Group.

TIP ID: 5524		Agency ID: TIPGRP005		Title: TIP Grouping project for Preventive Maintenance and System Preservat			Complete:		Total Cost:		\$86,157	
Facility: Preventive Maintenance and System Preser	STBG 9	100/0/0			16,242 c	20,571 c	20,654 c				57,467	
From: NoVA District												
To:											Total Funds:	57,467

Description: This listing covers a number of projects/programs throughout Northern Virginia District. The nature/scope of these projects are Preventive Maintenance and System Preservation. These projects have been determined to be exempt from conformity requirements and are eligible for a Categorical Exclusion (CE) under NEPA and hence may be grouped as per April 9, 2008 MOA between FHWA, FTA, VDOT & VDRPT which was subsequently adopted by the NCR-TPB. Individual projects within the STIP Group are found in Appendix A.

TIP ID: 5525		Agency ID: TIPGRP006		Title: TIP Grouping for Preventive Maintenance for Bridges			Complete:		Total Cost:		\$17,741	
Facility: Bridges	STBG 9	100/0/0			2,734 c	3,462 c	3,476 c				9,672	
From: NoVA District												
To:											Total Funds:	9,672

Description: TIP Grouping for Preventive Maintenance for Bridges.

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	Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 5526 Agency ID: TIPGRP007 Title: TIP Grouping project for Maintenance: Traffic and Safety Operations							Complete:		Total Cost: \$39,434	
Facility: Traffic and Safety Operations	STBG	100/0/0		3,632 c	4,600 c	4,618 c				12,850
From: NoVA District										
To:										Total Funds: 12,850
Description: TIP Grouping project for Maintenance: Traffic and Safety Operations. See CLRP for the derivation of STIP Grouping and how they are part of TIP. Individual projects within the STIP Group are found in Appendix A.										

TIP ID: 5601 Agency ID: PRTC0004 Title: PRTC - Preventive Maintenance							Complete: 2045		Total Cost:	
Facility:	Sect. 5307	80/0/20		2,120 c	2,120 c	2,120 c				6,360
From:										
To:	Sect. 5337-SGR	80/0/20		770 c	770 c	770 c				2,310
	Sect. 5339(a)	80/0/20		2,030 c	2,030 c	2,030 c				6,090
										Total Funds: 14,760
Description: Maintenance of the Omniride and Omnalink fleet.										

TIP ID: 5707 Agency ID: PRTC0006 Title: PRTC Security Enhancements							Complete:		Total Cost: \$846	
Facility: PRTC Transit Center	Sect. 5307	80/16/4	31 c	17 c	17 c	18 c				52
From:										
To:										Total Funds: 52
Description: Ongoing Improves safety and security at the PRTC Transit Center. Grantees must certify that at least 1% of Formula funding received each fiscal year is being used for transit security projects. Projects include cameras, additional lighting, drills, communications systems, facility access, System Safety Security Plan, etc.										

TIP ID: 5930 Agency ID: 100566 Title: I-66 / Route 15 IINTERCHANGE RECONSTRUCTION							Complete:		Total Cost: \$59,058	
Facility: i-66	AC	100/0/0	5,000 b	1,845 b	1,614 b	2,036 c				5,819
From: Rte. I-66/Rte 15 Interchange			45,383 c		324 c					
To:										
	AC Conversion	100/0/0	5,000 b							58,320 c
	IM	90/10/0	3,400 a							
	NHPP	100/0/0	2,026 b							
										Total Funds: 5,819
Description: FROM: 0.224 Miles West of Rte. 15 TO: 0.371 Miles East of Rte. 15 (0.8380)										

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	Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total	
TIP ID: 6041	Agency ID: T11802	Title: Virginia Statewide Vehicle Fuel Conversion Program					Complete:	Total Cost:		\$25,740	
Facility:	CMAQ	80/20/0		600 c	1,000 c	2,754 c				4,354	
From:											
To:										Total Funds: 4,354	

Description: The project is for implementing the Statewide Vehicle Fuel Conversion Program.

TIP ID: 6202	Agency ID: 97529	Title: Route 606 Loudoun County Parkway / Old Ox Rd.Reconstruction					Complete:	Total Cost:		\$90,700	
Facility:	VA 606 Loudoun County Parkway	AC Conversion	80/20/0	1,469 b	1,614 b					3,083	
From:	VA 621 Evergreen Mills Road										
To:	VA 267 Dulles Greenway									Total Funds: 3,083	

Description: Reconstruct and widen Route 606 to a four lane divided roadway with a continuous shared-use path along its north side between Route 621 (Evergreen Mills Road) and Route 267 (Dulles Greenway). Other major elements include: reconstruction of Route 606 and Loudoun County Parkway intersection at Route 842, Arcola Road, and a bridge that carries Old OX Road over the Horsepen dam emergency spillway.

TIP ID: 6203	Agency ID: 102895	Title: Sycolin Road					Complete:	Total Cost:		\$15,450	
Facility:	Sycolin Road	AC	100/0/0	5,684 c							
From:	Tolbert lane										
To:	Leesburg S Corporate Limits										
		AC Conversion	80/20/0	1,583 c	39 c					1,622	
		EB/MG	80/20/0	606 c							
		REVSH	0/50/50	1,000 a							
				1,500 b							
				9,700 c							
		RSTP	80/20/0	387 b							
				2,169 c							
		State/Local	0/50/50	1,106 b							
				8,894 c							
		STBG 9	80/20/0	878 c							
									Total Funds: 1,622		

Description: Widen Sycolin Road from two to four lanes between the above cited limits. This segment is part of a larger project included in the regional air quality conformity analysis (VU33: Widen Sycolin Rd. between VA 7/US 15 Bypass and Leesburg SCL).

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Source		Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 6204 Agency ID: 90339		Title: Widen US Route 1			Complete:			Total Cost:		\$7,490
Facility: US 1		AC	100/0/0	8,020 a						
From: Brady's Hill Road 0.1 miles south of		EB/MG	80/20/0	182 a						
To: Dumfries Road 02. miles north of		NHPP	100/0/0	125 a						
		RSTP	80/20/0	30 a	16 a	21 a	23 a			60
		STBG	80/20/0	365 a						
Total Funds:										60

Description: Widen US Route 1 from 4 to 6 lanes between the above cited limits. This segment is part of a larger project included in the regional air quality conformity analysis (VP1ad: Widen US 1 between Brady's Hill Rd. and Cardinal Drive)

TIP ID: 6247 Agency ID: 5559		Title: Rolling Road			Complete: 2025			Total Cost:		\$51,210
Facility: VA 638 Rolling Road		AC	80/20/0	4,599 b						4,599
From: VA 286 Fairfax Co. Pkwy (0.369 mi N. of Pk		AC 1	100/0/0				1,580 c			1,580
To: VA 644 Old Keene Mill Road		AC Conversion	80/20/0	1,457 b						1,457
		AC Conversion 1	68/32/0		3,142 b					3,142
		CMAQ	80/20/0	1,120 a						
		EB/MG	80/20/0	204 b						204
		Local	0/0/100	5,000 a	10,766 b	8,734 c				19,500
		REVSH	0/100/0	141 a 4,856 b						
		RSTP	80/20/0	1,858 a	1,500 b					1,500
Total Funds:										31,982

Description: Widening to 4 lanes

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	Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 6298 Agency ID: 96721 Title: Route 28 Widening			Complete: 2017 Total Cost: \$13,778							
Facility: VA 28 Nokesville Rd	AC	100/0/0	3,645 c							
From: Godwin Drive	NVTA	0/0/100	5,323 c							
To: City Southern Corporate Limits	REVSH	50/50/0	2,538 c							
	RSTP	80/20/0	1,312 a	128 c	170 c	187 c				485
			5,000 b							
			6,850 c							
Total Funds: 485										

Description: Widen to six lanes

TIP ID: 6310 Agency ID: 94102 Title: US 1/RT 123 Interchange Construction Phase-I (Route 1 Widening ony)			Complete: Total Cost: \$56,414							
Facility: US 1	AC	100/0/0	76,749 c							
From: 0.50 miles South of existing Rte 123	NHPP	100/0/0	8,439 c	3,291 c	8,128 c	1,484 c				12,903
To: 0.40 miles North of existing Rte 123	RSTP	80/20/0	525 c							
	STBG	100/0/0	83 c	3,800 c						3,800
Total Funds: 16,703										

Description: Wide Route 1 in association with the US-1/RT 123 Interchange project.. Purpose: improve the flow of traffic, reduce accidents, and support traffic demand from the planned development in the area.

TIP ID: 6320 Agency ID: T10671 Title: VRE Rippon Platforms			Complete: 2025 Total Cost: \$10,891							
Facility: US 1	AC	100/0/0	7,290 c							
From: Farm Creek Drive	CMAQ	80/20/0	2,100 a	1,755 a						6,289
To: Rippon Blvd.			6,031 c	4,534 c						
Total Funds: 6,289										

Description: Project includes additional funding for environmental review, PE/final desing and construction to lengthen the existing platform at the VRE Rippon station from 400 feet to 650 feet and extend the canopy by 100 feet and design and construction of a second, 650 platform, canopy and elevator.

TIP ID: 6328 Agency ID: Title: Amenities			Complete: Total Cost: \$13,661							
Facility:	AC Conversion 1	80/20/0		226 c						226
From:										
To:										
Total Funds: 226										

Description:

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Source		Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 6330		Agency ID:		Title: Transit Ridesharing			Complete:		Total Cost: \$23,508	
Facility:	AC	100/0/0				47 c				47
From:										
To:	AC Conversion 1	80/20/0		6,215 a	5,492 a	6,419 a				18,126
	CMAQ	80/20/0				35 c				35
Total Funds:										18,208

Description:

TIP ID: 6331		Agency ID:		Title: Transit : Vehicles			Complete:		Total Cost: \$34,474	
Facility:	AC Conversion 1	80/20/0		2,655 c						2,655
From:										
To:										
Total Funds:										2,655

Description:

TIP ID: 6333		Agency ID:		Title: Transit : Access			Complete:		Total Cost: \$24,205	
Facility:	AC Conversion	80/20/0		202 c	4,183 c					4,385
From:										
To:										
Total Funds:										4,385

Description:

TIP ID: 6361		Agency ID: 106025		Title: I-495 Northern Section Shoulder Use Debt Service			Complete:		Total Cost: \$21,418	
Facility:	I-495	AC	100/0/0	29,993 c						
From:	South of Old Dominion Drive Overpass									
To:	George Washington Memorial Highway	AC Conversion	100/0/0	4,257 c						
		NHPP	100/0/0	2,857 c	1,427 c	1,427 c	1,426 c			4,280
Total Funds:										4,280

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

TIP ID: 6362		Agency ID: 102891 and F		Title: Route 28 Metrorail Station (Innovation Station)			Complete: 2018		Total Cost: \$83,000	
Facility:	28 Innovation Station	CMAQ	80/20/0	9,251 c	1,773 c	45 c				1,818
From:	Silver Line at Route 28									
To:		NVTA	0/100/0	69,000 c						
Total Funds:										1,818

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. There is \$69 million in prior years (FY 2014) NVTA funding allocated to this project.

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Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 6402 Agency ID: VRE0018 Title: CSX RF&P Rail Corridor Capacity Improvements						Complete: 2025		Total Cost:	\$104,160
Facility: CSX RF&P Rail Corridor	State/Local	0/50/50	20,890 c	10,000 c					10,000
From: CF 557 Hamilton Interlocking (HA)									
To: CF 1063 Slaters Lane Interlocking									Total Funds: 10,000
Description: Track, Signal and Switch work and VRE second platforms that support capacity expansion, operational flexibility and service expansion, including the VRE Potomac Shores Station									

TIP ID: 6429 Agency ID: 104300 Title: Rogues Road Reconstruction						Complete: 2020		Total Cost:	\$9,391
Facility: Rogues Road	AC	100/0/0		5,901 c					5,901
From: Fauquier/Prince William County Line									
To: RT 605	STBG	80/20/0	767 a 1,250 b	1,473 c					1,473
									Total Funds: 7,374
Description: Reconstruction without added capacity. Reconstruct and widen travel lanes and shoulders, improve drainage and safety of road and minimize maintenance.									

TIP ID: 6441 Agency ID:			Title: Project Grouping: Constuction : Federal Lands Highway			Complete:		Total Cost:	\$10,541
Facility:									
From:									
To:									
Description: Grouping for federally funded transportation improvements on federal lands. TIP AMD to add Federal Lands grouping - add \$163,363 (PB - FLAP) FFY15 CN phase (lco 05/27/15)									

TIP ID: 6446 Agency ID: 104303 Title: Route 1 Widening from Featherstone Road to Mary's Way						Complete: 2019		Total Cost:	\$84,574
Facility: US 1 Route 1	AC	100/0/0	6,540 b						
From: Featherstone Road									
To: Mary's Way	AC Conversion	85/15/0	9,242 b	9,213 b	5,620 b				14,833
	NHPP	100/0/0	4,205 b						
	NVTA	0/100/0	4,100 a 23,600 b	37,535 c					37,535
	RSTP	80/20/0	300 a						
									Total Funds: 52,368
Description: Widen from a 4 lane undivided highway to a 6 lane divided highway									


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Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 6485 Agency ID:			Title: Project Grouping: Construction: Recreational Trails			Complete:		Total Cost: \$4,833	
Facility: AC	100/0/0		736 c						736
From: RSTP	80/20/0		2,830 c						2,830
To:									
Total Funds:									3,566

Description: Project Grouping for construction of recreational trails that do not impact the Air Quality Conformity Analysis.

TIP ID: 6519 Agency ID: 99478			Title: #HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PHASE 1			Complete: 2022		Total Cost: \$187,914	
Facility: RT 7 Leesburg Pike	AC	100/0/0	196 a						
From: Reston Ave			27,000 b						
To: Jarrett Valley Drive			163,440 c						
AC Conversion	80/20/0		12,131 c	21,781 c	1,278 c				35,190
AC Conversion 1	100/0/0		1,154 a	2,039 b	2,768 b				6,196
			235 b						
NHPP	100/0/0		1,899 a						
RSTP	80/20/0		6,217 b						
			16,418 c						
STBG 9	100/0/0		2,748 c						
Total Funds:									41,386

Description: Rt 7 Corridor Improvements to add one travel lane both EB and WB; upgrade intersections; and construct pedestrian and bicycle facilities EB and WB. 

FROM: Reston Avenue TO: Jarrett Valley Drive (0.5000 MI)

TIP ID: 6537 Agency ID: 105521			Title: Widen East Spring Street			Complete: 2019		Total Cost: \$11,468	
Facility: Spring Street	AC	100/0/0	73 a	3,373 b	3,512 c				6,885
From: Herndon Parkway			2,000 b						
To: Fairfax County Parkway									
AC 1	80/20/0		715 b						715
AC Conversion	80/20/0			415 b	200 b				615
RSTP	80/20/0		90 b						90
Total Funds:									8,305

Description: Widen Spring Street from 4 lanes to 6 lanes, FXCO PKWY ramp improvements, intersection improvements, sidewalk 

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Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total	
TIP ID: 6539 Agency ID: 106917 Title: #HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PHASE 2			Complete: 2024 Total Cost: \$125,958							
Facility: VA 7 Leesburg Pike	AC	100/0/0	1,302 a							
From: Reston Avenue			35,000 b							
To: 500 ft. E of Colvin Forest Drive			43,084 c							
AC Conversion	100/0/0		49 a	947 b	1,636 b				3,485	
			853 b							
AC Conversion 2	80/20/0		8,547 c	7,027 c	14,079 c				29,653	
NHPP	100/0/0		1,190 a							
			375 b							
RSTP	80/20/0		43 a							
			26,040 c							
Total Funds:									33,138	

Description: Phase 2 for Rt 7 Corridor Improvements to add one travel lane both EB and WB; upgrade intersections; and construct pedestrian and bicycle facilities EB and WB

Reconstruction w/ Added Capacity - FROM: Reston Avenue TO: 500 ft. E of Colvin Forest Drive (3.2500 MI)

TIP AMD - add \$34,658 (RSTP) & \$956,677 (AC-Other GARVEE) FFY17 PE phase. (lco 9/27/16)

child project of UPC 99478

FROM: Reston Avenue TO: 500 ft. E of Colvin Forest Drive (3.2500 MI)

TIP ID: 6541 Agency ID: 107947 Title: NEABSCO MILLS ROAD - Widen to 4 lanes			Complete: 2024 Total Cost: \$35,013							
Facility: Neabsco Mills Road	AC	80/20/0	453 b		1,596 b				1,596	
From: Smoke Court	AC Conversion	80/20/0			1,596 b				1,596	
To: US 1 Jefferson Davis Highway	REVSH	50/50/0	2,000 b							
	RSTP	80/20/0	2,650 a		4,689 b				4,689	
			1,848 b							
Total Funds:									7,881	

Description: Widen Neabsco Mills Road to 4 lanes between Smoke Ct (S. of Dale Blvd) and Route 1.

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Source		Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 6543 Agency ID: 110376		Title: I-66 / Route 15 IINTERCHANGE RECONSTRUCTION GARVEE DEBT SE				Complete:		Total Cost:		\$17,543
Facility: I 66	AC	100/0/0	16,322 a	1,650 a						1,650
From: Rte. I-66/Rte 15 Interchange	AC Conversion	100/0/0			1,557 a	1,459 a				3,016
To:	NHPP	100/0/0	2,931 a							
Total Funds:										4,666

Description:

TIP ID: 6544 Agency ID: 108424		Title: I-66 Inside of the Beltway Initiatives				Complete:		Total Cost:		\$125,000
Facility: I 66	AC	100/0/0	14,497 a							
From: I 495	AC Conversion	100/0/0	1,031 a	4,253 a	3,214 a	4,050 b				12,373
To: US 29 Near Rosslyn, Arlington					750 b	106 c				
	NHPP	100/0/0	4,003 a	3,214 a						3,214
Total Funds:										15,587

Description: From: Exit 67 DULLES AIRPORT ACCESS ROAD TO: 71 N. GEORGE MASON DRIVE (4.0000MI)

TIP ID: 6545 Agency ID: 110392		Title: I-66 Inside of the Beltway Initiatives GARVEE DEBT SERVICES				Complete:		Total Cost:		\$30,418
Facility: I 66	AC	100/0/0	29,343 a							
From: I 495	AC Conversion	100/0/0		3,438 a	3,236 a	3,045 a				9,719
To: U 29 Near Rosslyn, Arlington	NHPP	100/0/0	3,797 a							
Total Funds:										9,719

Description:

TIP ID: 6546 Agency ID: 110377		Title: #HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PH 1 GARVEE DEBT				Complete: 2022		Total Cost:		\$31,473
Facility: VA 7	AC	100/0/0	24,311 a	6,463 a						6,463
From: Reston Avenue	AC Conversion	100/0/0	1,017 a	1,051 a	1,682 a	2,161 a				4,894
To: Jarrett Valley Drive	NHPP	100/0/0	698 a							
Total Funds:										11,357

Description:



Approved
10/17/2018

**NORTHERN VIRGINIA
FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 6547 Agency ID: 110378 Title: HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PHASE 2 GARVEE DE			Complete: 2022		Total Cost: \$14,931				
Facility: VA 7	AC	100/0/0	14,197 a						
From: Reston Avenue									
To: Jarrett Valley Drive	AC Conversion	100/0/0	1,401 a	1,552 a	1,457 a				4,410
	NHPP	100/0/0	1,566 a						
									Total Funds: 4,410

Description:



TIP ID: 6548 Agency ID: 110375 Title: #HB2.FY17 Const Inter AT RTE 15/17/29 BUS GARVEE DEBT SERVICES			Complete:		Total Cost: \$9,037				
Facility: US 15 INTERCHANGE	AC	100/0/0	8,609 a						
From: US 29									
To: VA 17	AC Conversion	100/0/0	428 a	818 a	764 a	719 a			2,301
	NHPP	100/0/0	485 a						
									Total Funds: 2,301

Description:

TIP ID: 6550 Agency ID: 102903 Title: Widen Liberia Avenue - PE Only			Complete:		Total Cost: \$1,554				
Facility: Liberia Avenue	RSTP	80/20/0	911 a	643 a					643
From: VA 28									
To: Quarry Road									
									Total Funds: 643

Description: Reconstruction w/ Added Capacity

TIP ID: 6553 Agency ID: 105584 Title: ROUTE 7/GEORGE WASHINGTON BLVD OVERPASS			Complete:		Total Cost: \$27,339				
Facility: VA 7 Harry Bird Highway	AC	80/20/0	191 b	11,526 c					11,526
From: Overpass @ G.W. Blvd									
To:	AC Conversion	80/20/0	191 b	8,526 c	3,000 c				11,717
	RSTP	80/20/0	1,367 a	8,031 c					8,031
			5,722 b						
									Total Funds: 31,274

Description: Project will Improve traffic operations on Route 7 by constructing a grade separated overpass at Route 1050 George Washington Blvd. FROM: 0. 25 MI. S. OF RESEARCH PLACE TO: CENTER LINE OF RESEARCH PLACE (0.2500 MI)

TIP ID: 6559 Agency ID: 104816 Title: RTE 840 UNIVERSITY BOULEVARD WIDENING AND EXTENSION -PE O			Complete:		Total Cost: \$32,985				
Facility: University Boulevard	RSTP	80/20/0		1,700 a					1,700
From: VA 1566 Suddly Manor Drive									
To: VA 621 Devlin Road									
									Total Funds: 1,700

Description: FROM: Route 621 (Devlin Road) TO: Route 1566 (Sudley Manor Drive) (1.2900 MI)

VDOT

October 17, 2018

- Bicycle/Pedestrian Accommodations Included
FY 2019-2024 TIP

a - PE b - ROW Acquisition c - Construction d - Study e - Other

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Approved
10/17/2018

**NORTHERN VIRGINIA
FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 6593	Agency ID: 110739	Title: I-395 EXPRESS LANES NORTHERN EXTENSION					Complete: 2020	Total Cost: \$462,000		

Facility: I 395
 From: Turkeycock Run
 To: Vicinity of Eads Street
 Description: To construct I395 Express Lanes Northern Extension from Edsall Road to Washington DC Line. (Consessionaire Transurban)

TIP ID: 6600	Agency ID:	Title: Dulles West Boulevard Phase 1					Complete: 2022	Total Cost:		
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Facility: Dulles West Blvd
 From: Dulles Landing Drive
 To: Hutchinson Farm Drive
 Description:

TIP ID: 6601	Agency ID:	Title: Dulles West Boulevard Phase 2					Complete:	Total Cost:		
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Facility: Dulles West Blvd
 From: Hutchinson Farm Drive
 To: Arcola Blvd
 Description: 4-lane divided

TIP ID: 6602	Agency ID:	Title: Dulles West Boulevard Phase 3					Complete:	Total Cost:		
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Facility: Dulles West Blvd.
 From: Arcola Blvd.
 To: Northstar Blvd.

TIP ID: 6604	Agency ID: 110329	Title: Lee Highway Widening Phase II					Complete: 2024	Total Cost: \$66,974		
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Facility: US 29 Lee Highway
 From: VA 659 Union Mill Road
 To: Buckleys Gate Drive

Description: Widen Route 29 from 4 lanes to 6 lanes from Union Mill Road to Buckley's Gate Drive, with added capacity, improved geometrics and pedestrian/bicycle facilities.
 Corresponding Debt Service UPC is 111986.

Approved
10/17/2018

**NORTHERN VIRGINIA
FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 6605 Agency ID: 111986 Title: Lee Highway Widening Phase II -- GARVEE DEBT SERVICE						Complete: 2037		Total Cost:	\$19,188
Facility: US 29 Lee Highway	AC	100/0/0	19,125 a		204 a				204
From: VA 659 Union Mill Road									
To: Buckleys Gate Drive	AC Conversion	100/0/0		228 a	216 a				444
	NHPP	100/0/0	184 a						
Total Funds:									648

Description: Debt Service Required for construction of UPC 110329



TIP ID: 6617 Agency ID: T-105 Title: Sudley Road 3rd Lane, NB						Complete: 2021		Total Cost:	\$7,400
Facility: VA 234 Sudley Road	State/Local	0/100/0			7,400 c				7,400
From: Grant Avenue									
To: Godwin Drive									
Total Funds:									7,400

Description: Construct the 3rd lane NB between Grant Avenue & Godwin Drive



TIP ID: 6618 Agency ID: 111666 Title: ROUTE 7/ROUTE 690 INTERCHANGE #SMART18						Complete: 2025		Total Cost:	\$36,165
Facility: VA 7 Harry Byrd Highway	AC	100/0/0	3,948 a						
From: VA 690 Hillsboro Road									
To:	NHPP	100/0/0			602 b				602
Total Funds:									602

Description: This new Interchange at RT 7 and RT 690 will include a shared use path and four ramps.



TIP ID: 6621 Agency ID: T20906 Title: VA 234 Bypass Interchange @ Balls Ford Road						Complete: 2027		Total Cost:	\$145,000
Facility: VA 234	PRIV	0/0/0	14,001 a	12,300 b	118,100 c				130,400
From: Balls Foard Relocated									
To:									
Total Funds:									130,400

Description: Construct an interchange at Balls Ford Road FROM: 0.6 Mi. S. of Existing Balls Ford Road (Rte 621) TO: Existing Balls Ford Road (Rte 621) (0.6000 MI)

TIP ID: 6623 Agency ID: T20903 Title: Rte 621 BALLS FORD ROAD WIDEN TO 4 LANES						Complete: 2023		Total Cost:	\$67,405
Facility: VA 621 Balls Ford Road	PRIV	0/0/0	5,435 a	9,570 b	52,400 c				61,970
From: VA 234 Sudley Road									
To: Groveton Road									
Total Funds:									61,970

Description: FROM: Groveton Road TO: Sudley Road (Route 234) (1.9000 MI)

TIP ID: 6626 Agency ID: T21453 Title: Transit Store Funding - Alexandria						Complete: 2025		Total Cost:	\$1
Facility:	CMAQ	80/20/0			600 e				600
From:									
To:									
Total Funds:									600

Description: Monitoring Fund

Approved
10/17/2018

**NORTHERN VIRGINIA
FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

			Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 6627	Agency ID: T21240	Title: COMMUTER ASSISTANCE PROGRAM							Complete: 2025	Total Cost:		\$34,533
Facility:		CMAQ	80/20/0		1,415 e	3,198 e	4,131 e	4,484 e	4,811 e	408 e		18,447
From:												
To:		RSTP	80/20/0		7,040 e	2,975 e	1,029 e					11,044
											Total Funds:	29,491

Description:

TIP ID: 6628	Agency ID: T21448	Title: FAIRFAX COUNTYWIDE TRANSIT STORES							Complete: 2025	Total Cost:		\$3,760
Facility:		CMAQ	80/20/0		600 e	600 e	620 e	640 e	650 e	650 e		3,760
From:												
To:												
											Total Funds:	3,760

Description:

TIP ID: 6629	Agency ID: T21457	Title: PRTC COMMUTER ASSISTANCE PROGRAM							Complete: 2025	Total Cost:		\$2,050
Facility:		CMAQ	80/20/0		300 e	350 e	350 e	350 e	350 e	350 e		2,050
From:												
To:												
											Total Funds:	2,050

Description:

TIP ID: 6630	Agency ID: T21459	Title: BUS REPLACEMENT (OMNIRIDE EXPRESS COMMUTER BUSES)							Complete: 2025	Total Cost:		\$11,978
Facility:		CMAQ	80/20/0								1,500 e	1,500
From:												
To:												
											Total Funds:	1,500

Description:

TIP ID: 6631	Agency ID: T21031, T2103	Title: WMATA REPLACEMENT BUSES							Complete: 2025	Total Cost:		\$3,700
Facility:		CMAQ	80/20/0								3,700 e	3,700
From:												
To:												
											Total Funds:	3,700

Description:

TIP ID: 6659	Agency ID: 111670	Title: VA Route 645 Extended - Westwind Drive							Complete: 2026	Total Cost:		\$43,278
Facility:	VA 645 Westwind Drive	AC	100/0/0		4,654 a		7,600 b					12,254
From:	VA 607 Loudoun County (opposite Mooref											
To:	VA 606 Old Ox Road											
											Total Funds:	12,254

Description: Westwind Drive/Ladbrook Drive (VA Route 645 Extended) will provide an additional road connection across Broad Run between Loudoun County Parkway (VA Route 607) (in the Ashburn Community) and the Old Ox Road (VA Route 606) corridor. Future construction of this four lane divided road segment (Loudoun Typical Section for U4M) and bridge crossing will provide another east west connection in Loudoun's UDA. Between the Dulles Greenway and Evergreen Mills Road there are no other east west roadways across Broad Run, thereby hindering economic development and increasing vehicle miles travels for residents. This project can be found in Loudoun County's Capital Improvement Program and missing link #101 in Eastern Loudoun's Transportation Study.

Approved
10/17/2018

**NORTHERN VIRGINIA
FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

	Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 6661	Agency ID: 106474	Title: TDM Monitoring Funds					Complete: 2023		Total Cost: \$9,029	
Facility:	AC	80/20/0		797 a						797
From:										
To:	AC Conversion	80/20/0			797 a					797
	CMAQ	80/20/0		8,294 a						8,294
Total Funds:										9,888

Description: TERMS - actions to reduce automobile emissions through various Transportation Demand Management (TDM) actions. VDOT and other regional stakeholders collaborate through the MWCOG Commuter Connections program to implement the TERMS. This project had been part of a TIP Grouping and is being "un-grouped" to make it easier for COG staff track Commuter Connections funds.

TIP ID: 6662	Agency ID: 105784	Title: Riverside Parkway (VA Route 7 North Collector Road) Extension					Complete: 2023		Total Cost: \$14,027	
Facility:	Riverside Parkway	AC	100/0/0			615 c				615
From:	0.567 Mi W of Loudoun County Parkway									
To:	0.103 E. of Loudoun County Parkway	REVSH	0/50/50	615 a		10,797 c				13,412
				2,000 b						
Total Funds:										14,027

Description: Construction of a four-lane divided roadway with multi-use trails on both sides to complete the Route 7 North Collector Road between the Route 15 Bypass in Leesburg to the George Washington Boulevard in Ashburn

TIP ID: 6663	Agency ID: 105783	Title: STERLING BOULEVARD - 4 LANE CONSTRUCTION ON NEW ALIGNME					Complete:		Total Cost: \$24,100	
Facility:	VA 846 Sterling Blvd	REVSH	0/50/50	2,000 a		5,900 b				7,900
From:	VA 625 Pacific Blvd									
To:	VA 634 Moran Road									
Total Funds:										7,900

Description: THE CONSTRUCTION PROJECT WILL COMPLETE AN EXISTING GAP BY PROVIDING A 4 LANE DIVIDED FACILITY FROM PACIFIC BOULEVARD TO MORAN ROAD.

TIP ID: 6664	Agency ID: 106996	Title: FARMWELL ROAD WIDENING FROM 4 TO 6 LANES					Complete:		Total Cost: \$7,000	
Facility:	VA 640 Farmwell Road	REVSH	0/50/50	1,000 a						1,000
From:	Smith Switch Road									
To:	VA 641 Ashburn Road									
Total Funds:										1,000

Description: Widen Farmwell Road from 4 to 6 lanes

TIP ID: 6665	Agency ID: 114098	Title: CONNECTOR ROAD FROM SUNRISE VALLEY DR TO INNOVATION AVE					Complete: 2022		Total Cost: \$1,000	
Facility:	Overpass	AC	100/0/0	1,000 a						1,000
From:	VA 5320 Sunrise Valley Drive									
To:	Innovation Avenue									
Total Funds:										1,000

Description: Construct a four-lane roadway over the Dulles Toll Road from Sunrise Valley Drive on the south side to Innovation Avenue in Loudoun County on the north side. The project would include pedestrian and bicycle facilities.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Approved
10/17/2018

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)

		Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 5853		Agency ID:		Title: Rail Cars - Replacement, Rehabilitation, Expansion, & Enhancements							
Facility:		Local	0/0/100		89,348 e	6,300 e	114,693 e	103,610 e	74,947 e	265,787 e	654,684
From:											
To:		PRIIA	50/0/50		235,101 e	81,305 e					316,406
		Sect. 5337-SGR	80/0/20		95,000 e	55,156 e	86,811 e	88,516 e	90,271 e	92,079 e	507,833
		WIP	0/0/100		1,339 e	5,585 e	37,961 e	6,539 e	1,505 e	3,020 e	55,948
Total Funds: 1,534,871											

Description: Provides funds for:

- a. Replacement of Rail Cars: replacement of the rail fleet, including the 1000-Series and 4000-Series rail cars.
- b. Rehabilitation of Rail Cars: mid-life rehabilitation of rail fleet.
- c. Rail Fleet Expansion: expansion of the rail fleet to meet ridership growth.
- d. Rail Enhancements: enhancements to the rail fleet that improve safety, reliability, and passenger comfort.
- e. Preventative Maintenance for railcars

TIP ID: 5854		Agency ID:		Title: Buses - Replacement, Rehabilitation, Expansion, & Enhancements							
Facility:		CMAQ	80/0/20		7,399 e	4,500 e	5,164 e	5,536 e	3,500 e	3,500 e	29,599
From:											
To:		Local	0/0/100		13,433 e	11,083 e	19,305 e	12,146 e	18,310 e	19,479 e	93,756
		Sect. 5307	80/0/20		126,187 e	157,114 e	162,296 e	142,155 e	147,847 e	151,404 e	887,003
		Sect. 5339(a)	80/0/20		10,530 e		14,156 e				24,686
		Sect. 5339(b)	80/0/20			14,156 e		14,156 e	14,156 e	14,156 e	56,623
Total Funds: 1,091,667											

Description: Provides funds for

- a. Replacement of Buses: replacement of the bus fleet.
- b. Rehabilitation of Buses: mid-life rehabilitation of the bus fleet.
- c. Bus Enhancements: purchase and/or replacement of equipment that upgrades or enhances the capability of the bus fleet.
- d. Bus Fleet Expansion: expansion of the bus fleet to meet ridership growth.

TIP ID: 5855		Agency ID:		Title: MetroAccess and Service Vehicles							
Facility:		Local	0/0/100		6,000 e	4,200 e	4,620 e	5,082 e	5,590 e	5,590 e	31,082
From:											
To:											
Total Funds: 31,082											

Description: Provides funds for

- a. MetroAccess Vehicles: purchase/ replacement of Metro Access vehicles.
- b. Replacement of Service Vehicles: purchase/ replacement of vehicles that will be used Authority-wide for service activities.

Approved
10/17/2018

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)

Source		Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 5856 Agency ID:		Title: Rail Line Segment Rehabilitation								
Facility:	Local	0/0/100		97,130 e	50,867 e	145,366 e	50,702 e	47,594 e	38,909 e	430,568
From:										
To:	PRIIA	50/0/50		58,899 e	125,696 e					184,595
	Sect. 5337-SGR	80/0/20		10,250 e			19,000 e	10,038 e	5,091 e	44,379
	WIP	0/0/100		8,000 e	5,500 e	4,000 e				17,500
Total Funds: 677,042										

Description: a. Provides funds for rehabilitation of segments of Metrorail system, particularly the Red, Orange and Blue lines.
b. Preventative Maintenance for rail system infrastructure rehabilitation.

TIP ID: 5857 Agency ID:		Title: Bus Garages - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement								
Facility:	Local	0/0/100		15,000 e	93,595 e	65,257 e	99,635 e	75,335 e	47,313 e	396,135
From:										
To:	Sect. 5307	80/0/20		15,000 e						15,000
Total Funds: 411,135										

Description: Provides funds for:
a. Rehabilitation and Replacement of Bus Garages: upgrades, rehabilitation, and/or replacement of bus garages and maintenance facilities, including the rehabilitation of the Bladensburg bus facility and the replacement of the Southern Avenue, Royal Street (Cinder Bed Road), Shepard Parkway bus garages.
b. Maintenance of Bus Garages: maintenance of bus garages/maintenance facilities.
c. Expansion of Bus Garages: expansion of bus garages to meet storage and maintenance needs of growing fleet.

TIP ID: 5858 Agency ID:		Title: Systems and Technology								
Facility:	Local	0/0/100		84,305 e	101,548 e	109,606 e	134,877 e	128,911 e	115,508 e	674,755
From:										
To:										
Total Funds: 674,755										

Description: Provides funds for
a. Rail Power Systems: upgrade of rail system's power supply.
b. Operations Support Software: purchase and/or replacement of software that supports the transit system.
c. Business Support Software & Equipment: purchase and/or replacement of software and equipment that supports the agency's mission.
d. Rail Fare Equipment: purchase and/or replacement of fare equipment for the transit system.

Approved
10/17/2018

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)

		Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 5859		Agency ID:		Title: Track and Structures							
Facility:		Local	0/0/100		69,846 e	55,298 e	140,162 e	186,403 e	295,117 e	214,117 e	960,943
From:											
To:		PRIIA	50/0/50			41,499 e					41,499
		Sect. 5337-SGR	80/0/20		76,639 e	97,797 e	98,637 e	97,438 e	104,644 e	107,783 e	582,937
Total Funds: 1,585,379											

Description: Provides funds for:

- a. Track Rehabilitation: maintain and rehabilitate track and track infrastructure including aerial structures.
- b. Station/Tunnel Rehabilitation: repair of water leaks in stations, vent shafts, air ducts, tunnels, tunnel liners, and other areas in the system.
- c. Preventative Maintenance for track and structures

TIP ID: 5860		Agency ID:		Title: Passenger Facilities							
Facility:		Local	0/0/100		116,179 e	138,580 e	149,228 e	199,580 e	188,979 e	198,430 e	990,976
From:											
To:		Sect. 5307	80/0/20		47,564 e	49,477 e	34,395 e	54,536 e	48,844 e	45,286 e	280,101
		WIP	0/0/100		21,147 e	35,035 e	26,426 e	25,500 e	12,000 e		120,107
Total Funds: 1,391,184											

Description: Provides funds for

- a. Elevator/ Escalator Facilities: rehabilitation of elevator and escalators and expansion of elevator capacity.
- b. Maintenance of Rail Station Facilities: upgrade, rehabilitation, and/or replacement of station area components.
- c. Bicycle/ Pedestrian Facilities: rehabilitation, replacement and expansion of bicycle and pedestrian facilities.
- d. Rail Station Capacity/ Enhancements: expand the capacity of rail stations, improve passenger access, and protect exposed assets.
- e. Bus Priority Corridor Improvements: bus stops, runningway enhancements, street operations management and safety strategies to produce more reliable bus.
- f. Rail Station Equipment: purchase of equipment to be used in rail stations, including police emergency management equipment and other related.
- g. Preventative Maintenance for passenger facilities

TIP ID: 5861		Agency ID:		Title: Maintenance Equipment							
Facility:		Local	0/0/100		1,500 e	2,000 e	2,000 e	2,000 e	2,000 e	2,000 e	11,500
From:											
To:											
Total Funds: 11,500											

Description: Provides funds for

- a. Rail Maintenance Equipment: purchase and/or replacement of equipment to maintain the rail system.
- b. Bus Repair Equipment: purchase and/or replacement of repair equipment.
- c. Business Facilities Equipment: purchase and/or replacement of equipment that supports the business process of the agency.

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10/17/2018

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
TIP ID: 5862 Agency ID: Title: Other Support Facilities									
Facility:	Local	0/0/100	5,800 e	14,500 e	14,500 e	104,500 e	39,500 e	4,500 e	183,300
From:									
To:	Total Funds: 183,300								

Description: Provides funds for:

- a. Business Support Facilities: facilities that support business operations functions.
- b. Metro Transit Police Department (MTPD) Support Facilities Rehabilitation: upgrade and rehabilitation of MTPD facilities.
- c. MTPD Support Facilities Expansion: expansion of MTPD to meet new ridership and facility demands, to include the new District 2, police training facility, and special operations division facility.

TIP ID: 5863 Agency ID: Title: Credit Facility										
Facility:	Local	0/0/100	30,785 e	5,499 e	5,450 e	5,750 e	6,205 e	17,000 e	7,500 e	47,404
From:										
To:	Total Funds: 47,404									

Description: Provides funds to maintain a line of credit to meet cash flow needs.

TIP ID: 5866 Agency ID: Title: Rail Yards - Systemwide Maintenance, Expansion, Rehabilitation and Replacement										
Facility:	Local	0/0/100	9,300 e	398 e	32,000 e	15,000 e	5,000 e			61,698
From:										
To:	PRIIA	50/0/50	3,000 e	22,000 e						25,000
									Total Funds: 86,698	

Description: Provides funds for

- a. Maintenance of Rail Yards: maintenance and/or rehabilitation of rail maintenance yards.
- b. Rail Maintenance Facilities: construction and/or replacement of rail maintenance facilities.

TIP ID: 5867 Agency ID: Title: Facilities Maintenance Support – Systemwide Support Equipment, Environmental Compl Projects and Adm Support										
Facility:	Local	0/0/100	17,309 e	30,829 e	74,842 e	127,207 e	193,950 e	208,792 e	652,929	
From:										
To:	PRIIA	50/0/50	26,500 e							26,500
	Sect. 5337-SGR	80/0/20	52,000 e		19,505 e					71,505
	Sect. 5339(b)	80/0/20	4,500 e							4,500
									Total Funds: 755,434	

Description: Provides funds for:

- a. Environmental Compliance Projects: facility or equipment upgrades and/or replacements required to comply with environmental regulatory requirements or directives.
- b. Maintenance Bus & Rail Facilities: upgrades, rehabilitation, and/or replacements of systemwide support equipment, financial planning and project administration, to include a new test track, railcar commissioning facility and New Carrollton Yard capacity improvements.

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

**Approved
10/17/2018**

	Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total	
TIP ID: 6366		Agency ID:		Title: Enhanced Mobility of Seniors and Individuals with Disabilities						Complete:	
Facility:	Sect. 5310	100/0/0		2,832 e	2,832 e	2,832 e	2,832 e			11,328	
From:										Total Funds:	11,328
To:											

Description: This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

These funds are for the urbanized area within the District of Columbia, Maryland and Virginia metropolitan region.

Subrecipient	Program Description	Total Project Cost (\$1,000s)	Federal Share	Location
Capitol Hill Village	Volunteer driver program enhancement continuation, mobility counseling, travel training with peer mentors (mobility management)	\$665	\$532	DC
Jewish Council for the Aging	Volunteer driver resource center continuation with expansion to Northern Virginia and underserved parts of suburban Maryland (mobility management)	\$644	\$515	Suburban Maryland and Northern Virginia
Montgomery County Department of Transportation	Subsidy for existing Call-n-Ride taxi voucher program (operating)	\$1,108	\$554	Montgomery County, MD
The Arc of Northern Virginia	Expansion of Train the Travel Trainer for schools and human service agencies (mobility management)	\$375	\$300	Northern Virginia
Dulles Area Transportation Association	Bilingual Spanish-speaking volunteer and driver recruitment in partnership with existing transportation services (mobility management)	\$188	\$150	Fairfax and Loudoun Counties, VA
Fairfax County Neighborhood & Community Services	Continuation and expansion of mobility management project to include promotion of travel training, information on options and improvement to intake call center (mobility management)	\$488	\$390	Fairfax County, VA
City of Rockville	Bus stop and sidewalk improvements	\$495	\$396	City of Rockville, MD
Boat People SOS	Travel training on fixed-route services and other transportation options and development of a culturally and linguistically appropriate transportation guidebook for the Vietnamese-speaking population (mobility management)	\$81	\$65	Northern Virginia
The Arc of Greater Prince William/INSIGHT, Inc.	Six vehicles (wheelchair accessible minivans and 15-passenger buses) to transport adults with disabilities to employment, training, adult day programming, medical appointments and for community integration	\$346	\$277	Prince William County, City of Manassas, City of Manassas Park, and Fairfax County, VA
Jewish Council for the Aging	Two 19-passenger replacement buses to transport older adults and people with disabilities to adult day programming, shopping, and activity and wellness programming at area senior centers	\$207	\$166	Primarily Montgomery County, MD with trips throughout region
Easter Seals Serving DC\MD\VA	Four replacement wheelchair accessible vehicles to transport older adults and people with disabilities to Easter Seals' programming	\$275	\$220	Montgomery County, MD
Community Support Services	Nine wheelchair-accessible minivans to transport clients with severe intellectual and physical disabilities to day programs, therapeutic programs, community based activities and evening and weekend residential support activities	\$370	\$296	Montgomery County, MD

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
 FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
 CAPITAL COSTS (in \$1,000)**

**Approved
 10/17/2018**

Source	Fed/St/Loc	Previous Funding	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Source Total
Fairfax County Neighborhood & Community Services		Five 19-passenger buses to provide specialized transportation services for participants of human service agency programming, including seniors centers, adult day programs, health care centers			\$312	\$250			Fairfax County, City of Fairfax and City of Falls Church, VA
ECHO		Four vehicles (three 14-paseenger buses and one 15-passenger bus) to provide clients with intellectual disabilities transportation to and from employment and day program sites and community engagement activities			\$262	\$210			Loudoun and Fairfax Counties, VA
The Arc of Prince George's County		Eleven wheelchair accessible minivans to expand existing services to provide small-group outings to people with intellectual disabilities in group home settings			\$394	\$316			Prince George's County, MD
University of Maryland College Park (Capital)		Replacement of five paratransit vehicles with wheelchair-accessible minivans to transport students, faculty and visitors with disabilities to and from the College Park Metro station and on campus			\$219	\$176			University of Maryland, College Park campus
Washington Metropolitan Area Transit Authority (WMATA)		Twenty two MetroAccess replacement vehicles for ADA-required paratransit service. Pending FTA approval of a split agreement, WMATA would receive and administer funding independent of COG. FTA allows a match of 15% for ADA paratransit vehicles.			\$1,485	\$1,262			Regional

APPENDIX B

AMENDMENT AND ADMINISTRATIVE MODIFICATION PROCEDURES

Introduction

On January 16, 2008, the TPB adopted procedures for processing revisions to its CLRP and TIP. A revision is a change to the CLRP or TIP that occurs between scheduled periodic updates. A minor revision is an administrative modification and a major revision is an amendment. These procedures are in accordance with the US DOT planning regulations at 23 CFR 450. These procedures were amended by the TPB Steering Committee on December 5, 2014.

According to 23 CFR 450.326: TIP Revisions and Relationship to the STIP, the regional TIP projects must be included without change in a federally approved state transportation improvement program (STIP) in order for them to receive federal funding. In this region, the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) each provide the project descriptions and funding information for the development of the regional TIP and CLRP. Each DOT has adopted procedures for revising its STIP. When it becomes necessary for a DOT to revise the project information in the TIP, its procedures must be consistent with the TPB procedures for revising its regional TIP.

The TPB procedures are based upon the procedures adopted by DDOT, MDOT and VDOT. The procedures define what an administrative modification is and what an amendment is.

Definitions

Administrative Modifications are minor changes to a project included in the CLRP, TIP or STIP that do the following:

1. Revise a project description without changing the project scope or conflicting with the environmental document;
2. Change the source of funds;
3. Change a project lead agency;
4. Splits or combines individually listed projects; as long as cost, schedule, and scope remain unchanged;
5. Changes required information for grouped project (lump sum) listings; or,
6. Adds or deletes projects from grouped project (lump sum) listings as long as the funding amounts stay within the guidelines in number two above.
7. Revise the funding amount listed for a project's phases subject to the applicable definition of the funding limitations adopted by DDOT, MDOT, and VDOT for their respective STIPs.
 - a. For projects to be included in the DDOT STIP, the additional funding is limited to 20 percent of the project cost.
 - b. For projects to be included in the MDOT STIP, changes to the funding amount is limited based upon a sliding scale that varies by the total cost of the project as follows:
 - If the total project cost is less than \$3 million, an Administrative Modification shall be used for an increase or decrease in cost of up to 50% of the total project cost or \$1 million, whichever is less.
 - If the total project cost is greater than \$3 million but less than \$10 million, an Administrative Modification shall be used for an increase or decrease in cost up to 30% of the total project cost.

- If the total project cost is greater than \$10 million, an Administrative Modification shall be used for an increase or decrease of cost up to 20% of the total project cost.
- c. For projects to be included in the VDOT STIP, the additional funding is limited based upon a sliding scale that varies by the funding amount listed for the project as follows:
- For a project cost of up to \$2 million, the additional funding is limited to 100 percent of the cost.
 - For project costs between \$2 million and \$10 million, the additional funding is limited to 50 percent of the cost.
 - For project costs between \$10 million and \$20 million, the additional funding is limited to 25 percent of the cost.
 - For project costs between \$20 million and \$ 35 million, the additional funding is limited to 15 percent of the cost.
 - For project costs more than \$35 million, the additional funding is limited to 10 percent and cannot exceed \$10 million.

An Administrative Modification can be processed in accordance with these procedures provided that:

- It does not affect the air quality conformity determination;
- It does not impact financial constraint; and
- It does not require public review and comment.

Amendments are major changes to a project included in the CLRP, TIP or STIP that are not Administrative Modifications.

Procedures

When it becomes necessary for a DOT to revise the information for a project in the CLRP or TIP, the agency will review the type of changes to the project and apply the above definitions to determine if it can be processed by the TPB as an administrative modification or an amendment. The DOT will then submit the project changes to the TPB and request that it take the appropriate action to approve either a project administrative modification or a project amendment.

Administrative Modifications

The TPB has delegated approval of CLRP and TIP project administrative modifications to the Director, Department of Transportation Planning of the Metropolitan Washington Council of Governments. Requests for CLRP and TIP project administrative modifications will be submitted to the Director or his or designee. The requests will be reviewed and those meeting the definition of administrative modification will be approved and forwarded to the requesting implementing agency. All TPB approved requests for CLRP and TIP project administrative modifications will be posted on the TPB web site. Once approved by the appropriate state DOT, the administrative modification will be incorporated into the STIP and no federal action will be required.

Amendments

Requests for CLRP and TIP project amendments will be submitted to the Chairman of the TPB. The requests will be reviewed by TPB staff and those meeting the definition of an amendment will be presented to the TPB Steering Committee. The Steering Committee will consider and be asked to approve project amendments that are nonregionally significant. Under the TPB Bylaws, 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.” The Steering Committee will consider and place all other project amendments on the TPB agenda for consideration and approval after meeting the applicable US DOT planning regulations for CLRP and TIP amendments.

All TPB approved requests for CLRP and TIP project amendments will be forwarded to the requesting DOT, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and posted on the TPB web site. Once the TPB amendment is approved by the requesting DOT, the DOT will forward the amendment to FHWA and FTA for federal approval. After approval by FHWA and FTA, the amendment will be incorporated into the DOT’s STIP. The FHWA and FTA approval will be addressed to the DOT with copies to the TPB.

Dispute Resolution

If a question arises on the interpretation of the definition of an amendment, the TPB, the requesting DOT, FHWA and FTA (the parties) will consult with each other to resolve the question. If after consultation, the parties disagree on the definition of what constitutes an amendment, the final decision will rest with the FTA for transit projects and FHWA for highway projects.

APPENDIX C

GLOSSARY OF FEDERAL RESOURCES

FEDERAL HIGHWAY ADMINISTRATION – TITLE I SOURCES

Accelerated Innovation Deployment Demonstration Program (Demo)

The Accelerated Innovation Deployment (AID) Demonstration program provides incentive funding for activities eligible for assistance in any phase of a highway transportation project between project planning and project delivery including: Planning, financing, operation, structures, materials, pavements, environment, and construction that address the TIDP goals. The FHWA expects approximately \$10 million to be made available for AID Demonstration in each of Fiscal Years 2016 through 2020 from amounts authorized under section 6002 of the FAST Act.

www.gpo.gov/fdsys/pkg/FR-2016-09-01/html/2016-21063.htm

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The FAST Act continued the CMAQ program to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

<https://www.gpo.gov/fdsys/pkg/FR-2016-09-01/html/2016-21063.htm>

Federal Lands Access Program (FLAP)

The Federal Lands Access Program was established in 23 U.S.C. 204 to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The Access Program supplements state and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.

<https://flh.fhwa.dot.gov/programs/flap/>

High Priority Project (HPP)

The High Priority Projects Program (pre-MAP-21 23 U.S.C. 117) provided designated funding for specific projects identified in SAFETEA-LU. A total of 5,091 projects are identified, each with a specified amount of funding over the 5 years of SAFETEA-LU. The program was discontinued by MAP-21.

<https://www.fhwa.dot.gov/programadmin/hpp.cfm>

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.

<https://safety.fhwa.dot.gov/hsip/>

National Highway Freight Program (NHFP)

The FAST Act establishes a new National Highway Freight Program to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including:

- investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity;
- improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas;
- improving the state of good repair of the NHFN;
- using innovation and advanced technology to improve NHFN safety, efficiency, and reliability;
- improving the efficiency and productivity of the NHFN;
- improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and
- reducing the environmental impacts of freight movement on the NHFN. [23 U.S.C. 167 (a), (b)]

<https://www.fhwa.dot.gov/fastact/factsheets/nhfpfs.cfm>

National Highway Performance Program

The FAST Act continues the National Highway Performance Program, which was established under MAP-21. The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

<https://www.fhwa.dot.gov/fastact/factsheets/nhppfs.cfm>

Regional Surface Transportation Planning

RSTP provides flexible funding to Northern Virginia, and similar regions across the country, that may be used for projects to improve and preserve conditions and performance on federal-aid highways, public bridges and tunnels, bicycle and pedestrian infrastructure, and transit capital projects. In Virginia, these funds are available to Metropolitan Planning Organizations (MPOs) with populations greater than 200,000. While the NVTA is not a federally designated MPO, it fulfills this function for Northern Virginia.

<http://thenovaaauthority.org/programming/cmaq-rstp/>

State Transportation Innovation Council (STIC)

The State Transportation Innovation Council Incentive program provides resources to help STICs foster a culture for innovation and make innovations standard practice in their States. Through the program, funding up to \$100,000 per State per Federal fiscal year is made available to support or offset the costs of standardizing innovative practices in a State transportation agency or other public sector STIC stakeholder. The program is administered by FHWA's Center for Accelerating Innovation.

<https://www.fhwa.dot.gov/innovation/stic/guidance.cfm>

Surface Transportation Block Program (STBG)

The FAST Act converts the long-standing Surface Transportation Program into the Surface Transportation Block Grant Program acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program's name with how FHWA has historically administered it. [FAST Act § 1109(a)]. The STBG promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.

<https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm>

Transportation Alternatives Program (TAP)

The FAST Act eliminates the MAP-21 Transportation Alternatives Program (TAP) and replaces it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

<https://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.cfm>

FEDERAL TRANSIT ADMINISTRATION – TITLE III SOURCES

Section 5303, Section 5304 – Metropolitan and State Planning Program

Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states that is cooperative, continuous and comprehensive, resulting in long-range plans and short-range programs of transportation investment priorities. The planning programs are jointly administered by FTA and the Federal Highway Administration (FHWA), which provides additional funding.

<https://www.transit.dot.gov/funding/grants/metropolitan-statewide-planning-and-nonmetropolitan-transportation-planning-5303-5304>

Section 5307 - Urbanized Area Formula Program

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning.

<https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307>

Section 5309 - New Starts

Provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors.

<https://www.transit.dot.gov/funding/grant-programs/capital-investments/fact-sheet-fixed-guideway-capital-investment-grants-new>

Section 5310 - Elderly & Persons with Disabilities Program

This program (49 U.S.C. 5310) provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.

<https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310>

Section 5311 – Formula Grants for Rural Areas

The Formula Grants for Rural Areas program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program.

<https://www.transit.dot.gov/rural-formula-grants-5311>

Section 5337 - State of Good Repair Grant Funds

The State of Good Repair Grants Program (49 U.S.C. 5337) provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair. Additionally, SGR grants are eligible for developing and implementing Transit Asset Management plans.

<https://www.transit.dot.gov/funding/grants/state-good-repair-grants-5337>

Section 5339 (a) - Alternatives Analysis Funding

The objective of the Alternatives Analysis program (49 U.S.C. 5339) is to assist in financing the evaluation of all reasonable modal and multimodal alternatives and general alignment options for identified transportation needs in a particular, broadly defined travel corridor.

<https://www.transit.dot.gov/funding/grants/alternatives-analysis-5339>

Section 5333 (b) – Bus and Bus Facilities Discretionary Program

The purpose of the Bus Program is to improve the condition of the nation’s public transportation bus fleets, expand transportation access to employment, educational, and healthcare facilities, and to improve mobility options in rural and urban areas throughout the country.

<https://www.transit.dot.gov/funding/applying/notices-funding/5339b-bus-and-bus-facilities-discretionary-program-bus-program-2016>

Section 5339 (c) - Low or No Emission Vehicle Program

The Low or No Emission Competitive program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities. Under the FAST Act, \$55 million per year is available until fiscal year 2020.

<https://www.transit.dot.gov/funding/grants/lowno>

Passenger Rail Investment and Improvement Act of 2008 (PRIIA)

Sec. 106 of this bill provides the authorization for capital and preventative maintenance projects for the Washington Metropolitan Area Transit Authority (WMATA).

<https://www.congress.gov/bill/110th-congress/house-bill/6003/text>

OTHER FUNDING SOURCES

AC	Advanced Construction
ACC	Advanced Construction Conversion
DOD – OEA	Department of Defense, Office of Economic
GARVEE	Grant Anticipation Revenue Vehicles (Bonds)
NPS	National Park Service
NRT	National Recreational Trails Program
P3	Private-Public Partnership
PRIV	Private Developer
WIP	WMATA Insurance Proceeds

APPENDIX D

PUBLIC INVOLVEMENT AND COMMENT OPPORTUNITIES

PUBLIC FORUM ON THE FY 2019-2024 TIP

On Thursday, July 12, TPB staff held a Public Forum on the development of the FY 2019-2024 Transportation Improvement Program (TIP) as required by the federal Metropolitan Planning Regulations. The forum was broadcast via Facebook Live and held following an abbreviated meeting of the Citizens Advisory Committee (CAC).

Outreach and Attendance

The Public Forum was advertised using multiple media formats. The forum was highlighted in a TPB News article on July 10 which is delivered to more than 900 subscribers. On July 5, an email was sent to over 1,200 recipients. The email included link to follow the Public Forum on Facebook Live. In the weeks leading up to the forum, multiple posts were made to the TPB's Facebook and Twitter accounts. The forum was attended by 15 people including members of the CAC. Four people watched the Facebook Live broadcast of the forum. TPB staff would like to thank Mark Rawlings from the District Department of Transportation (DDOT), Kari Snyder from the Maryland Department of Transportation (MDOT), Norman Whitaker from the Virginia Department of Transportation (VDOT), and Allison Davis from the Washington Metropolitan Area Transit Authority (WMATA) for their presentations and participation in the forum's Question and Answer session.

Summary of Forum Presentation

TPB staff presented information on the types and amounts of funding in the current FY 2017-2022 TIP and details about the development of the FY 2019-2024 TIP. Representatives from the DDOT, MDOT, VDOT and WMATA each provided a brief overview of how their agencies select and fund projects from their long-range transportation plans into their short-term budget programs and the TPB's TIP. Upcoming opportunities for public involvement were highlighted for each of the DOTs and WMATA's programs currently under development. The presentation concluded with a preview of the Performance-Based Planning and Programming (PBPP) measures required under federal law.

The draft FY 2019-2024 TIP is expected to include such large-scale projects as the South Capitol Street Bridge and the Union Station to Georgetown Transitway in the District, the Purple Line and the I-495/I-270 Traffic Relief Plan projects in Maryland, and the Silver Line Phase II Metrorail extension, and I-66 Multimodal Improvements outside the Beltway in Virginia.

Often, implementing agencies cannot update projects in the TIP until the project is "shovel ready." The TIP is continuously being amended and modified, so any financial summary can only provide a momentary "snapshot" of the TIP. Due to varying schedules across the National Capital Region, some agencies have more fully developed inputs to the TIP through FY 2024. Other agencies are in earlier stages of program development and anticipate requesting amendments to the TIP early next year.

The presentation and a link to the Facebook video are available online at www.mwcog.org/TIPforum.

Participant Questions and Comments

Forum attendees asked questions or made comments on a wide range of subjects, including:

- The differences or similarities between criteria used in the Northern Virginia Transportation Authority's TransAction plan and the new Smart Scale funding program
- The linkages between system performance and funding under PBPP
- Differences between various performance measures
- Capital programming in the TIP vs. operational programming, not typically included in the TIP

PUBLIC COMMENT PERIODS

The TPB held a total of three 30-day public comment and inter-agency review periods during the development of Visualize 2045 and the FY 2019-2024 TIP. The first two periods were held between December 14, 2017 – January 13, 2018; and January 19 – February 17, 2018. The FY 2019-2024 TIP was developed during the summer of 2018 and a draft was made available for the final comment period from September 7 to October 7, 2018. Please see [Appendix J of the Visualize 2045 document](#) for complete documentation of all three comment periods.

APPENDIX E

TRANSPORTATION PLANNING BOARD RESOLUTIONS OF APPROVAL FOR VISUALIZE 2045, FY 2019-2024 TIP, AND THE AIR QUALITY CONFORMITY ANALYSIS

October 17, 2018

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

**RESOLUTION FINDING THAT THE VISUALIZE 2045 LONG-RANGE TRANSPORTATION PLAN
AND THE FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
CONFORM WITH THE REQUIREMENTS OF
THE CLEAN AIR ACT AMENDMENTS OF 1990**

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, the U.S. Environmental Protection Agency (EPA), in conjunction with the U.S. Department of Transportation (DOT), under the Clean Air Act Amendments of 1990 (CAA), issued on November 24, 1993 "Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Projects Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act," and, over the years, subsequently amended these regulations and provided additional guidance, which taken together provide the specific criteria for the TPB to make a determination of conformity of its financially constrained long-range transportation plan and Transportation Improvement Program (TIP) with the State Implementation Plan (SIP) for air quality maintenance within the Metropolitan Washington non-attainment area; and

WHEREAS, on October 18, 2017, the TPB issued a Technical Inputs Solicitation Submission Guide, which is a formal call for area transportation implementing agencies to submit technical details, including those necessary to perform the required air quality and financial analyses of the Visualize 2045 transportation plan, for projects, programs and policies to be included in Visualize 2045 and the FY 2019-2024 TIP; and

WHEREAS, a scope of work was developed to address all procedures and requirements, including public and interagency consultation, and the scope was released for public comment on December 14, 2017, and approved by the TPB at its January 17, 2018 meeting; and

WHEREAS, highway and transit project inputs submitted for inclusion in the air quality conformity analysis of the Visualize 2045 transportation plan and FY 2019-2024 TIP were released for public comment on December 14, 2017, and approved by the TPB at its January 17, 2018 meeting; and

WHEREAS, on September 7, 2018, the draft results of the air quality conformity analysis of the Visualize 2045 transportation plan and FY 2019-2024 TIP were released for a 30-day public comment period with inter-agency consultation; and

WHEREAS, the analysis reported in the Visualize 2045 transportation plan and in *Appendix C: Air Quality Conformity Analysis Summary* of the plan, dated October 17, 2018, demonstrates adherence to all mobile source emissions budgets for ground level ozone precursors Volatile Organic Compounds (VOC) and Nitrogen Oxides (NOx), and meets all regulatory, planning and interagency consultation requirements, and therefore provides the basis for a finding of conformity of the Visualize 2045 transportation plan and the TIP with the requirements of the CAAA; and

WHEREAS, as part of the TPB's interagency consultation process, the Metropolitan Washington Air Quality Committee (MWAQC) concurs with the regional air quality conformity determination of the Visualize 2045 transportation plan and the TIP, and provided other comments relating to the region's air quality;

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board determines that the Visualize 2045 long-range transportation plan and the FY 2019-2024 Transportation Improvement Program conform to all requirements of the Clean Air Act Amendments of 1990.

Approved by the Transportation Planning Board at its regular meeting on October 17, 2018.

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

**RESOLUTION APPROVING THE VISUALIZE 2045 LONG-RANGE
TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION**

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 Fixing America's Surface Transportation (FAST) Act 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 the FAST Act, which became effective June 27, 2016, 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, on October 15, 2014, the TPB approved the 2014 Constrained Long-Range Transportation Plan (CLRP), and amended the CLRP on November 16, 2016, and the plans were developed as specified in the Federal Planning Regulations; and

WHEREAS, on November 16, 2016, the TPB approved the FY 2017-2022 Transportation Improvement Program (TIP) which was developed as specified in the Federal Planning Regulations; and

WHEREAS, the TPB has developed a new long-range transportation plan, which is the quadrennial update to the 2014 CLRP, called "Visualize 2045," that meets federal planning requirements, addresses the federal planning factors and goals in the TPB Vision and the Regional Transportation Priorities Plan, and includes a new "Aspirational Element" as specified by TPB Resolution R8-2018; and

WHEREAS, on October 18, 2017, the TPB issued a Technical Inputs Solicitation Submission Guide, which is a formal call for area transportation implementing agencies to submit technical details, including those necessary to perform the required air quality and financial analyses of the Visualize 2045 Constrained Element, for projects, programs, and policies to be included in Visualize 2045 and the FY 2019-2024 TIP; and

WHEREAS, the transportation implementing agencies in the region provided project submissions for Visualize 2045 and the FY 2019-2024 TIP, and the TPB Technical Committee and the TPB reviewed the project submissions at meetings in December 2017 and January 2018; and

WHEREAS, on January 17, 2018 the TPB approved the regionally significant projects submitted for inclusion in the Air Quality Conformity Analysis of Visualize 2045 and the FY 2019-2024 TIP; and

WHEREAS, on September 7, 2018 the draft Visualize 2045, the FY 2019-2024 TIP and the Air Quality Conformity Analysis were released for a 30-day public comment period and inter-agency review; and

WHEREAS, all plan elements are succinctly described in one Visualize 2045 plan document, with supplemental information provided in a series of appendices, and all this information is found and will continue to be found in one place on the TPB's website at Visualize2045.org; and

WHEREAS, a financial plan was developed and included for Visualize 2045 which can be found in *Appendix A: Financial Plan of Visualize 2045*, that demonstrates that the forecast revenues reasonably expected to be available are equal to the estimated costs of expanding and adequately maintaining and operating the highway and transit system in the region through 2045; and

WHEREAS, through recent legislative actions, the region can demonstrate that it can fully fund the largest transit provider's (Washington Metropolitan Area Transit Authority (WMATA)) operational and state of good repair needs through 2045; and

WHEREAS, during the development of Visualize 2045, the FY 2019-2024 TIP, the Air Quality Conformity Analysis, the TPB Participation Plan was followed, and numerous opportunities were provided for public comment: (1) multiple outreach activities were conducted to hear from residents about their attitudes and ideas about transportation in the region, including a survey conducted in the Summer of 2017 and twelve deliberative forums conducted in the Spring of 2018; (2) at the December 14, 2017 TPB Citizens Advisory Committee (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 January TPB meeting; (3) at the January 17, 2018 meeting, the TPB accepted a set of public comments and responses on the on the project submissions for inclusion in the Visualize 2045 and TIP documents; (4) on July 12, 2018, a Public Forum was held on the development of the FY 2019-2024 TIP; (5) on September 7, 2018, the draft Visualize 2045, the draft FY 2019-2024 TIP, and the draft Air Quality Conformity Analysis were released for a 30-day public comment period which closed on October 7, 2018; (6) on September 12, 13 and 17, three open houses were conducted to share information about the contents of Visualize 2045; (7) on September 13, 2018, Visualize 2045 was presented to the TPB's Access for All Advisory Committee for their consideration and comment; (8) 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 (9) the documentation of Visualize 2045, the FY 2019-2024 TIP, the Air Quality Conformity Analysis will include summaries of all comments and responses; and

WHEREAS, on September 21, 2018, the TPB received a briefing on the entire Visualize 2045 document showing how the plan meets federal planning requirements, addresses the federal planning factors and goals in the TPB Vision and the Regional Transportation Priorities Plan, and includes a new “Aspirational Element” as specified by TPB Resolution R8-2018; and

WHEREAS, on October 5, 2018 the TPB Technical Committee passed Resolution TR1-2019 recommending favorable action on Visualize 2045 by the Board; and

WHEREAS, on October 17, 2018, the TPB passed Resolution R4-2019, determining that Visualize 2045 and the FY 2019-2024 TIP conform with the requirements of the Clean Air Act Amendments of 1990; and

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board approves Visualize 2045, the long-range transportation plan for the National Capital Region.

Approved by the Transportation Planning Board at its regular meeting on October 17, 2018.

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 2019-2024**

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 Fixing America's Surface Transportation (FAST) Act 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 the FAST Act, which became effective June 27, 2016, specify the development and content of the transportation improvement program 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 November 16, 2016, the TPB approved the FY 2017-2022 Transportation Improvement Program (TIP) which was developed as specified in the Federal Planning Regulations; and

WHEREAS, on October 18, 2017, the TPB issued a Technical Inputs Solicitation Submission Guide, which is a formal call for area transportation implementing agencies to submit technical details, including information necessary to perform the required air quality and financial analyses of the Visualize 2045 long-range transportation plan, for projects, programs, and policies to be included in Visualize 2045 and the FY 2019-2024 TIP, that will meet federal planning requirements, and will address the federal planning factors and goals in the TPB Vision and the Regional Transportation Priorities Plan; and

WHEREAS, the transportation implementing agencies in the region provided project submissions for Visualize 2045 and the FY 2019-2024 TIP, and the TPB Technical Committee and the TPB reviewed the project submissions at meetings in December 2017 and January 2018; and

WHEREAS, on January 17, 2018 the TPB approved the major projects submitted for inclusion in the Air Quality Conformity Analysis of Visualize 2045 and the FY 2019-2024 TIP; and

WHEREAS, on September 7, 2018 the draft Visualize 2045, the FY 2019-2024 TIP and the Air Quality Conformity Analysis were released for a 30-day public comment period and inter-agency review; and

WHEREAS, the FY 2019-2024 TIP has been developed to meet the financial requirements in the Federal Planning Regulations; and

WHEREAS, during the development of Visualize 2045, the FY 2019-2024 TIP, the Air Quality Conformity Analysis, the TPB Participation Plan was followed, and numerous opportunities were provided for public comment: (1) multiple outreach activities were conducted to hear from residents about their attitudes and ideas about transportation in the region, including a survey conducted in the Summer of 2017 and twelve deliberative forums conducted in the Spring of 2018; (2) at the December 14, 2017 TPB Citizens Advisory Committee (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 January TPB meeting; (3) at the January 17, 2018 meeting, the TPB accepted a set of responses to the public comments on the project submissions for inclusion in the Visualize 2045 and TIP documents; (4) on July 12, 2018, a Public Forum was held on the development of the FY 2019-2024 TIP; (5) on September 7, 2018, the draft Visualize 2045, the draft FY 2019-2024 TIP, and the draft Air Quality Conformity Analysis were released for a 30-day public comment period which closed on October 7, 2018; (6) on September 12, 13 and 17, three open houses were conducted to share information about the contents of Visualize 2045; (7) on September 13, 2018, Visualize 2045 was presented to the TPB's Access for All Advisory Committee for their consideration and comment; (8) 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 (9) the documentation of Visualize 2045, the FY 2019-2024 TIP, the Air Quality Conformity Analysis will include summaries of all comments and responses; and

WHEREAS, the TPB Technical Committee has recommended favorable action on the FY 2019-2024 TIP by the Board; and

WHEREAS, on October 17, 2018, the TPB passed Resolution R4-2019, determining that Visualize 2045 and the FY 2019-2024 TIP conform with the requirements of the Clean Air Act Amendments of 1990; and

WHEREAS, the FY 2019-2024 TIP projects are consistent with Visualize 2045 as approved by the TPB on October 17, 2018, and are selected in accordance with the Federal Planning Regulations; and

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board approves the Transportation Improvement Program for FY 2019-2024.

Approved by the Transportation Planning Board at its regular meeting on October 17, 2018.

APPENDIX F

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD STATEMENT OF CERTIFICATION

October 17, 2018

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD STATEMENT OF CERTIFICATION

October 17, 2018

This document describes how the federal metropolitan transportation planning process is being conducted by the National Capital Region Transportation Planning Board in accordance with all the applicable requirements; this self-certification of the planning process is required under 23 CFR 450.334 and is signed by the three state departments of transportation and the TPB.

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The National Capital Region Transportation Planning Board (TPB) has been designated as the Metropolitan Planning Organization (MPO) for the Washington DC-MD-VA Urbanized Area. The TPB has the responsibility under the provisions of Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area. The FAST Act was signed into law on December 4, 2015 and the final planning rule was published on May 27, 2016. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly certified the planning process for the TPB's TMA on June 8, 2015. The TPB, the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) self-certify that the metropolitan transportation planning process is addressing the major issues in the metropolitan planning area and is being carried out in accordance with all federal metropolitan planning applicable requirements as evidenced by the descriptions below. The TPB reviewed this self-certification document at its October 17, 2018 meeting.

1. The Unified Planning Work Program for Transportation Planning

The FY 2019 Unified Planning Work Program for Transportation Planning (UPWP) was adopted by the TPB on March 23, 2018 and approved by FHWA and FTA on June 12, 2018. The UPWP was developed to address the applicable metropolitan planning requirements of record in March 2018 as well as to comply with the air quality conformity regulations. The UPWP includes support for 14 standing committees that assist with carrying out the Federally-required metropolitan planning process; Figure 6 on page 24 shows the TPB committee structure. More about the UPWP can be found at mwcog.org/transportation/plans/upwp/.

2. Roles and Responsibilities for Transportation Planning and Programming

In the Washington Metropolitan region, the roles and responsibilities involving the TPB, the three state DOTs, the local government transportation agencies, WMATA and the state and local government public transportation operators for cooperatively carrying out transportation planning and programming have been recently updated. As required under the federal metropolitan planning regulations, the TPB, the state DOTs and the providers of public transportation have documented their transportation planning roles and responsibilities in the Washington Metropolitan Region in a Memorandum of Understanding (MOU) that was approved on April 18, 2018.

The state transportation agencies (DDOT, MDOT and VDOT) have an agreement with the Metropolitan Washington Council of Governments (COG), dated October 30, 2003 that specifies the terms and conditions for funding its administrative support of the transportation planning process. COG is the administrative agent for the TPB. This agreement was reviewed and updated by amendment on September 17, 2008. Currently, the TPB is working with the state transportation agencies to update this agreement within FY 2019. The responsibilities for the primary planning and programming activities are indicated in the UPWP.

There is also an agreement between the TPB, the Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO), and Calvert County, Maryland, for completing the conformity analysis

and determination of transportation plans, programs, and projects in Calvert County, Maryland that was approved in 2016. The agreement ensures that transportation plans, programs, and projects in Calvert County are assessed for regional air quality conformity as required in the Clean Air Act Amendments of 1990 (with subsequent amendments).

Also included in the UPWP is the 2004 agreement between the TPB and the Fredericksburg Area MPO (FAMPO) in Virginia in which FAMPO committed to being responsible for meeting the TMA responsibilities for the transportation planning and programming requirements within the Metropolitan Washington Urbanized Area portion of Stafford County and producing the required planning documents on the TPB's current planning cycle. In December 2017, FAMPO transmitted air quality conformity analysis information to TPB as required for Visualize 2045.

Representatives of DDOT, MDOT and VDOT, the signatories of this self-certification statement and document, meet every month through the State Technical Working Group (STWG), with WMATA, to coordinate and ensure that the TPB is meeting all applicable metropolitan planning and air quality conformity regulations. At the September 4 and October 2, 2018 STWG meetings, representatives of the state DOT's discussed the process and content for this self-certification statement and document.

3. Regional Policy Documents and the Federal Planning Factors

The TPB's work is guided by three overarching policy documents: the TPB Vision of 1998, the Regional Transportation Priorities Plan (RTPP) of 2014, and the recently endorsed aspirational initiatives of 2017 and 2018. The FAST Act's ten federal planning factors are encompassed by both the Vision and the RTPP. The Vision can be found at mwcog.org/transportation/plans/tpb-vision and. The RTPP can be found at mwcog.org/RTPP. The aspirational initiatives can be found at mwcog.org/InitiativesStoryMap.

Visualize 2045 includes an evaluation of the financially constrained element's performance in terms of helping to implement the aspirational initiatives. Visualize 2045 also explicitly draws connections between the federal planning factors and RTPP goals, and elements of the TPB's planning efforts and programs. **Chapter 3** of the plan document details the policy framework and federal requirements that Visualize 2045 used as guidance.

The RTPP, the Vision, and the planning factors were also used to guide project submissions for the financially constrained element of Visualize 2045 and the FY 2019-2024 Transportation Improvement Program (TIP). The Visualize 2045 Technical Inputs Solicitation Submission Guide asked submitting agencies to identify how newly proposed projects will address regional policy goals and the federal planning factors. The Technical Inputs Solicitation document can be found in [Appendix B: Summary of Projects in the Financially Constrained Element](#).

4. Four-Year Updates of the Long-Range Transportation Plan

Federal metropolitan planning regulations requires the TPB to update the plan every four years. Prior to SAFETEA-LU, TEA-21 required CLRP updates every three years.

The *2014 Update to the Financially Constrained Long-Range Transportation* was the last official quadrennial update. It was approved by the TPB on October 15, 2014 and is documented at

mwcog.org/clrp. Visualize 2045 is the next official quadrennial update.

Documentation of previous updates include:

2010 Update to the Financially Constrained Long-Range Transportation Plan. Approved by the TPB on November 17, 2010 and documented on the website the same date, with a report published in 2011.

2006 Update to the Financially Constrained Long-Range Transportation Plan. Approved by the TPB on October 18, 2006 and documented on the website the same date, with a brochure “What’s in the Plan for 2030? The Regional Long-Range Transportation Plan as adopted October 18, 2006” finalized in March 2007.

2003 Update to the Financially Constrained Long-Range Transportation Plan for the National Capital Region. Approved by the TPB on December 17, 2003 and published in 2004.

2000 Update to the Financially Constrained Long-Range Transportation Plan for the National Capital Region. Approved by the TPB on October 18, 2000 and published in 2001.

5. The Currently Adopted Plan and Transportation Improvement Program (TIP)

On November 16, 2016 the TPB approved the 2016 CLRP Amendment and the FY 2017-2022 TIP. The TIP includes transit, highway, bikeway and pedestrian and ridesharing improvement projects and transit and ridesharing operating support. It only includes projects that can be implemented with already available and projected sources of transportation revenues while the existing transportation system is being adequately operated and maintained.

On February 27, 2017, FHWA and FTA found that the 2016 CLRP and FY 2017-2022 TIP conform to the region’s State Implementation Plans, and that the conformity determination has been performed in accordance with the Transportation Conformity Rule (40CFR Part 93), as amended.

6. The New Plan and TIP

On October 18, 2017, the TPB began the development of the financially constrained element of Visualize 2045 by releasing the Technical Inputs Solicitation Submission Guide for Visualize 2045 and the FY 2019-2024 TIP. The guide requested that the transportation implementing agencies explicitly consider the Vision, the Regional Transportation Priorities Plan, the ten planning factors, and other TPB and COG policy documents and studies as the policy framework when they submitted projects and programs for inclusion in the financially constrained element of Visualize 2045.

APPROVAL OF THE NEW PLAN AND TIP

Visualize 2045 and the FY 2019-2024 TIP were developed according to the provisions of the metropolitan planning regulation of record in December 2017. Visualize 2045 and the FY 2019-2024 TIP meet the financial plan requirements to show the consistency of the proposed projects with already available and projected sources of transportation revenues while the existing

transportation system is being adequately operated and maintained. Visualize 2045 and the FY 2019-2024 TIP were adopted by the TPB on October 17, 2018.

7. Annual Listing of Projects

The FAST Act requires that the TPB publish or otherwise make available an annual listing of projects, consistent with the categories in the TIP, for which federal funds have been obligated in the preceding year. With the assistance of and in cooperation with the transportation implementing agencies in the region, the TPB has prepared a listing of projects for which federal funds have been obligated each year since 2001. The annual listing of projects is available on the web at mwkog.org/obligation-report.

8. The Air Quality Conformity Determination for the New Plan

On October 17, 2018, the TPB approved the air quality conformity analysis of the financially constrained element of Visualize 2045 and the FY 2019-2024 TIP for the Washington Metropolitan Region. The plan and TIP conform to the requirements (Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d)), and meet air quality conformity regulations: (1) as originally published by the Environmental Protection Agency (EPA) in the November 24, 1993 Federal Register, and (2) as subsequently amended, most recently in April 2012, and (3) as detailed in periodic FHWA / FTA and EPA guidance. The air quality conformity report can be found at <https://www.mwkog.org/transportation/planning-areas/air-quality-and-environment/air-quality-conformity/>.

9. The Financial Plan

The financial plan for Visualize 2045 demonstrates that the forecast revenues reasonably expected to be available are equal to the estimated costs of expanding and adequately maintaining and operating the highway and transit system in the region through 2045. The TPB conducted an analysis of the financial resources available for Visualize 2045 which is documented in Visualize 2045 **Appendix A: Financial Plan**. Forecast revenues and expenditures for Visualize 2045 total \$293 billion in year of expenditure dollars for the period of 2019 through 2045. The forecasts were prepared by the transportation implementing agencies and jurisdictions, with technical integration and documentation provided by consultants. The TPB was briefed on the financial analysis at its October 17, 2018 meeting. More information on the financial plan is available in **Appendix A: Financial Plan** of Visualize 2045, found at visualize2045.org/document-library.

The region's long-range metropolitan transportation plan is periodically updated with amendments that include new projects or adjust the phasing or other aspects of some of the projects or actions in the plan, or change specific projects as new information on them becomes available. When an amendment to the plan is developed, the financial analysis is reviewed to ensure the amendment conforms with the requirements in federal transportation law.

The long-range transportation plan must be updated every four years as required by federal transportation law; Visualize 2045, completed in 2018, included a full financial analysis. The next quadrennial update of the long-range transportation plan will be in 2022 and will include a

new full financial analysis which will reflect new revenue sources and expenditure estimates in consultation with the state and local DOTs and public transportation operators.

A significant development in transportation funding for the region in 2018 was the approval for new, long-term dedicated funding for WMATA's state of good repair needs by the District of Columbia, Maryland, and Virginia. In addition to continued support for the current capital subsidy, the three jurisdictions will provide an additional \$500 million annually in funding. The funding allocation was arrived at through WMATA's capital costs formula: the District of Columbia to provide \$178 million, Maryland \$167 million, and Virginia \$154 million per year.

The dedicated funding for WMATA came with various requirements and restrictions. The most important of these financially is a restriction on increases in the WMATA operating subsidy, limiting general increases to 3% per year or some portion of funds would be withheld. In this financial analysis, TPB staff have assumed that WMATA will adhere to this annual subsidy increase limit indefinitely.

In 2008, Congress passed the Passenger Rail Investment and Improvement Act which provided an additional \$3 billion in revenues over 10 years in funding for WMATA's capital and preventive maintenance projects, with \$150 million per year of federal funding and a matching \$150 million per year in required dedicated local matching revenues, as approved by the legislatures of Maryland, Virginia, and the District of Columbia. This legislation is set to expire in 2020 and currently there is not any federal legislation in place to extend that act beyond 2020. This additional funding was assumed to be available through 2045 in the financial plan for Visualize 2045.

10. Performance-Based Planning and Programming

Performance-based planning and programming (PBPP) is a new process authorized in the Fixing America's Surface Transportation (FAST) Act. PBPP requires states and MPOs to "transition to a performance-driven, outcome-based program that provides for a greater level of transparency and accountability, improved project decision-making, and more efficient investment of federal transportation funds." In coordination with partners, the TPB is tasked with setting targets for 25 performance measures. The TPB has set most of these targets initially in June and July 2018. As PBPP progresses over the years, performance compared to the targets will help inform funding decisions in the TIP and the next long-range transportation plan to help achieve targets. More information about the TPB's PBPP efforts can be found in the region's Visualize 2045 long range metropolitan transportation plan in [Appendix D: PBPP System Performance Report](#) and at mwcog.org/PBPP.

The TPB, state departments of transportation, and providers of public transportation use the PBPP process in the following areas:

- Highway Safety;
- Highway Assets;
- Highway System Performance;
- Vehicular Emissions;
- Transit Asset Management; and
- Transit Safety.

For each of the six areas, the TPB is responsible for determining how to calculate measures and set targets for the metropolitan planning area. The TPB's efforts overlap with state-level transportation agencies and public providers of transportation who are also responsible for calculating measures and setting targets at the state level or for the transit system. Accordingly, the TPB coordinates with the states and transit agencies in establishing measures and targets for the region. This ensures consistency in the methods used to calculate measures and adequately reflects the various factors considered. The TPB has individual letters of agreement with each responsible party which identify exactly how information will be shared and how targets will be coordinated and set for each of the 25 performance measures.

11. Participation Plan and Public Involvement

The TPB is committed to a transparent interface with the public and with relevant public agencies to support the regional transportation planning process, including the development of the federally required long-range transportation plan. An update to the TPB's Participation Plan was approved in 2014 and can be found at mwcog.org/tpb-participation-plan/. The plan includes a policy statement, identification of goals, and description of participation activities, including procedures, committees, website and publications, public meetings and trainings, and general activities. The TPB is currently undergoing a process to update the Participation Plan. The update is expected to be approved in early 2019.

During the development of Visualize 2045 and the FY 2019-2024 TIP, the participation procedures outlined in the TPB Participation Plan were followed, and opportunities were provided for public comment, including presentations and discussion with the TPB Citizens Advisory Committee and Access for All Advisory Committee.

Public participation for Visualize 2045 was conducted in 2017 and 2018. Phase 1 Outreach, which was conducted in 2017, was designed to "cast a wide net" and obtain input from a large number of people about high-level concerns and interests. During Phase 1, the TPB established a new name and a graphic identity for the plan. Staff began production of a Visualize 2045 newsletter and established a website.

The primary outreach activity during this period was a survey to obtain information about public attitudes toward transportation in the region. The survey was intended to "take the pulse of the region" by getting a general sense of the public's transportation priorities, concerns and ideas. The survey also helped to acquaint residents with the TPB and with Visualize 2045. Two approaches were used to gather feedback: one method reached a geographically representative sample through a randomized mailing, and the other reached out to all residents of the region through public events, social media, and other communications. In total, more than 6,000 people completed the survey.

Phase 2 Outreach, conducted in 2018, was designed to "dig deeper" by engaging the public in discussion. Phase 2 activities included a series of 13 public forums that were conducted in the spring of 2018 in which more than 300 residents shared their hopes and concerns about the region's transportation future. At these events, discussion focused on how the region should move forward with implementing the seven initiatives that the TPB endorsed in December 2017 and January of 2018.

Public outreach for Visualize 2045 concluded with three open houses in September 2018. At these events, participants were provided information about the contents of the plan and encouraged to get involved in plan implementation. The open houses, which were held in Maryland, Virginia, and the District of Columbia, featured displays about the draft plan and were staffed by subject-matter experts.

For each amendment or update to its long-range plan that requires an air quality conformity determination, the TPB conducts two 30-day public comment periods. This process was used for Visualize 2045. The first public comment period occurred in the spring before the TPB voted to approve new projects for inclusion in the air quality conformity analysis for the plan. The second comment period occurred in the fall prior to the final approval of the full plan. Comments and responses from the two public comment periods were posted on the website. The TPB reviewed and accepted staff responses to the comments. The final versions of the plan and TIP documents will include summaries of all comments and responses.

For the FY 2019-2024 TIP, TPB staff conducted a federally required public meeting on the TIP in July of 2018. At this event, called the “TIP Forum,” TPB staff and staff of the implementing agencies answered questions about projects in the draft TIP and provided information on the funding and planning processes that are reflected in the TIP.

Beginning in 2010, the TPB made available to the public in an online, searchable database of all the transportation projects and programs in the long-range transportation plan and TIP. The Visualize 2045 plan and website also includes a variety of other maps and visualizations, including new major projects in the financially constrained element of the plan, an interactive “Storymap” which describes the seven aspirational initiatives, plus more.

12. Title VI and Related Nondiscrimination Regulations

The TPB has complied with longstanding federal regulations and guidance to ensure nondiscrimination in programs, procedures, operations, and decision-making regardless of race, ethnicity, income level, disability status, gender or age.

The state transportation agencies (DDOT, MDOT and VDOT) have an agreement with COG that specifies the terms and conditions for funding its administrative support of the transportation planning process (described in Section 2). The agreement requires COG to meet all US DOT MPO planning requirements and to adhere to Title VI of the Civil Rights Act of 1964 and applicable non-discrimination laws, and to comply with the small, disadvantaged and women-owned business enterprise requirements.

TITLE VI: CIVIL RIGHTS ACT OF 1964

The TPB fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations prohibiting discrimination in all programs and activities. The planning process is consistent with Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each state under 23 U.S.C 794, 23 U.S.C. 324 regarding the prohibition of discrimination based on gender and USDOT guidance on environmental justice. The planning process also conforms to the Surface Transportation and Uniform Relocation Assistance Act of 1987, regarding the involvement of minority enterprises in FHWA and FTA funded projects.

The FTA requires that COG, as a Designated Recipient of the FTA Section 5310 Enhanced Mobility program, submit a Title VI Program to “document compliance with DOT’s Title VI regulations by submitting a Title VI Program to their FTA regional civil rights officer once every three years or as otherwise directed by FTA”. The Program includes a policy statement, Title VI assurances and nondiscrimination complaint procedures. The Program also includes general requirements for MPOs. The TPB serves as the MPO for the Metropolitan Washington region. In May 2018, the COG Board also adopted the Title VI Program as required by FTA. On July 13, 2018, FTA Region 3 concurred with COG’s Title VI Program and stated that the program meets the requirements set out in the FTA’s Title VI Circular, 4702.1A.

COG, as the administrative agent for the TPB, also has a “Title VI Plan to Ensure Nondiscrimination in all Programs and Activities” to document the ongoing efforts by COG and the TPB to ensure compliance with Title VI based on FHWA requirements. This Plan includes policies and procedures to ensure nondiscrimination in all COG and TPB programs and services (available at www.mwcog.org/nondiscrimination). While there is overlap between the Title VI Plan and Title VI Program, the Plan includes required elements for the FHWA, FTA, and other Federal agencies. COG’s Title VI plan and the Title VI complaint form are available here: mwcog.org/nondiscrimination/.

ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES AND LIMITED ENGLISH SPEAKERS

To provide access to documents, meetings or any other planning activities for limited English proficiency populations and those with disabilities, the TPB follows the COG accommodations policy (mwcog.org/accommodations). The accommodations policy is translated into the 6 most commonly spoken languages in the region other than English, available on the Accommodations page of the website, the six languages are Spanish, French, Korean, Vietnamese, Amharic and Chinese. The Visualize 2045 website includes a Google translation tool that will translate the webpage text from English to one of 90+ different languages. The TPB has a Language Assistance Plan that is provided in Attachment F of COG’s Title VI Plan: mwcog.org/documents/2015/04/15/title-vi-plan-to-ensure-nondiscrimination-in-all-programs-and-activities/.

ENVIRONMENTAL JUSTICE EXECUTIVE ORDER

The USDOT Order 6640.23A issued “FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” in June 2012 to provide guidance on how recipients of federal transportation assistance comply with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations issued February 11, 1994.

To follow these federal environmental justice requirements, the TPB must identify and address, as appropriate, disproportionately high or adverse effects of its programs, policies, and activities on minority populations and low-income populations. The TPB has a two-pronged approach to ensuring nondiscrimination and meeting Title VI and Environmental Justice requirements both described here: Analysis: examining forecast impacts of the long-range transportation plan on

low-income and minority populations, and Involvement: engaging transportation-disadvantaged populations in the planning process.

ANALYSIS OF DISPROPORTIONATE AND ADVERSE IMPACTS OF THE FINANCIALLY CONSTRAINED ELEMENT OF VISUALIZE 2045

An enhanced Environmental Justice Analysis will be conducted on the financially constrained element of Visualize 2045. The enhanced EJ analysis will occur in two phases. The first phase is the identification of Equity Emphasis Areas which are small geographic areas that have above average concentrations of low-income and minority populations based on Census tract-level data. Low-income is defined as individuals with household income less than 1.5 times the Federal poverty level, depending on size. The minority populations that will be used to identify the Equity Emphasis Areas include African American, Asian, and Hispanic or Latino. Phase 2 of the EJ analysis will include examining accessibility to jobs, educational institutions, hospitals and travel times for the Equity Emphasis Areas compared to the rest of the region between the current year and 2045.

More information on the Equity Emphasis Areas, the enhanced EJ analysis of Visualize 2045 and the last EJ analysis of the 2010 CLRP are available here <https://www.mwcog.org/transportation/planning-areas/fairness-and-accessibility/environmental-justice/equity-emphasis-areas/>.

INVOLVEMENT OF TRANSPORTATION-DISADVANTAGED POPULATIONS IN THE PLANNING PROCESS

To ensure that the voices of traditionally-disadvantaged populations concerns are heard in the planning process, the TPB created the Access for All (AFA) Advisory Committee in 2001 to advise on issues and concerns of low-income populations, minority populations, and persons with disabilities. In 2016, the AFA was enhanced to include the work of the former Human Service Transportation Coordination Task Force and the membership expanded to include community leaders representing people with disabilities, low-income populations, minority populations older adults and people with limited English Skills, as well as ex-officio representation from the transportation agencies in the region. The AFA is chaired by a TPB member who makes regular reports to the TPB on AFA issues and concerns. The AFA website is at mwcog.org/tpbafa/.

Each time the region's long-range transportation plan and TIP are updated, the TPB solicits comments representing the concerns of traditionally disadvantaged populations (See Section 11). The TPB's mailing lists include hundreds of community groups that represent Title VI protected groups throughout the Washington Region. Press releases are also sent to newspapers published by and for Title VI protected groups. In addition, the AFA committee reviews maps of proposed major projects and comments on the long-range transportation plan. The AFA chair, currently Kacy Kostiuik, presented those comments to Board on October 17, 2018. The comments are also documented in a memorandum to the TPB, which can be found in [Appendix J: Summary of Public Comment Periods](#), available at visualize2045.org/document-library.

As described under Section 13 below, the updated Coordinated Human Service Transportation Plan is scheduled to be adopted by the TPB in the November 2018. The Coordinated Plan identifies unmet transportation needs for people with disabilities, low-income individuals and

older adults. The Coordinated Plan and information on the Enhanced Mobility funding program is available at tpbcoordination.org.

AMERICANS WITH DISABILITIES ACT AND REHABILITATION ACT OF 1973

The TPB complies with the provisions of the Americans With Disabilities Act of 1990 (Public Law 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulation ensuring the nondiscrimination of individuals with disabilities. The TPB also complies with related regulations under Section 504 of the Rehabilitation Act of 1973.

The TPB also complies with the Older Americans Act, confirms opportunity for employment with no discriminatory personnel practices because of age and Section 324 of 23 U.S.C. No one of the basis of gender shall be denied participation in or benefits of any program or activity receiving federal assistance under Title 23.

DISADVANTAGED BUSINESS ENTERPRISES (DBES) GOAL AND SMALL BUSINESS PARTICIPATION ELEMENT

It is COG's policy that Disadvantaged Business Enterprises (DBEs), as defined in 49 CFR Part 26, shall have the maximum opportunity to participate in the performance of contracts for COG, and specifically those financed in whole or in part with federal funds under grants, contracts, or cooperative agreements. COG's policy is to seek out and include DBEs in the procurement process for all goods and services to the maximum practicable extent. Accordingly, COG encourages DBEs to compete for COG contracts and subcontracts and encourages joint ventures between DBE and non-DBE firms who compete for COG contracts and subcontracts.

COG's "Disadvantaged Business Enterprise Program Administrative Program and Policy" dated April 2013 includes procedures to provide for subcontracting to disadvantaged businesses enterprises, a DBE Goal and a Small Business Participation Element and can be found at <https://www.mwcog.org/purchasing-and-bids/dbe-policy/>. COG's FY2016-FY2018 DBE goal methodology for Disadvantaged Business Enterprise (DBE) participation was approved by FTA Region III on August 27, 2015. The updated goal methodology for FY2019-FY2021 was submitted to FTA for approval in July 2018 and will be posted upon FTA approval. All COG contracts and subcontracts include the required standard clauses, including lobbying prohibition. These documents can be found at mwcog.org/purchasing-and-bids/dbe-policy/.

13. Human Service Transportation Coordination

The TPB adopted an update to the Coordinated Human Service Transportation Plan in November 2014 to guide the implementation of the FTA Enhanced Mobility for Older Adults and Individuals with Disabilities Program (Section 5310) which can be found here: mwcog.org/coordinated-human-service-transportation-plan/. A draft of an updated plan is in process and is anticipated to be completed and submitted to FTA for approval in November 2018. The Coordinated Plan identifies the unmet transportation needs for people with disabilities, low-income individuals and older adults, and also provides demographic data and maps of traditionally-disadvantaged population groups. The TPB's AFA Committee oversaw the development of the updated Coordinated Plan. People with disabilities, older adults and those with low-incomes, in addition to transportation and human service agencies, serve on the AFA.

COG serves as the designated recipient for the FTA Enhanced Mobility Section 5310 programs in the Washington DC-VA-MD Urbanized Area. The Coordinated Plan and information on the Enhanced Mobility Program are available at tpbcoordination.org and the updated version will be posted upon FTA approval.

14. Congestion Management Process

The TPB maintains a Congestion Management Process (CMP) that is part of the regional transportation plan and is committed to management of the existing and future transportation system through the use, where appropriate, of demand management and operational management strategies. These strategies, when taken form a large portion of the CMP. The CMP addresses the requirements laid out in the final planning regulations. Visualize 2045 addresses the CMP in its “Performance Planning” chapter, along with the topics of Performance-Based Planning and Programming (PBPP) and Safety. More information on the CMP can be found at mwco.org/CMP, in **Chapter 6 (Performance Planning)** of Visualize 2045, and in **Appendix E: CONGESTION MANAGEMENT NAME** found at visualize2045.org/document-library.

The CMP has four main components: 1) Congestion monitoring of major highways; 2) Identification and analysis of strategies to alleviate congestion; 3) Implementation of reasonable strategies and an assessment of their effectiveness and 4) Integration of strategies into major roadway construction projects. With the CMP, the TPB aims to use existing and future transportation facilities efficiently and effectively, reducing the need for highway capacity increases for single-occupant vehicles (SOVs).

Congestion Management Process (CMP) documentation is included in the TPB’s process for soliciting projects from implementing agencies for Visualize 2045 and the TIP. The transportation implementing agencies are required to submit a Congestion Management documentation form for each project or action proposing an increase in SOV capacity. The implementing agencies submit documentation of CMP strategies considered in conjunction with significant federally-funded Visualize 2045 or TIP projects.

15. Systems Performance, Operations and Technology

The TPB has several on-going efforts related to management, operations and technology to help the region maximize the efficiency and effectiveness of the transportation system. The TPB has a Systems Performance, Operations and Technology Subcommittee. Related programs include the Metropolitan Area Transportation Operations Coordination (MATOC) Program, the Regional Intelligent Transportation Systems (ITS) Architecture and the Traffic Signals Subcommittee. More details on the committees and programs can be found at mwkog.org/transportation/planning-areas/management-operations-and-safety.

16. Safety Planning

The TPB ensures the consideration of safety throughout the transportation planning process. Safety is a key factor in the long-range transportation planning process. It is a consideration for all projects submitted for inclusion within the financially constrained element of Visualize 2045.

Safety is a key element of the PBPP process – the TPB monitors and sets targets for five PBPP safety-related performance measures. The TPB’s Transportation Safety Subcommittee meets regularly to guide ongoing highway safety analysis, identify the most significant highway safety problems, and exchange information among member jurisdictions and other stakeholders. For more information and to view the activities of the transportation safety subcommittee, go to mwcog.org/committees/transportation-safety-subcommittee/.

17. Freight Planning

The TPB is dedicated to incorporating freight into the transportation planning process. The 2016 National Capital Region Freight Plan describes the role freight transportation plays in the region’s economy, provides an overview of the region’s multimodal freight transportation system, describes the drivers of freight demand and the freight flows resulting from it, identifies the most significant freight issues in the region, and provides policies and recommendations to ensure the multimodal freight transportation system continues to support the economy of the region and the quality of life of its residents and visitors. The TPB Freight Subcommittee meets bimonthly to exchange information and to provide stakeholder input into the TPB freight planning products. The 2017 TPB Regional Freight Forum, a one-day conference on freight as an enabler of livability, brought together TPB board members, freight-industry representatives, and federal, state, and local planners, and included discussion of specific case studies in Washington D.C., Maryland (City of Frederick), and Virginia (Arlington County). For more information and to view the freight planning documents and freight subcommittee activities, go to mwcog.org/freight.

18. Bicycle and Pedestrian Planning

The TPB approved the 2015 Bicycle and Pedestrian Plan on January 21, 2015, available here: mwcog.org/documents/bicycle-and-pedestrian-plan/. This plan identifies the capital improvements, studies, actions, and strategies that the region proposes to carry out by 2040 for major bicycle and pedestrian facilities. The Bicycle and Pedestrian Subcommittee of the TPB Technical Committee assisted in the development of the plan and continues to meet regularly to exchange information among stakeholders and provide advice to the TPB on bicycle and pedestrian issues.

To promote pedestrian and bicycle safety, the TPB sponsors the regional Street Smart campaign, which consists of Fall and Spring waves of advertising, public relations, and enforcement activities. For more information on the campaign see bestreetsmart.net.

An example of how TPB integrates bicycle and pedestrian considerations into the metropolitan planning process was the development of a regional Complete Streets Policy, which was adopted on May 16, 2012. TPB has also sponsored a regional Green Streets workshop as it considers ways to encourage more pedestrian-friendly streetscapes. More information about the TPB’s bicycle and pedestrian planning activities can be found at: mwcog.org/transportation/planning-areas/walking-and-biking/.

19. Environmental Consultation and Mitigation

The TPB uses established procedures in its Participation Plan for environmental consultation. The TPB has completed an extensive data collection and mapping effort that compares the constrained element of Visualize 2045 with the region's natural and historic resources and associated conservation plans. Under this initiative, the TPB has worked with federal, state, and local resource agencies in the region to collect a wealth of environmental data on locations of floodplains, green infrastructure (as defined by Virginia and Maryland conservation plans), historic sites (as defined by national and separate state registers), protected lands (as defined by state wildlife management and conservation plans), and wetlands. In order to accurately compare the transportation plan with these resources and environmental plans, the TPB directly collaborated with regional environmental resource experts at the MWCOG. A new interactive map can be accessed at mwcog.org/EnviroInventoryMap.

Visualize 2045 also includes an environmental potential mitigation discussion which identifies potential activities to moderate the environmental impacts of the long-range transportation plan. The TPB's environmental consultation process is described in Chapter 7 of Visualize 2045 and historical information on TPB's previous CLRP website: mwcog.org/clrp/elements/environment/default.asp

20. Regional Transportation Priorities Plan and Aspirational Initiatives

The TPB approved the Regional Transportation Priorities Plan (RTPP) in January 2014 at the conclusion of a three-year process. The RTPP is a policy document that focuses attention on a limited number of transportation strategies with the greatest potential to advance regional goals rooted in the TPB Vision. The strategies are meant to be "within reach" both financial and politically. They were identified through a combination of technical analysis, stakeholder input, and public outreach.

Seeking ways to promote implementation of the RTPP, the TPB in 2014 asked staff to compile a list of unfunded transportation projects identified by member jurisdictions that could potentially play a role in improving transportation system performance but have not been included in the region's plans due to a lack of anticipated funding. In 2015, the TPB established a working group to identify a limited number of unfunded priority projects that will address key deficiencies in the long-range transportation plan and support implementation of RTPP goals. This TPB working group was later named the TPB Long-Range Plan Task Force. Full documentation of their proceedings is available at mwcog.org/lrptf.

In 2015 and 2016, staff compiled a draft inventory of unfunded capital transportation needs, comprising approximately 500 projects that are included in state, local and regionally approved plans, but are not currently included in the CLRP. In 2016, the task force oversaw scenario planning activities that analyzed the potential impacts of building all the projects in this inventory (the "All-Build Scenario") and conversely identified the impacts of building no new projects (the "No-Build Scenario") between now and 2040.

Having learned from the All-Build study that new capacity projects alone cannot solve the region's transportation issues, the TPB directed the Long-Range Plan Task Force to explore ways

to enhance the current mix of projects, programs and policies that make up the region's long-range transportation plan. The TPB directed the task force to identify six to ten projects, policies, and programs that would have the potential to improve the performance of the region's transportation system and to make substantive progress towards achieving the goals laid out in TPB's and COG's governing documents.

The Long-Range Plan Task Force used the RTPP as a guide throughout their deliberations – the goals from the RTPP were used as the goals the task force set for their own work – and the regional challenges identified in the RTPP shaped the challenges the task force set out to address. The task force explored combinations of approaches that would promote multimodal travel and reduce vehicle miles traveled. The task force voted to determine which packages of projects should be studied, made that recommendation to the TPB, and the TPB approved the list of ten initiatives for study. TPB staff and a consultant team studied the ten initiatives chosen for analysis and presented the results back to the task force and the TPB. The scenario analysis exercise demonstrated how the ten initiatives compared to each other in terms of a set of performance measures and challenges agreed upon by the task force.

The task force then came to a consensus that five of the ten initiatives that were studied held the most promise, based on the results from the analysis. On December 6, 2017, the task force agreed to advance five of the ten initiatives that were studied to the TPB for its endorsement (Bring Jobs and Housing Closer Together, Expand Bus Rapid Transit Regionwide, Move More People on Metrorail, Provide More Telecommuting and Other Options for Commuting, and Expand Express Highway Network).

At the December 2017 TPB meeting, the TPB passed a resolution proclaiming that the TPB “endorses the attached list of five initiatives, found to have the most potential to significantly improve the performance of the region's transportation system compared to current plans and programs, for future concerted TPB action, and directs staff to include these initiatives in the aspirational element of the TPB's long-range transportation plan, Visualize 2045.”

The final two of the seven aspirational initiatives were endorsed by the TPB at its January 2018 meeting. These two initiatives focus on regional pedestrian and bicycle improvements (Improve Walk and Bike Access to Transit and Complete the National Capital Trail). In addition to including the initiatives in the aspirational element of Visualize 2045, the TPB resolved that staff should use the initiatives “as a factor in selecting projects for the TPB's Transportation Land Use Connections (TLC) Program and the federally funded Transportation Alternatives Set-Aside Program,” effectively establishing a system to ensure these initiatives are prioritized through activities the TPB directs.

Endorsing these seven aspirational initiatives helps the TPB provide strategies and guidance to the region to fulfill the goals originally laid out in the RTPP.

21. Transportation/Land Use Connections (TLC) Program

The Transportation/Land Use Connections Program provides short-term consultant services to local jurisdictions working on creative, forward-thinking, and sustainable plans and projects. The TPB provides consultant assistance of \$30,000 to \$60,000 for local planning projects, and up to \$80,000 for design or preliminary engineering. Since 2007, the TLC program has funded more than 110 projects. Technical assistance may include a range of services, such as: transit corridor

and station area planning; transit demand and feasibility assessments; pedestrian and bicyclist safety and access studies; streetscape improvement plans; design guidelines and roadway standards; trail design; Safe Routes to School planning; Complete Streets policy guidance; and transit-oriented development studies. More about TLC can be found at mwcog.org/transportation/activities/tlc.

In recent years, the TLC Program focused its project solicitation on key regional objectives, including strengthening Regional Activity Centers, promoting access to transit, and increasing cross-jurisdictional coordination in planning. The TLC Program also includes a Regional Peer Exchange Network, which conducts programs to encourage learning among TPB member jurisdictions and stakeholders about TLC projects and experiences.

Since 2012, the TLC Program has provided staffing support for the TPB’s responsibilities under the MAP-21 Transportation Alternatives Program (TAP). On annual basis, the TPB works with the state DOTs to select small capital improvement projects using TAP funding sub-allocated to the Washington metropolitan region.

22. Related Documents and Other Items on the Web

This self-certification refers to information and documents available on the website; below is a summary of where to find the latest information after the October 17, 2018 TPB approval of Visualize 2045, the TIP and the air quality conformity determination.

Item	Specific Location in Visualize 2045 or on the Website
Visualize 2045	visualize2045.org
Visualize 2045 Plan Document	visualize2045.org/document-library
FY 2019-2024 TIP	mwcog.org/TIP
Air Quality Conformity Analysis of the Financially Constrained Element of Visualize 2045	Appendix C – Air Quality Conformity Report visualize2045.org/document-library
Visualize 2045 Technical Inputs Solicitation	Appendix B – Summary of Projects in the Financially Constrained Element visualize2045.org/document-library
Public comments on the plan and TIP	Appendix J – Summary of Public Comment Periods visualize2045.org/document-library
Financial Plan	Appendix A – Financial Analysis visualize2045.org/document-library
Regional Transportation Priorities Plan	mwcog.org/RTPP/
Participation Plan	mwcog.org/tpb-participation-plan/
COG Accommodations Policy	mwcog.org/accommodations/
FY 2019 UPWP	mwcog.org/transportation/plans/upwp/

Coordinated Human Services Transportation Plan	mwkog.org/coordinated-human-service-transportation-plan/
Congestion Management Process	Appendix E – Congestion Management Process Federal Compliance and Impact on Plan Development visualize2045.org/document-library mwkog.org/CMP
Annual Listing of Projects	mwkog.org/obligation-report
Online Visualize 2045 & TIP Project Database	Visualize2045.org/financially-constrained-element
Environmental Mitigation Discussion	Appendix G – Environmental Consultation and Mitigation visualize2045.org/document-library
Visualization of the Projects in the Financially Constrained Element of Visualize 2045	visualize2045.org/financially-constrained-element
Freight Plan	mwkog.org/freight-plan
Bike and Pedestrian Plan	mwkog.org/documents/bicycle-and-pedestrian-plan/
Safety Element	Appendix F – Safety Planning visualize2045.org/document-library
COG Title VI Plan	mwkog.org/TitleVI
Language Assistance Plan	Attachment B in mwkog.org/TitleVI
Long-Range Plan Task Force	mwkog.org/lrptf/
Transportation Land Use Connections (TLC) Program	mwkog.org/tlc

23. Federal Review of the TPB’s Planning Process

In April 2014, FHWA and FTA conducted a certification review of the transportation planning process for the Washington, DC-VA-MD Transportation Management Area (TMA). The review included the Fredericksburg Area Metropolitan Planning Organization (FAMPO) because a small portion of the TMA extends into part of Stafford County which is in the FAMPO area.

The certification review is documented in a June 2015 report. Five TPB planning elements received commendations and four FAMPO planning elements were commended. The next review will be scheduled in early 2019.

24. Signature Pages

After the table on page 17 showing where each applicable requirement is described in the document, the signature pages are provided from the Departments of Transportations of the District of Columbia, Maryland, Virginia and the Transportation Planning Board and certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all the applicable requirements.

25. Metropolitan Transportation Planning Process Applicable Federal Requirements

The following table identifies the section and pages where each of the applicable federal requirements listed on the signatures pages is addressed in this document.

Requirement	Addressed in Section	Page(s)
(1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450 (Metropolitan Planning);	All	2 to 17
(2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93 (Conformity Determination);	8	5
(3) Title VI of Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1), 49 CFR part 21;	12	8 to 11
(4) 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;	12	8 to 11
(5) Section 1101(b) of MAP-21 (Pub. L.112-196) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects (DBE Involvement);	12	11
(6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;	12	8
(7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 <i>et seq.</i>) and 49 CFR parts 27, 37, and 38;	12	8 to 11
(8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;	12	8 to 11
(9) Section 324 of Title 23, U.S.C., regarding the prohibition of discrimination based on gender; and	12	8 to 11
(10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities	12	8 to 11

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

**RESOLUTION ENDORSING THE 2018 CERTIFICATION OF THE METROPOLITAN
TRANSPORTATION PLANNING PROCESS FOR THE NATIONAL CAPITAL REGION**

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 Fixing America's Surface Transportation (FAST) Act 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 the FAST Act, which became effective June 27, 2016, specify that "the state and MPO shall certify at least every four years that the metropolitan transportation planning process is addressing the major issues in the metropolitan planning area and is being carried out in accordance with all applicable requirements..."; and

WHEREAS, the Statement of Certification documenting how the TPB's planning process is being carried out and how the process is compliant with all of the applicable requirements is appended to this resolution; and

WHEREAS, a Statement of Certification has been prepared with signatures of officials from the District of Columbia Department of Transportation, the Maryland Department of Transportation, the Virginia Department of Transportation, and the TPB and is appended to this resolution.

NOW, THEREFORE BE IT RESOLVED THAT the National Capital Region Transportation Planning Board does hereby certify that the metropolitan transportation planning process is being carried out in conformance with all applicable requirements:

The appended Statement of Certification, dated October 17, 2018 which finds that the transportation planning process is addressing the major issues in the National Capital Region and that the process is being conducted in accordance with all applicable requirements, is hereby endorsed and the Chair of the TPB is authorized to sign it.

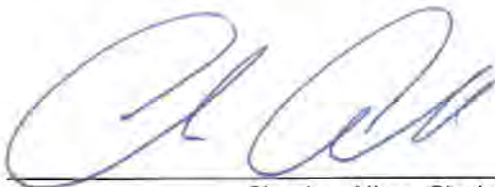
Approved by the Transportation Planning Board at its regular meeting on October 17, 2018.

**METROPOLITAN TRANSPORTATION PLANNING PROCESS
SELF-CERTIFICATION
FOR THE NATIONAL CAPITAL REGION**

October 17, 2018

In accordance with 23 CFR 450.334, the District Department of Transportation, the Maryland Department of Transportation, the Virginia Department of Transportation and the National Capital Region Transportation Planning Board (TPB) which is the Metropolitan Planning Organization for the Washington DC-MD-VA Urbanized Area, hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all the applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450 (Metropolitan Planning);
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93 (Conformity Determination);
- (3) Title VI of Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1), 49 CFR part 21;
- (4) 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
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- (9) Section 324 of Title 23, U.S.C., regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



Charles Allen, Chair
National Capital Transportation Planning Board (TPB)

10/17/18

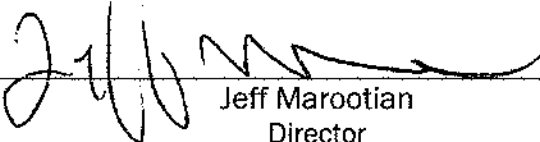
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**METROPOLITAN TRANSPORTATION PLANNING PROCESS
SELF-CERTIFICATION
FOR THE NATIONAL CAPITAL REGION**

October 17, 2018

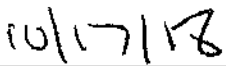
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Jeff Marootian
Director

District Department of Transportation



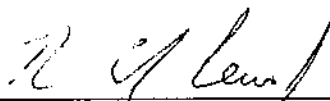
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R. Earl Lewis

Deputy Secretary of Policy, Planning, and Enterprise Services
Maryland Department of Transportation

10/17/18

Date

**METROPOLITAN TRANSPORTATION PLANNING PROCESS
SELF-CERTIFICATION
FOR THE NATIONAL CAPITAL REGION**

October 17, 2018

In accordance with 23 CFR 450.334, the District Department of Transportation, the Maryland Department of Transportation, the Virginia Department of Transportation and the National Capital Region Transportation Planning Board (TPB) which is the Metropolitan Planning Organization for the Washington DC-MD-VA Urbanized Area, hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all the applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450 (Metropolitan Planning);
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93 (Conformity Determination);
- (3) Title VI of Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1), 49 CFR part 21;
- (4) 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of MAP-21 (Pub. L.112-196) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects (DBE Involvement);
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of Title 23, U.S.C., regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



Helen Cuervo, P.E.
District Engineer

Virginia Department of Transportation



Date