



Transportation
Improvement Program
For the National Capital Region

TIP

FY2015-2020

APPROVED OCTOBER 15, 2014

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Alternative formats of this and other publications are available upon request.

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Search the CLRP and TIP Online



The projects in the 2014 Financially Constrained Long-Range Transportation Plan (CLRP) and the FY 2015-2020 Transportation Improvement Program (TIP) are available in a searchable database on the TPB's CLRP web site.

The CLRP projects shown beginning on page 'x' of the Resolutions preface are those new or changed projects that are considered to be "regionally significant." There are hundreds of projects in the CLRP, all of which are included in the online database.

The projects listed in the TIP tables of this document are a snapshot of funds programmed as of October 15, 2104. Transportation agencies may need to make adjustments to the TIP to reflect changes in funding. The searchable database gives interested citizens access to up-to-date information for projects in the TIP, including all amendments and modifications.

TABLE OF CONTENTS

RESOLUTIONS	i
I. INTRODUCTION.....	1
II. FEATURES OF THE TRANSPORTATION IMPROVEMENT PROGRAM	3
Listing of Projects	3
How to Read the TIP	4
Grouping of Projects	5
Procedures for TIP Administrative Modifications and Amendments	5
III. DEVELOPMENT OF THE PROGRAM.....	7
Project Development Process.....	9
Addressing Federal Requirements	16
Summary of New, Completed and Reprogrammed Projects.....	21
IV. TRANSPORTATION IMPROVEMENT TABLES	
District of Columbia	
Surface Transportation.....	D – 1
Transit.....	D – 21
Suburban Maryland	
MDOT/State Highway Administration.....	M – 1
MDOT/Maryland Transit Administration	M – 25
Frederick County	M – 28
Montgomery County.....	M – 30
Prince George’s County.....	M – 55
Northern Virginia	
Surface Transportation.....	V – 1
Transit.....	V – 26
VDOT Appendix A – Grouped Project Details.....	V – 35
Washington Metropolitan Area Transit Authority	W – 1
National Capital Region Transportation Planning Board.....	T – 1
Eastern Federal Lands Highway Division	E – 1

V.	FINANCIAL SUMMARIES.....	F - 1
	District of Columbia.....	F - 3
	Maryland.....	F - 5
	Virginia.....	F - 7
	WMATA.....	F - 9
	Transportation Planning Board.....	F - 10
	Metropolitan Washington Region.....	F - 11
	Key to Codes.....	F - 13
	Bicycle & Pedestrian Project Information.....	F - 15
VI.	PUBLIC COMMENTS AND RESPONSES	P - 1

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

**RESOLUTION FINDING THAT THE 2014 CONSTRAINED LONG RANGE PLAN AND
FY2015-2020 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 (CAAA), 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 TPB to make a determination of conformity of its financially Constrained Long Range Transportation Plan (CLRP) and Transportation Improvement Program (TIP) with the state implementation plans (SIPs) for air quality attainment within the Metropolitan Washington non-attainment area; and

WHEREAS, a work program was developed to address all procedures and requirements, including public and interagency consultation, and the work program was released for public comment on March 13 and approved by the TPB at its April 16, 2014 meeting; and

WHEREAS, highway and transit projects inputs submitted for inclusion in the air quality conformity analysis of the 2014 CLRP and FY2015-2020 TIP were released for public comment on March 13, 2014, and approved by the TPB at its April 16, 2014 meeting; and

WHEREAS, on September 11, 2014, the draft results of the Air Quality Conformity Analysis of the 2014 CLRP and the FY2015-2020 TIP were released for a 30-day public comment period and inter-agency review; and

WHEREAS, the analysis reported in *Air Quality Conformity Analysis of the 2014 Constrained Long Range Plan and the FY2015-2020 Transportation Improvement*

Program for the Washington Metropolitan Region, dated October 15, 2014, demonstrates adherence to all mobile source emissions budgets for all pollutants analyzed: (1) ground level ozone precursors- Volatile Organic Compounds (VOC) and Nitrogen Oxides (NOx), (2) fine particulate matter – PM_{2.5} direct and PM_{2.5} Precursor NOx, and (3) Wintertime Carbon Monoxide (CO), meets all regulatory, planning and interagency consultation requirements, and therefore provides the basis for a finding of conformity of the plan with the requirements of the CAAA; and

WHEREAS, in the attached letter of October 2, 2014, the Metropolitan Washington Air Quality Committee (MWAQC) has provided favorable comments on the *Air Quality Conformity Analysis of the 2014 Constrained Long Range Plan and the FY2015-2020 Transportation Improvement Program for the Washington Metropolitan Region*;

NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD determines that the 2014 Constrained Long Range Plan and the FY2015-2020 Transportation Improvement Program conform to all requirements of the Clean Air Act Amendments of 1990.

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

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

RESOLUTION APPROVING
THE 2014 CONSTRAINED 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 Moving Ahead for Progress in the 21st Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area;

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

WHEREAS, on July 17, 2013, the TPB approved the 2013 Constrained Long-Range Transportation Plan (CLRP) which was developed as specified in the Federal Planning Regulations; and

WHEREAS, on July 18, 2012, the TPB approved the FY 2013-2018 TIP which was developed as specified in the Federal Planning Regulations; and

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

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

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

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

WHEREAS, the significant changes for the 2014 CLRP are described in the attached memorandum of September 11, 2014 and on the CLRP website, and detailed information on all of the projects in the 2014 CLRP is provided on the CLRP website and in Appendix B of the Air Quality Conformity report as adopted October 15, 2014; and

WHEREAS, an updated financial plan for the 2014 CLRP entitled "Analysis of Financial Resources for the 2014 Financially Constrained Long-Range Transportation Plan," September 2014, 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 2040; and

WHEREAS, in each year's update of the CLRP between 2000 and 2004, the TPB has explicitly accounted for the funding uncertainties affecting the Metrorail system capacity and levels of service beyond 2005 by constraining transit ridership to or through the core area to 2005 levels; and

WHEREAS, as a result of the "Metro Matters" commitments for Metro's near-term funding, the transit ridership constraint to or through the core area was applied in the 2005 through 2008 CLRP conformity analysis using 2010 ridership levels rather than 2005 levels; and

WHEREAS, the Passenger Rail Investment and Improvement Act of 2008 authorized \$150 million per year for 10 years in funding for WMATA's capital and preventive maintenance projects, and the legislatures of Maryland, Virginia, and District of Columbia have committed to the required dedicated local matching revenues, and this revenue was determined to be reasonably expected to be available through 2040 in the financial plan for the 2014 CLRP; and

WHEREAS, the transit ridership constraint to or through the core area was applied in the 2014 CLRP air quality conformity analysis as has occurred in past plans because capital funding for 100% eight-car trains and other core improvements was not identified for expansion of the Metrorail's core capacity; and

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

comment on these documents was provided on the TPB website and at the beginning of the September and October TPB meetings; and (7) the documentation of the 2014 CLRP will include summaries of all comments and responses; and

WHEREAS, on September 17, 2014, the TPB received a briefing on the performance analysis of the draft 2014 CLRP; and

WHEREAS, on September 17, 2014, the TPB received a briefing on an updated assessment of how the draft 2014 CLRP supports the priorities identified in the Regional Transportation Priorities Plan which was approved by the TPB in January 2014; and

WHEREAS, on October 15, 2014, the TPB determined that the 2014 CLRP conforms with the requirements of the Clean Air Act Amendments of 1990; and

WHEREAS, the TPB Technical Committee has recommended favorable action on the 2014 CLRP by the Board; and

NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the 2014 Constrained Long-Range Transportation Plan for the National Capital Region, as described in the attached memorandum and the CLRP website, and Appendix B of the Air Quality Conformity report.

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



NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

MEMORANDUM

October 9, 2014

To: Transportation Planning Board

From: Kanti Srikanth
Director, Department of
Transportation Planning

Re: Briefing on the Draft 2014 CLRP

On September 11, the draft 2014 CLRP was released for public comment along with drafts of the FY 2015-2020 TIP, Air Quality Conformity Analysis and Financial Analysis. At its meeting on September 17, the TPB was briefed on these four items and was also given a presentation on the Performance Analysis of the CLRP and an Assessment of the CLRP with respect to the Regional Transportation Priorities Plan (RTPP). The public comment period will close at midnight on Saturday, October 11. Comments submitted to date may be reviewed online at mwcog.org/TPBcomment.

Those capital improvement projects that have impacts on the capacity of the region's road and transit systems are listed in the "2014 CLRP and FY 2015-2020 TIP Air Quality Conformity Inputs" table, included in the Air Quality Conformity Analysis. That table includes more than 300 projects, and highlights more than 250 changes to limits and/or completion dates for previously approved projects or new projects. Included with this memo are highlights of 10 major new projects or changes to existing projects, summarized below.

Summary of Major Additions and Changes to Projects In the CLRP

In the **District of Columbia**, DDOT is proposing three new transit projects; the Union Station to Georgetown Streetcar Line, the M Street SE/SW Streetcar Line, and the Benning Road Streetcar Spur. DDOT is proposing to remove the planned implementation of Peak Period Bus-Only Lanes on H Street NW and I Street NW from the CLRP, pending further study. DDOT is also proposing three studies to examine managed lanes on the 14th Street/ Rochambeau Bridge, I-395/I-695 (SE/SW Freeway), and I-295.

In **Maryland**, the Maryland Transit Administration is updating the MARC Growth and Investment Plan. The State Highway administration is resubmitting the construction of an interchange on I-95/I-495, the Capital Beltway at the Greenbelt Metro Station in Prince George's County. This project had previously been included in the CLRP, but was removed in 2010 to meet financial constraint requirements.

In **Virginia**, VDOT is proposing to widen a segment of US 1 in Prince William County and to widen a portion of VA 123, Chain bridge Road in Fairfax County. Virginia Railway Express is updating its System Plan as a part of the CLRP.

See the attached materials for further information on these projects and plans.

Major Additions and Changes to the 2014 Update to the Financially Constrained Long-Range Transportation Plan



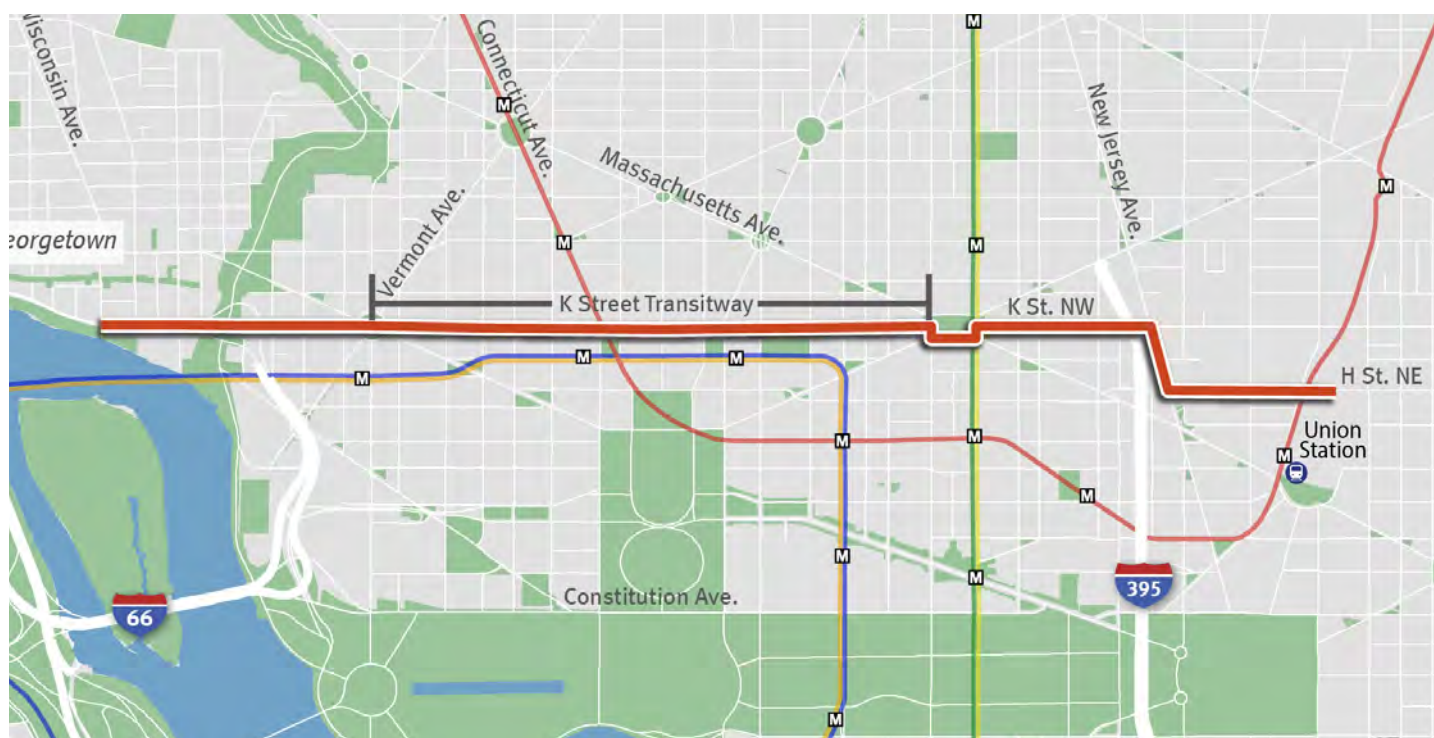
District of Columbia

1. Union Station to Georgetown Streetcar Line from H Street NE to Wisconsin Avenue NW

Length: 3.4 miles

Complete: 2020

Cost: \$348 million



Construct a streetcar line from H Street NE near Union Station, running along H Street NW to New Jersey Avenue NW, and continuing on K Street NW into Georgetown, ending at Wisconsin Avenue NW. This line will connect to the H Street NE - Benning Road line, already under construction. The streetcars will travel in mixed traffic lanes through the eastern portion of the route, but will travel in dedicated transit lanes on K Street between Mount Vernon Square/9th Street NW and Washington Circle/23rd Street NW (a project previously approved in the CLRP called the "K Street Transitway").

See CLRP Project Description Form in Attachment A for more information.



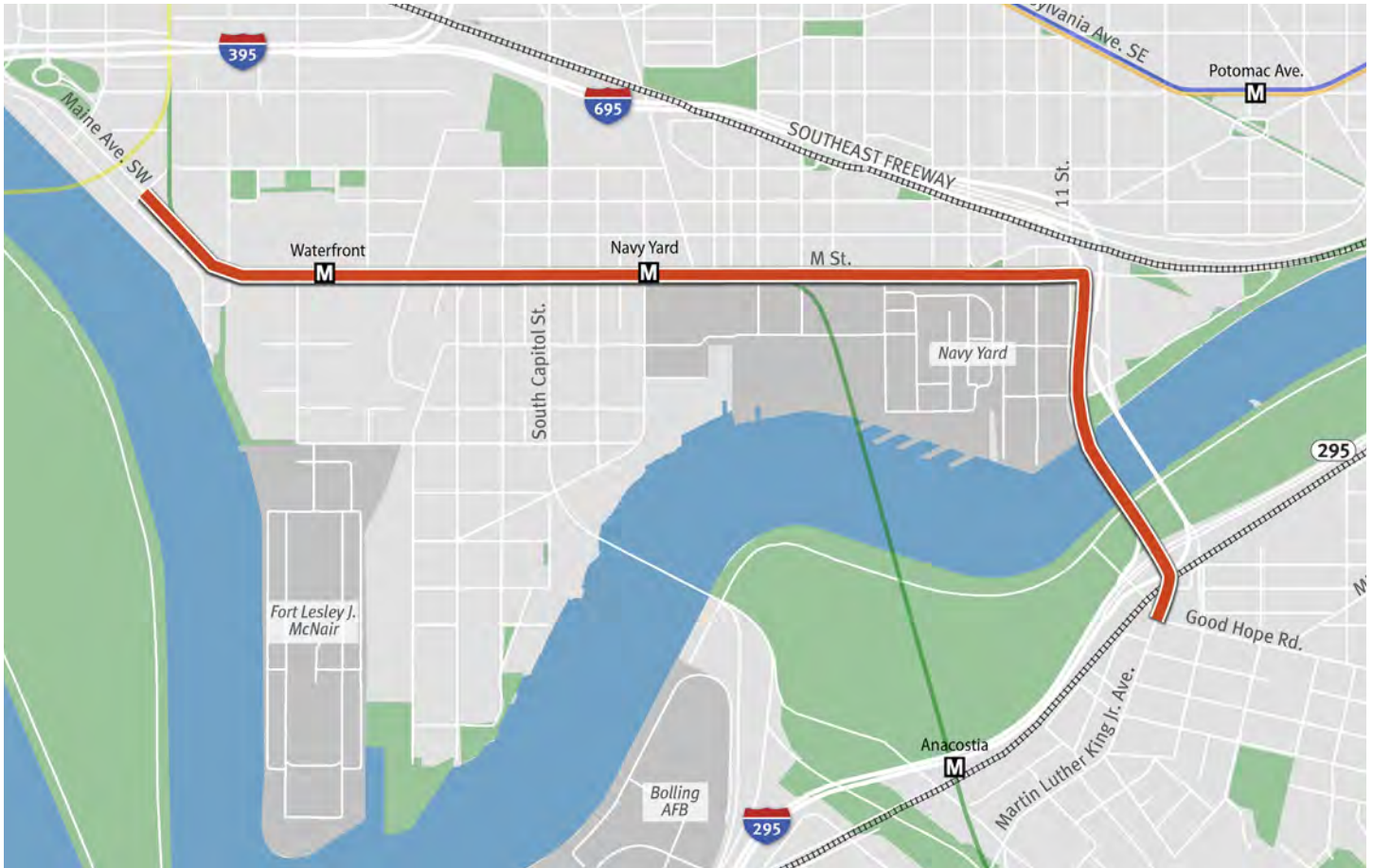
Major Additions and Changes to the 2014 CLRP Update

2. M Street Southeast/Southwest Streetcar Line from Good Hope Road SE to Maine Avenue SW

Length: 3 miles

Complete: 2020

Cost: \$250 million



Construct a streetcar line running from Good Hope Road SE, across the 11th Street Bridge, to M Street SE/SW, ending at Maine Avenue SW. This line will connect to the planned Anacostia Initial Streetcar Line at Good Hope Road SE.

See CLRP Project Description Form in Attachment A for more information.



Major Additions and Changes to the 2014 CLRP Update

3. Benning Road Streetcar Spur from Benning Road to Minnesota Avenue Metro Station

Length: < 1 mile

Complete: 2018

Cost: \$40 million



Construct a spur from the Benning Road Streetcar Line heading north along Minnesota Ave to the Minnesota Avenue Metro Station.

4. Removal of Proposed H and I Streets NW Peak Period Bus-Only Lanes

The approved CLRP contains two projects which proposed to implement bus-only lanes during peak periods. The H Street NW lane was planned between 17th Street NW and New York Avenue NW and the I Street NW lane was planned between 13th Street NW and Pennsylvania Avenue NW. These projects will be removed from the CLRP, pending further study.



Major Additions and Changes to the 2014 CLRP Update

5. Studies: Managed Lanes on 14th Street/Rochambeau Bridge, I-395/I-695, and I-295

Length: ≈9 miles

Complete: 2015

Cost: \$5.9 million

A. 14th Street/Rochambeau Bridge

The first study will look at converting the two northbound lanes on the 14th Street/ Rochambeau Bridge to High Occupancy Vehicle (HOV 3+) during the morning peak period on weekdays and the two southbound lanes on the same facility to HOV 3+ during the evening peak period on weekdays, to mirror existing HOV operations in Virginia. The existing four northbound lanes on the Arland Williams, Jr. Bridge and four southbound lanes on the George Mason Memorial Bridge would remain as general purpose lanes. The study will also consider a subsequent conversion of the HOV lanes into High Occupancy/Toll (HOT) lanes.

B. I-395/I-695, Southeast-Southwest Freeway

The second study will look at implementing HOV lanes on the Southeast/Southwest Freeway (I-395/I-695) from the Case Bridge to the 11th Street Bridge, and subsequently converting those to HOT.

C. I-295

The third study will consider implementing HOV and then HOT lanes on I-295 from the 11th Street Bridge to the DC/Maryland Line.

See CLRP Project Description Forms in Attachment A for more information.





Major Additions and Changes to the 2014 CLRP Update

Maryland

6. MARC Growth and Investment Plan

Complete: 2040

Cost: \$1.295 billion (Washington region)



MDOT is including \$1.06 billion of project improvements for MARC as identified in the MARC Growth and Investment Plan. The MARC Growth and Investment Plan is a multi-phased, multi-year plan to increase the capacity of MARC, Maryland’s commuter rail system. MARC is a key component of Maryland’s commuter network providing rail service for more than 30,000 commuters a day traveling between Washington’s Union Station and northern, central and western Maryland.

Primary objectives of the plan include providing better service for current riders and addressing existing problems with capacity, frequency and reliability. This package of projects will increase passenger-carrying capacity and increase share of trips by MARC during peak travel periods, among other benefits. The \$1.295 billion shown reflects the Washington region’s proposed contribution towards projects in the larger \$2.3 billion Growth and Investment Plan, which also includes the Baltimore area.

7. I-95/495 Interchange at Greenbelt Metro Station

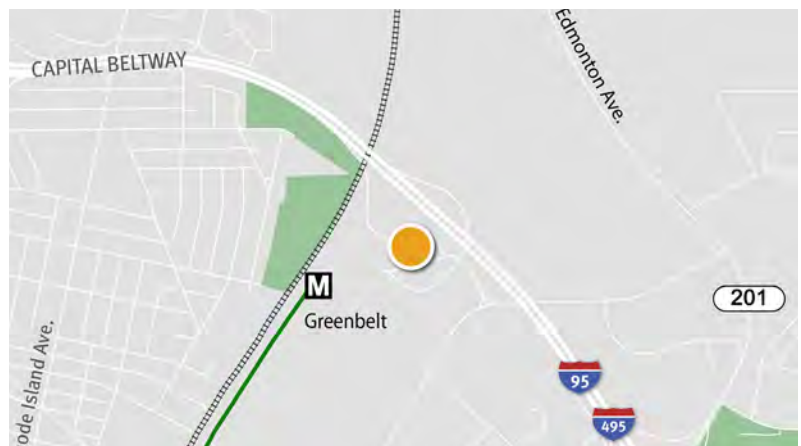
Length: <1 mile

Complete: 2020

Cost: \$78.21 million

Construct a full interchange along I-95/I-495 at the Greenbelt Metro Station. The existing partial interchange provides access from the inner loop of the Capital Beltway to the Greenbelt Metro Station. The project includes the addition of auxiliary lanes on I-95/I-495 between the Greenbelt metro and MD 201 interchanges.

See CLRP Project Description Form in Attachment A for more information.





Major Additions and Changes to the 2014 CLRP Update

Virginia

8. Virginia Railway Express System Plan

Cost: 2040

Cost: \$977.4 million

The VRE System Plan provides a framework for VRE service expansion through 2040. The Plan includes system investments and expansion of peak service on the Fredericksburg and Manassas Lines, introduction of reverse-peak service, additional mid-day service, and service extension to the Gainesville-Haymarket area of Prince William County. Major railroad capacity projects focus on the relief of key capacity bottlenecks on the VRE system, including additional track capacity in the Long Bridge corridor and completion of a third main track on the Fredericksburg Line from Alexandria to Spotsylvania County.

The VRE System Plan outlines capital investments totaling \$3.2 billion to implement plan recommendations. It builds upon prior VRE growth plans included in the CLRP financial analysis and transit-modeling assumptions proposed for implementation by 2020, for which funding has been identified. Funding for projected VRE station, yards and equipment needs through 2040 has also been identified and is reflected in the \$977 million CLRP project cost. Full funding for long-term system investments in railroad capacity, including the expansion of the Long Bridge and Fredericksburg Line third main track, and service enhancements such as reverse-peak service, additional mid-day trains or the future run-through of VRE and MARC trains has not been identified. Those recommendations are included for information purposes. As funding is identified for those initiatives they will be added to the CLRP and air quality conformity analysis.





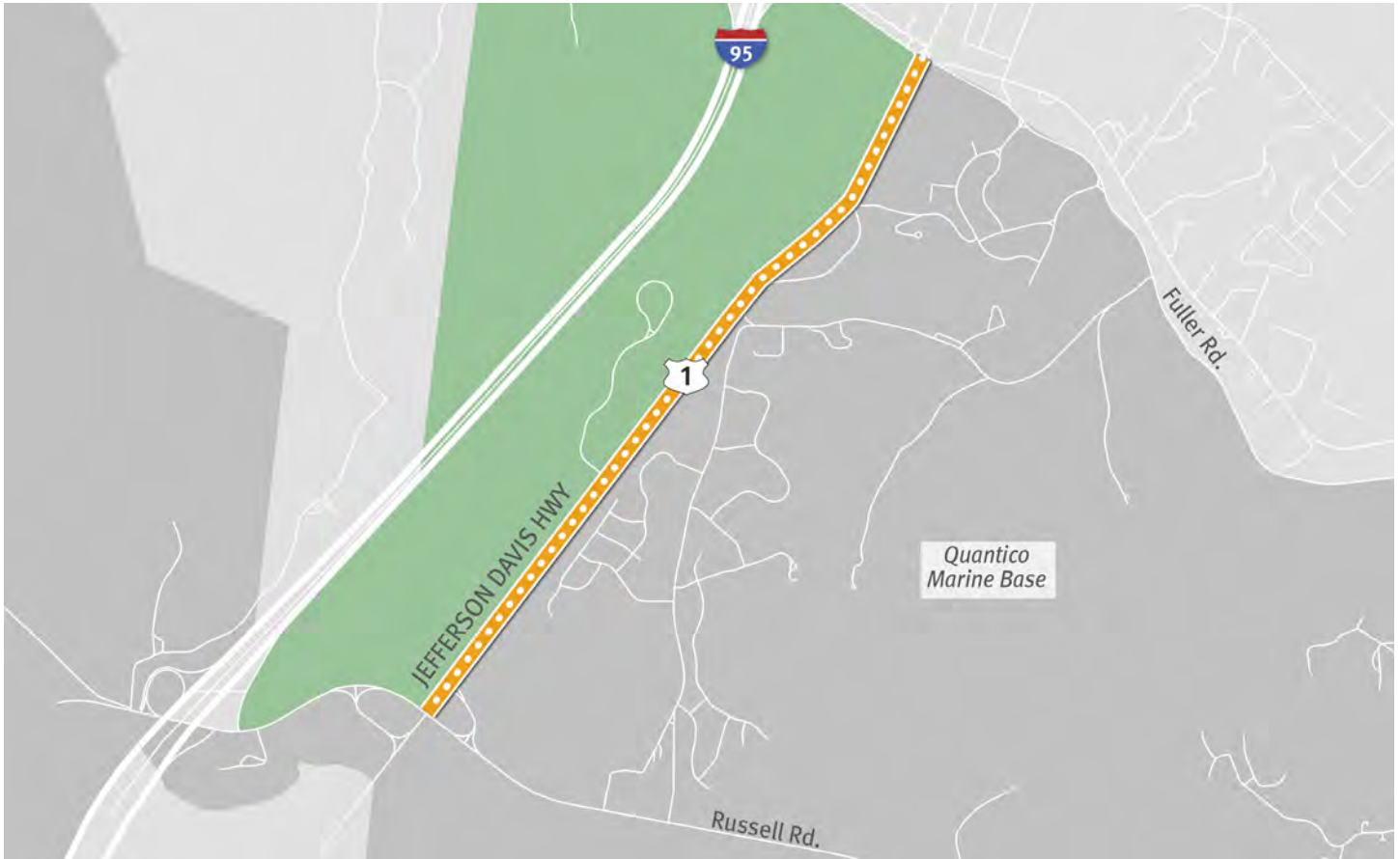
Major Additions and Changes to the 2014 CLRP Update

9. Widen US 1 from Fuller Road to Russell Road Interchange

Length: 2.38 miles

Complete: 2025

Cost: \$76 million



Widen US 1 from Fuller Road to Russell Road from 4 to 6 lanes.

See CLRP Project Description Form in Attachment A for more information.

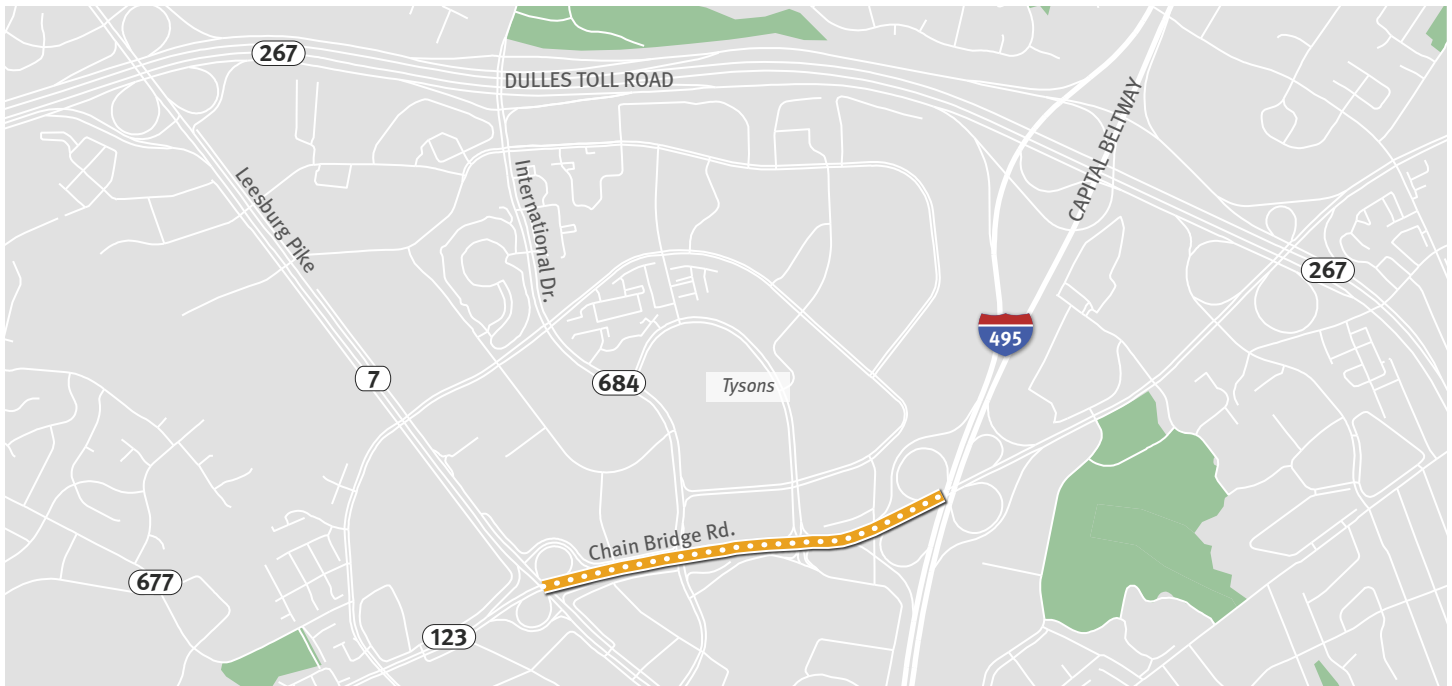
Major Additions and Changes to the 2014 CLRP Update

10. Widen VA 123 from VA 7, Leesburg Pike to I-495, Capital Beltway

Length: <1 mile

Complete: 2021

Cost: \$22 million



Widen VA Route 123 from Leesburg Pike to the Capital Beltway from 6 to 8 lanes.

See CLRP Project Description Form in Attachment A for more information.

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

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

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

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

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

WHEREAS, on July 18, 2012, the TPB approved the FY 2013-2018 TIP which was developed as specified in the Federal Planning Regulations; and

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

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

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

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

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

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

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

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

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

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

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

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



NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

MEMORANDUM

October 9, 2014

To: Transportation Planning Board

From: Kanti Srikanth
Director, Department of
Transportation Planning

Re: Briefing on the Draft FY 2015-2020 TIP

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

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

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

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

**RESOLUTION ENDORSING THE 2014 CERTIFICATION OF
THE URBAN 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 provisions of Moving Ahead for Progress in the 21st Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan; and

WHEREAS, the Federal Planning Regulations implementing SAFETEA-LU, which were issued February 14, 2007 by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA), require that “ the state and MPO shall certify at least every four years that the metropolitan transportation planning process is addressing the major issues facing the area and is being carried out in accordance with all applicable requirements...”; and

WHEREAS, on July 17, 2013, the TPB approved the 2013 CLRP which meets the Federal Planning Regulations and are fully documented on the TPB web site; and

WHEREAS, on January 22, 2014, FTA and FHWA found that the 2013 CLRP conforms to the region’s State Implementation Plans; and

WHEREAS, on January 22, 2014, FTA and FHWA also found that “ the 2013 CLRP and FY 2013-2018 TIP for the metropolitan planning area is based on a continuing, comprehensive transportation planning process carried on cooperatively by the District of Columbia, State of Maryland, State of Virginia, TPB, and the Washington Metropolitan Area Transit Authority in accordance with the requirements of 23 U.S.C. 134 and Section 5303 of the Federal Transit Act.” and

WHEREAS, a Statement of Certification, dated October 15, 2014 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 BY THE NATIONAL CAPITAL REGION
TRANSPORTATION PLANNING BOARD THAT:**

The appended Statement of Certification, dated October 15, 2014 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.

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

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

STATEMENT OF CERTIFICATION

October 15, 2014

This document describes how the TPB planning process complies with applicable requirements and guidelines.

Table of Contents

1.	The Unified Planning Work Program for Transportation Planning	2
2.	Roles and Responsibilities for Transportation Planning and Programming	2
3.	The TPB Regional Transportation Priorities Plan and Planning Factors	3
4.	Four-Year Updates of the Long-Range Transportation Plan.....	3
5.	The Currently Adopted Plan and Transportation Improvement Program (TIP)	4
6.	The New Plan and TIP	4
7.	Annual Listing of Projects.....	4
8.	The Air Quality Conformity Determination for the New Plan	5
9.	The Financial Plan	5
10.	Participation Plan and Public Involvement	6
11.	Transportation for Persons with Disabilities, Low-Income Individuals and Older Adults	8
12.	Title VI of the Civil Rights Act of 1964 and Other Federal Requirements.....	9
13.	Human Service Transportation Coordination	11
14.	Congestion Management Process	12
15.	Management, Operations and Technology	13
16.	Freight Planning	13
17.	Bicycle and Pedestrian Planning	13
18.	Environmental Consultation and Mitigation	14
19.	Scenario Planning and Climate Change	14
20.	Regional Transportation Priorities Planning.....	15
21.	Transportation/Land Use Connections (TLC) Program	16
22.	Related Documents and Other Items on the Web	16
23.	Federal Review of the TPB’s Planning Process	17
24.	Signature Pages.....	18

The National Capital Region Transportation Planning Board (TPB) has been designated as the Metropolitan Planning Organization (MPO) for the Washington Metropolitan Area. The TPB has the responsibility under the provisions of Moving Ahead for Progress in the 21st Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area. MAP-21 was signed into law on July 6, 2012 and proposed planning regulations were released in June 2014. The TPB, the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) certify that the metropolitan transportation planning process is being carried out in conformance with all applicable requirements of 23 USC 143, 49 USC 1607, 23 CFR Parts 450 and 500, 49 CFR Part 613, and Sections 174 and 176(c) and (d) of the Clean Air Act, as evidenced by the descriptions below. The TPB reviewed this self-certification document at its October 15, 2014 meeting.

1. The Unified Planning Work Program for Transportation Planning

The FY 2015 Unified Planning Work Program for Transportation Planning (UPWP) was adopted by the TPB on March 19, 2014. The UPWP was developed to address the provisions of MAP-21 as well as comply with the air quality conformity regulations of the Environmental Protection Agency as amended on June 1, 2005. The TPB developed the work program to address the provisions of MAP-21 which was signed into law on July 6, 2012.

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 established over several years. As required under MAP-21, the TPB, the state DOTs and the public transportation operators have documented their transportation planning roles and responsibilities in the Washington Metropolitan Region in a Memorandum of Understanding (MOU) that was executed by all parties on January 16, 2008.

The state transportation agencies (DDOT, MDOT and VDOT) have an agreement with COG, dated October 30, 2003, that specifies the terms and conditions for funding its administrative support of the transportation planning process. This agreement was reviewed and updated by amendment on September 17, 2008. The responsibilities for the primary planning and programming activities are indicated in the UPWP. In addition, an agreement involving the TPB and Charles and Calvert counties in Maryland regarding consistency and conformity of their plans, programs and projects is included in the UPWP.

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. The TPB Call for Projects document was transmitted to FAMPO in November 2013 requesting new and updated information on the projects located in the portion of Stafford County in the Washington DC TMA to be included in the update of the CLRP. FAMPO was also requested to provide updated information on the Congestion Management System (CMS) for this portion of Stafford County. In December 2013, FAMPO transmitted this information to TPB on the schedule in the TPB Call for Projects document.

3. The TPB Regional Transportation Priorities Plan and Planning Factors

The eight federal planning factors are encompassed by both the TPB Vision and the Regional Transportation Plan; each planning factor is included in one or more of the goals, objectives and strategies, except for security, which is implicitly addressed in the TPB Vision. A description of how each planning factor is encompassed by the TPB Vision can be found at: mwcog.org/clrp/federal/vision_factors.asp.

The 2014 Plan was assessed for performance against the key goals from the Regional Transportation Priorities Plan (RTPP). The Regional Transportation Priorities plan re-iterates the goals and objectives in the TPB Vision. The TPB was briefed on the Performance Analysis of the Draft 2014 CLRP at a work session and at its meeting on September 17, 2014. The RTPP, the Vision and the planning factors are also used to guide project submissions for the Plan and Transportation Improvement Program (TIP). Agencies that are submitting projects to be part of the long-range plan and TIP are asked to use the RTPP and Vision as a guide for what projects should be selected. The major RTPP and Vision goals are provided in the TPB's annual "Call for Projects". The project submission forms for the Plan include a field asking how the project will address the eight Federal planning factors.

4. Four-Year Updates of the Long-Range Transportation Plan

MAP-21 requires the TPB to update the plan every four years.

The 2014 CLRP will be the new official quadrennial update. The *2010 Update to the Financially Constrained Long-Range Transportation* was the last official quadrennial update. It was approved by the TPB on November 17, 2010 and is documented on the website (mwcog.org/clrp).

Prior to MAP-21 and SAFETEA-LU, TEA-21 required CLRP updates every three years. Documentation of the past triennial updates includes:

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 July 17, 2013 the TPB approved the 2013 CLRP and the FY 2013-2018 TIP. The TIP is updated on a two-year cycle, so the FY 2013-2018 TIP is the TIP of record. 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 January 22, 2014, FHWA and FTA found that the 2013 CLRP and FY 2013-2018 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 November 20, 2013, the TPB began the development of the CLRP by releasing the final solicitation document for the 2014 CLRP and FY 2015-2020 TIP, which requested that the transportation implementing agencies explicitly consider the Vision and the eight planning factors as the policy framework when they submitted projects and programs for inclusion in the CLRP.

Approval of the New Plan and TIP

The 2014 CLRP and FY 2015-2020 TIP were developed according to the provisions of MAP-21. The 2014 CLRP and FY 2015-2020 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. The 2014 CLRP and FY 2015-2020 TIP were adopted by the TPB on October 15, 2014.

7. Annual Listing of Projects

MAP-21 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 mwcog.org/clrp/projects/tip/obligations.asp.

8. The Air Quality Conformity Determination for the New Plan

On October 15, 2014, the TPB approved the air quality conformity analysis of the 2014 CLRP and FY 2015-2020 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 meets 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 on March 24, 2010, and (3) as detailed in periodic FHWA / FTA and EPA guidance. The air quality conformity report can be found at mwcog.org/transportation/activities/quality/.

9. The Financial Plan

The 2014 update of the CLRP includes a full financial analysis, as required every four years by MAP-21. The financial plan produced from this analysis demonstrates that the 2014 CLRP, covering the period 2015 through 2040, is financially constrained. The plan is fiscally realistic, balancing all proposed new project investments and system maintenance and operating costs with reasonable revenue expectations, as agreed upon by the MPO and its implementation agency partners in the metropolitan planning process. The plan demonstrates that the forecast revenues reasonably expected to be available cover the estimated costs of expanding and adequately maintaining and operating the highway and transit system in the region.

A total of \$244 billion in transportation expenditures is projected for the Washington Metropolitan Region for the 26-year period of 2015 to 2040. The majority of future transportation revenues will be devoted to the operations and maintenance of the current transit and highway systems. Most importantly, the plan demonstrates full funding for WMATA's forecast needs for both Operations and State of Good Repair through 2040. WMATA expenditures constitute 41 percent and local transit 18 percent of the total for the 2014 CLRP and highways constitute 41 percent. As 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 (which include inflation rates in the future years). The TPB was briefed on the financial analysis at its September 17, 2014 meeting. The draft report, Financial Analysis for the 2014 Constrained Long-Range Transportation Plan for the Washington Region, is available at: <http://www.mwcog.org/uploads/committee-documents/bl1YWF9f20140911144921.pdf>

The update of the financial plan element of the CLRP, specifically the project cost estimates and the revenue amounts reasonably expected to be available to implement the projects as well as operate and maintain the existing transportation system, was prepared by the TPB member jurisdiction and agency staffs, working with the TPB staff and its financial plan consultant. The forecasts and the assumptions they are based on were reviewed by a working committee and subsequently reported to and reviewed by the TPB's Technical Committee.

The financial plan incorporates new transportation revenues approved by the state legislators for Virginia and Maryland; both jurisdictions passed significant legislation that increased the state and local funding available for future transportation investments. It includes revenue and expenditure estimates for the regional rail and bus transit system operated by WMATA and funded by member jurisdictions, which were developed, reviewed and agreed upon jointly between WMATA and its members. Similarly the financial plan includes commuter rail services, VRE and MARC, whose expenditure and revenue estimates were developed, reviewed and agreed to by its respective members. More information on the financial planning process is available at: mwcog.org/clrp/elements/financial.asp.

The CLRP is updated annually 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. In future years, the financial analysis for the 2014 CLRP will be reviewed to ensure that it conforms to MAP-21 requirements for amendments and updates to the CLRP.

For the purposes of the 2014 CLRP air quality conformity determination, a transit ridership constraint was imposed post 2020, as has occurred in past plans where there were capital funding shortfalls for expansion of the Metrorail's core capacity. Because funding has not yet been identified to accommodate all of the projected Metrorail ridership growth, a method that has been applied since the 2000 CLRP is used to limit the projected ridership to reflect the limits of the current service levels and core station capacity. Congestion on the Metrorail system beyond 2020 is explicitly accounted for by constraining transit ridership to or through the core area to 2020 levels.

In 2008, Congress passed the Passenger Rail Investment and Improvement Act (PRIIA) which provides 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. It was assumed in the financial plan that the PRIIA funding for WMATA would continue through 2040, similar to the continuation of other federal funding programs.

10. 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 CLRP. The update to the 2007 TPB Participation Plan was approved in September 2014. It 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 current "Participation Plan for the National Capital Region Transportation Planning Board" is available

at http://www.mwcog.org/store/item.asp?PUBLICATION_ID=493.

Visualization and Electronic Access

Beginning in 2010, the TPB has made available to the public an on-line, searchable database of all the transportation projects and programs in the CLRP & TIP. Projects are either programmed in the FY2013-2018 TIP or planned in the 2013 CLRP. The on-line database will be updated with the projects in the 2014 CLRP following TPB approval. The database is available at: mwcog.org/clrp/projects/search.asp.

In addition, the TPB makes public information available electronically on two main websites: the CLRP website and the TPB website: mwcog.org/transportation. The CLRP website includes area maps of all newly proposed projects; static maps of all major highway, transit, HOV/HOT, and bicycle/pedestrian projects; and the ability to view CLRP projects using Google Earth.

The Public Involvement Process for the New Plan and TIP

The TPB held two public comment periods during the development of the 2014 CLRP and new TIP; the first was held from March 13 to April 12, 2014 on the projects to be included in the air quality conformity analysis, and the second was held from September 11 to October 11 on the draft 2014 CLRP and FY 2015-2020 TIP, and the draft air quality conformity determination.

During the development of the 2014 CLRP and FY 2015-2020 TIP the participation procedures outlined in the TPB Participation Plan were followed, and several opportunities were provided for public comment, including:

- a) At the March 13, 2014 TPB Citizens Advisory Committee (CAC) meeting, the project submissions for inclusion in the air quality conformity analysis of the CLRP and TIP and the air quality conformity work scope were released, and an opportunity for public comment on these submissions was provided at the beginning of the March 19 TPB meeting.
- b) At the April 16 meeting, the TPB approved a set of responses to the public comments on the project submissions for inclusion in the CLRP and TIP documents.
- c) On July 24, 2014, the Draft 2014 CLRP was presented to the TPB's Access for All Advisory Committee for their consideration and comment.
- d) At September 11, 2014 CAC meeting, the draft 2014 CLRP, the FY 2015-2020 TIP, and the draft air quality conformity analysis were released for a 30-day public comment period which closed on October 11.
- e) 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.

Comments and responses from the two public comment periods were posted on the website at mwcog.org/transportation/public. The staff responses to the comments were reviewed and accepted for inclusion in the CLRP by the TPB on October 15, 2014. The final version of the TIP document will include summaries of all comments and responses

11. Transportation for Persons with Disabilities, Low-Income Individuals and Older Adults

On September 6, 1991, the U.S. Department of Transportation issued regulations (49 CFR, Parts 27, 37 and 38) on transportation for persons with disabilities to conform to the Americans with Disabilities Act (ADA) of 1990. Related regulations include Section 504 of the Rehabilitation Act of 1973 regarding discrimination against individuals with Disabilities. On July 15, 1992, the TPB certified that the WMATA ADA Paratransit Plan for the WMATA Region and the Frederick County ADA Paratransit Plan are in conformance with the Constrained Long Range Plan and these plans were submitted to FTA in July 1992. By January 1997 both the WMATA and Frederick County paratransit services were operating as planned in conformance with the regulations.

In December 1998, the U.S. Department of Transportation/Federal Highway Administration (FHWA) released DOT Order 6640.23 to comply with Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*. The Federal Transit Administration (FTA) issued the Circular "Title VI Requirements and Guidelines for Federal Transit Administration Recipients" (FTA C 4702.1B) on October 1, 2012. The TPB has complied with the USDOT's longstanding guidance to ensure nondiscrimination in programs, procedures, operations, and decision-making to assure that social, economic, and environmental impacts on communities and individuals are considered in the planning process. The COG Board of Directors adopted a "Title VI Plan to Ensure Nondiscrimination in all Programs and Activities" on July 14, 2010. COG serves as the administrative agent for the TPB. The Title VI Plan documents the actions and procedures the TPB uses to ensure nondiscrimination of transportation-disadvantaged population groups in the planning process. The Title VI plan is described in more detail under item 12 below and can be found at:

<http://www.mwcog.org/publications/Final%20Title%20VI%20Plan%20Revised%20Aug%202010.pdf>.

Several actions have been taken to ensure that the planning process includes the participation of low-income communities, minority communities, persons with disabilities and older adults. To ensure on-going input from transportation disadvantaged population groups, the TPB established the Access for All Advisory Committee in 2001 to advise on issues, projects and programs important to low-income communities, minority communities and persons with disabilities. The committee is chaired by a TPB member who regularly reports to the TPB on the issues and concerns of the committee. Approximately 25 community leaders are

members of the committee, which meets quarterly.

Each time the CLRP is updated, the AFA committee reviews maps of proposed major projects and comments on the long-range plan. The AFA chair, TPB member Tim Lovain, presented those comments to the TPB on September 17, 2014. The AFA comments on the Draft 2014 CLRP were distributed to the TPB in this memo:

<http://www.mwcog.org/uploads/committee-documents/Y11YV15W20140929121523.pdf>

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](http://www.mwcog.org/accommodations)). The TPB has a Language Assistance Plan that is provided in Attachment F.

<http://www.mwcog.org/publications/Final%20Title%20VI%20Plan%20Revised%20Aug%202010.pdf>.

As described under item 13 below, the key elements of the Coordinated Human Service Transportation Plan were adopted by the TPB in July 2014. The Coordinated Plan identifies unmet transportation needs for people with disabilities, low-income individuals and older adults. These population groups are represented on the Human Service Transportation Coordination Task Force which oversaw the development of the key elements of the Update to the Coordinated Plan. The Coordinated Plan guided the selection of projects to be funded by the TPB's Federal Transit Administration Job Access Reverse Commute (JARC) and New Freedom Programs. The TPB has funded 66 JARC and New Freedom grants to improve access to transportation for people with disabilities and those with limited incomes which total over \$25 million in Federal and matching funds. The Coordinated Plan and information on the Enhanced Mobility funding program is available at tpbcoordination.org. In 2011, an assessment of the TPB's JARC and New Freedom program and grants was conducted by an independent consulting firm. The report "Assessment of the Job Access and Reverse Commute (JARC) and New Freedom Programs in the National Capital Region" was presented to the TPB on January 18, 2012.

12. Title VI of the Civil Rights Act of 1964 and Other Federal Requirements

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. FTA issued the Circular "Title VI Requirements and Guidelines for Federal Transit Administration Recipients" (FTA C 4702.1B) on October 1, 2012. FHWA also has published guidance on how the TPB must ensure nondiscrimination in its plans, programs and activities: "FHWA Desk Reference: Title VI Nondiscrimination in the Federal Aid Highway Program."

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 Metropolitan Washington Council of Governments (COG), as the administrative agent for the TPB, 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 and related statutes regarding nondiscrimination and environmental justice. The COG Board adopted the Title VI Plan on July 14, 2010 and it includes a policy statement, Title VI assurances and nondiscrimination complaint procedures. COG’s Title VI plan and the Title complaint form are available here: <http://www.mwcog.org/publications/nondiscrimination.asp>. In November 2012, COG revised its Title VI Program which reiterates the policies and practices outlined in the Title VI Plan, and submitted the program to FTA Region 3. In a letter from FTA Region 3 on November 9, 2012, the FTA 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’s General Counsel organizes an annual meeting with the Executive Director and the Title VI Coordinators. The last meeting was held on April 22, 2014.

Each COG/TPB staff member is required to attend Title VI training and Title VI training is offered annually. In June 2011, TPB staff received a day-long Title VI training from FHWA Headquarters staff at the Virginia Department of Transportation.

COG’s “Disadvantaged Business Enterprise Program Administrative Program and Policy” dated April 2, 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 www.mwcog.org/doingbusiness/dbe. On June 3, 2013 FTA Region 3 provided two letters concurring with the DBE methodology and goal, and the DBE and SBE program. All COG contracts and subcontracts include the required standard clauses, including lobbying prohibition.

COG pro-actively arranged for a consultant to review its non-discrimination and DBE plans and policies. The review is expected to be completed in coming months, and will result in revisions to the Title VI Plan to reflect the new COG and TPB membership and other minor changes.

COG has an accommodations policy for people with disabilities and those with limited English skills which the TPB and all other TPB committees follow. This policy sets procedures for making documents accessible to those with visual impairments and for making meeting locations and other logistics accessible for those with disabilities or limited English skills. COG’s accommodations policy can be found at mwcog.org/accommodations/.

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. This agreement was reviewed and updated by amendment on September 17, 2008. 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 polices and the prohibition on lobbying.

Analysis of Disproportionate and Adverse Impacts

The CLRP is analyzed to ensure that the plan does not disproportionately and adversely affect low-income, minority and disabled populations by using Census data and travel demand data on the accessibility to jobs by highway and transit in 2040. An analysis of the last major update of the Plan, the 2010 CLRP, is available at: mwcog.org/clrp/performance/EJ/EJintro.asp. Each major plan update, required every 4 years, undergoes a Title VI analysis so the 2014 CLRP, adopted by the Board on October 15, 2014, will be analyzed for disproportionate and adverse impacts. The link above also includes a regional demographic profile based on the latest available Census data, maps showing major CLRP projects and locations of low-income, minority, older adult, limited English proficiency and disabled populations, and mode use by population group and proximity to transit stations. The accessibility changes resulting from the 2010 CLRP were analyzed for disproportionate adverse impacts on transportation disadvantaged groups. The analysis showed that based on accessibility to jobs, the 2010 CLRP does not appear to have disproportionate adverse impacts on these groups. For the 2012 CLRP, another accessibility analysis was conducted examining accessibility to jobs by highway and transit in 2040 and was documented in the 2012 CLRP brochure and website. A sensitivity analysis on the impacts of the 2012 CLRP on traditionally transportation-disadvantaged populations was conducted and suggests that decreases in accessibility to jobs on the eastern side of the region are likely due to higher congestion levels and land use changes forecast for 2040. A description of how the TPB further addresses planning-related Title VI requirements, as outlined in the COG Title VI Plan, is available above in Section 11 "Transportation for Persons with Disabilities, Low-Income Individuals and Older Adults".

13. Human Service Transportation Coordination

The TPB adopted key elements of the Update to the Coordinated Human Service Transportation Plan in July 2014 to guide the implementation of the new Enhanced Mobility of Seniors and Persons with Disabilities Program. The Coordinated Plan was last updated in 2009. The TPB's Human Service Transportation Coordination Task Force oversaw the development of the key elements. In November 2014, the TPB will be asked to approve the new Coordinated Plan document.

The TPB serves as the designated recipient for the FTA Enhanced Mobility, JARC and New Freedom grant programs in the Washington DC-VA-MD Urbanized Area. The key elements, the 2009 Coordinated Plan and information on the new Enhanced Mobility Program are available at tpbcoordination.org.

On August 28, 2014, the TPB issued its first solicitation for Enhanced Mobility grant applications which were due in October 2014. The key elements of the Coordinated Plan provide strategies, priority projects and the competitive selection process for

the Enhanced Mobility program.

In 2011, an assessment of the TPB's JARC and New Freedom program and grants was conducted by an independent consulting firm. The report "Assessment of the Job Access and Reverse Commute (JARC) and New Freedom Programs in the National Capital Region" was presented to the TPB on January 18, 2012. The report outlined recommendations for changes to the solicitation process, changes to strengthen the oversight of subgrants, and recommendations to provide additional technical assistance to grantees in the implementation of grants. Overall, the assessment found that no widespread changes to the TPB administrative and oversight process are called for.

A Human Service Transportation Coordination Study was conducted by a consultant as part of WMATA's and Maryland's Technical Assistance in the FY2013 UPWP. The study reviewed specialized transportation services in the region, funding mechanisms for those services, and interviewed select human service agencies in Suburban Maryland. The study included research on existing human service agency transportation coordination and alternative service delivery models and assessment of their applicability for Suburban Maryland. The study recommends a preferred coordination model and action plan for a pilot for alternative service to MetroAccess in Suburban Maryland. The final report was developed in June 2013.

14. Congestion Management Process

The TPB created a Congestion Management Process (CMP) in 2007 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 as a whole, form a large portion of the CMP. The CMP addresses the requirements laid out in the final planning regulations. The CMP element of the CLRP is documented at mwcog.org/clrp/elements/cmp/. A feature of the CMP is a regional Congestion Dashboard at mwcog.org/congestion.

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 the CLRP and 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 CLRP or TIP

projects.

15. Management, 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. On these topics, the TPB is advised by its Management, Operations, and Intelligent Transportation Systems (MOITS) Technical 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 task force and programs can be found at mwcog.org/clrp/federal and mwcog.org/clrp/elements/moits.

16. Freight Planning

The TPB is dedicated to incorporating freight into the transportation planning process. The TPB Freight Plan 2010 provides analysis of current and forecast freight transportation and identifies projects that benefit freight transportation in the National Capital Region. The TPB Freight Subcommittee meets bimonthly to exchange information and to provide stakeholder input into the TPB freight planning products. For example, the TPB Freight Subcommittee developed the region's first Top 10 Freight Project List in 2011, and updated the list in 2013. The 2011 TPB Regional Freight Forum, a 1-day conference on regional freight trends brought together TPB board members, Capitol Hill representatives, freight-industry representatives from all modes, and federal, state, and local planners. For more information and to view the freight planning documents and freight subcommittee activities, go to mwcog.org/freight.

17. Bicycle and Pedestrian Planning

The TPB approved the *2010 Bicycle and Pedestrian Plan* on October 20, 2010. 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. A 2014 Update to the Bicycle and Pedestrian Plan is being completed and approval is anticipated in November 2014.

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.

Recent examples of how TPB integrates bicycle and pedestrian considerations into the metropolitan planning process include the development of a regional Complete Streets Policy, adopted May 2012, and a regional Green Streets Policy to encourage

more pedestrian-friendly streetscapes, adopted February 2014. More information about the TPB's bicycle and pedestrian planning activities can be found at: mwcog.org/transportation/activities/planning.

18. Environmental Consultation and Mitigation

The TPB established procedures in its Participation Plan for environmental consultation. The TPB has completed an extensive data collection and mapping effort that compares the CLRP 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), impervious surface, protected lands (as defined by state wildlife management and conservation plans), sensitive species, and wetlands. In order to accurately compare the transportation plan with these resources and environmental plans, the TPB directly collaborated with experts at several resource agencies, such as the Maryland Department of Natural Resources, Maryland Historical Trust, National Park Service, Virginia Department of Conservation and Recreation, Virginia Department of Game and Inland Fisheries, and Virginia Department of Historic Resources.

The CLRP 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 more detail on the TPB's CLRP website: <http://www.mwcog.org/clrp/elements/environment/default.asp>.

In February 2014 the TPB approved a Green Streets Policy for the National Capital Region. They defined a Green Street as "an alternative to conventional street drainage systems designed to more closely mimic the natural hydrology of a particular site by infiltrating all or a portion of local rainfall events." A green street uses trees, landscaping, and related environmental site design features to capture and filter stormwater runoff within the right of way, while cooling and enhancing the appearance of the street. The TPB endorsed the concept of Green Streets, provided some policy guidance, and urged its members who had not already adopted such a policy to do so. Many of the TPB member governments and agencies, including the District of Columbia and Maryland, have adopted some form of Green Streets policy.

A Green Streets implementation workshop was held on July 28, 2014, with nearly 80 member agency staff and consultants from around the region in attendance. A Green Streets policy survey was carried out in March 2014, and links to high profile state and local projects and plans can be found in the Transportation Planning Information Hub for the National Capital Region.

19. Scenario Planning and Climate Change

COG has adopted a long-range climate vision, which includes greenhouse gas (GHG)

emissions reduction goals for 2012, 2020 and 2050, as adopted in the 2008 COG Climate Change Report and in the 2010 COG Region Forward Plan, which is a long-range multi-sector vision for the region. The TPB's "What Would it Take?" scenario analyzed over 40 strategies to examine how COG's multi-sector climate change goals could be met in the transportation sector. Strategies ranged from exploring the potential impact of increased fuel economy standards and alternative fuel forecasts to accelerated completion of regional and local level bicycle plans and congestion reduction strategies. The final report for the "What Would it Take?" scenario was completed in May 2010. An analysis of the impact of proposed new fuel economy standards for both light-duty and heavy-duty vehicles was conducted in 2011 and showed how the standards move the region closer to meeting the COG GHG reduction goals in the transportation sector.

The TPB's "CLRP Aspirations" scenario sought to create a land use and transportation vision for the region that includes aggressive land use development centered on the region's activity centers to be connected via a bus rapid transit system running on a network of variably priced road lanes. The first phase of a priority bus system envisioned in this scenario was funded under a TIGER grant. A GHG analysis of the "CLRP Aspirations" scenario and the TIGER priority bus project was included in the "What Would it Take?" scenario. The final report for the "CLRP Aspirations" scenario was completed in September 2010. The final reports for the "What Would It Take?" and "CLRP Aspirations" scenarios are available at: mwcog.org/clrp/elements/scenarios.asp.

20. Regional Transportation Priorities Planning

The Regional Transportation Priorities Plan was approved by the TPB in January of 2014 after a three-year development process that included extensive technical work and public outreach. The plan identifies strategies with the greatest potential to respond to our region's most significant transportation challenges. It also aims to identify those strategies that are "within reach" both financially and politically—recognizing the need for pragmatism in an era of limited financial resources and a lack of political will to raise significant amounts of new revenue. Development of the Priorities Plan included a unique public opinion survey element to help identify those strategies with the greatest likelihood of garnering broad public support.

The Plan calls for maintaining the region's existing system of roadways and transit first, strengthening public confidence and ensuring fairness, and finding better, more efficient ways to move people and goods throughout the region. Focusing attention on these efforts will move the region toward achieving its shared goals for the future. Ultimately, the purpose of the Priorities Plan is to support efforts to incorporate into future updates of the region's Constrained Long-Range Transportation Plan (CLRP) specific projects and programs that support regional priorities. The Priorities Plan serves as a policy guide to assist local, state, and regional leaders in "thinking regionally and acting locally"—that is, in considering regional needs when identifying transportation improvements to advance to implementation.

21. Transportation/Land Use Connections (TLC) Program

The TLC Program provides support to local governments in the Metropolitan Washington region as they work to improve transportation/ land use coordination. The TPB initiated the TLC Program in November 2006 to provide support to local jurisdictions as they deal with the challenges of integrating land-use and transportation planning at the community level. At the close of the FY 2014 round of the TLC technical assistance program, the TPB had completed 72 technical assistance projects in eighteen of the TPB member jurisdictions for a total of \$2,360,000. In addition to providing technical assistance, the TLC Program includes a Regional Peer Exchange Network. Since 2012, the TLC Program has provided staff support for the project selection process for funding sub-allocated to the Washington metropolitan region under the federal Transportation Alternatives Program (TAP). More information is available at: mwcog.org/transportation/activities/tlc.

22. Related Documents and Other Items on the Web

This self-certification refers to many related items and documents which are available on the MWCOCG website. Below is a list of the key documents with a link to their exact location on the website.

Item	Specific Location
2014 Plan	mwcog.org/clrp
2014 Plan Brochure (not yet published)	mwcog.org/clrp/resources/
FY2015-2020 TIP	mwcog.org/clrp/projects/tip/fy1520.asp
Air Quality Conformity Analysis of the 2014 Plan	mwcog.org/clrp/resources/default.asp#air-quality-analysis
Call for Projects for 2014 CLRP	
Public comments on the new Plan	mwcog.org/TPBcomment
Financial Plan	mwcog.org/clrp/resources/default.asp#financial-analysis
Regional Transportation Priorities Plan	http://www.mwcog.org/transportation/priorities/
TPB Vision and Relation to the Planning Factors	mwcog.org/clrp/process/vision.asp
Participation Plan	mwcog.org/clrp/public/plan.asp

COG Accommodations Policy	mwcog.org/accommodations/
FY2015 UPWP	mwcog.org/transportation/activities/upwp/
Coordinated Human Services Transportation Plan	mwcog.org/tpbcoordination/resources/CoordinatedPlan.asp
Congestion Management Process	mwcog.org/clrp/elements/cmp/default.asp
Annual Listing of Projects	mwcog.org/clrp/projects/tip/obligations.asp
On-line CLRP & TIP Project Database	mwcog.org/clrp/projects/search.asp
Environmental Mitigation Discussion	mwcog.org/clrp/elements/environment/
Visualization of the CLRP	mwcog.org/clrp/projects/major.asp
Freight Plan	mwcog.org/store/item.asp?PUBLICATION_ID=381
Bike and Pedestrian Plan	mwcog.org/store/item.asp?PUBLICATION_ID=386
Safety Element	mwcog.org/clrp/elements/safety/
COG Title VI Plan	mwcog.org/store/item.asp?PUBLICATION_ID=383
TPB Language Assistance Plan	mwcog.org/store/item.asp?PUBLICATION_ID=384
Scenario Study	mwcog.org/clrp/elements/scenarios.asp
Transportation Land Use Connections (TLC) Program	mwcog.org/transportation/activities/tlc/

23. Federal Review of the TPB's Planning Process

In April 2010, 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 May 5, 2011 report. Seven TPB planning elements received commendations and four FAMPO planning elements were commended. The report included 11 TPB recommendations, 3 FAMPO recommendations, and 4 corrective actions for FAMPO to address. The TPB's planning process was certified with the condition that FAMPO address the 4 corrective actions. FAMPO has successfully addressed all 4 corrective actions.

TPB staff and FAMPO staff reviewed the recommendations and corrective actions of the federal certification review and worked cooperatively to implement them by the compliance deadlines. On July 18, 2012 the FHWA sent a letter to FAMPO and TPB acknowledging that the corrective actions had been implemented and fully certifying the FAMPO section of the DC-MD-VA TMA area.

In October 2014, FHWA and FTA will conduct the next certification review of the transportation planning process for the Washington, DC-VA-MD Transportation Management Area (TMA).

24. Signature Pages

The following signature pages from the Departments of Transportations of the District of Columbia, Maryland, Virginia and the Transportation Planning Board 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. The following page identifies the section and page where each of the applicable federal requirements listed on the signatures pages is addressed in this document.

Metropolitan Transportation Planning Process

Applicable Federal Requirements

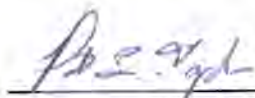
	<u>Requirement</u>	<u>Addressed in Section</u>	<u>Page</u>
1.	23 U.S.C. 134, 49 U.S.C. Section 5303 and 23 U.S.C. 450 Subpart 334 (Metropolitan Planning)	ALL	2-15
2.	Title VI of Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794 (Nondiscrimination - Civil Rights), Section 324 (Nondiscrimination - Gender), and 29 U.S.C. 794) (Nondiscrimination - Individuals with Disabilities)	11,12	8-11
3.	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	9-11
4.	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 (Nondiscrimination - Individuals with Disabilities)	11	8
5.	The provision of 49 CFR part 20 regarding restrictions on influencing certain activities (Lobby Prohibition)	12	9-10
6.	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
7.	49 U.S.C. Section 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity (Nondiscrimination - General)	11, 12	8-11
8.	23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts (Equal Employment Opportunity)	12	8-11

**CERTIFICATION OF THE URBAN TRANSPORTATION PLANNING PROCESS
FOR THE NATIONAL CAPITAL REGION**

October 15, 2014

The National Capital Region Transportation Planning Board (TPB) hereby certifies 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:

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Patrick Wojahn
Chairman

National Capital Region Transportation Planning Board (TPB)

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Matthew Brown

Director

District of Columbia Department of Transportation

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Donald A. Halligan

Director, Office of Planning and Capital Programming
Maryland Department of Transportation

**CERTIFICATION OF THE URBAN TRANSPORTATION PLANNING PROCESS
FOR THE NATIONAL CAPITAL REGION**

October 15, 2014

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Helen Cuervo
District Administrator
Virginia Department of Transportation

I. INTRODUCTION

The National Capital Region Transportation Planning Board (TPB), the designated Metropolitan Planning Organization (MPO) for the Washington region, has responsibilities for both long-term transportation planning covering the next two to three decades (the Plan) and short-term programming of projects covering the next six years (the Transportation Improvement Program or TIP). The planning horizon for the plan is from 2014 to 2040. The plan identifies the highway and high occupancy vehicle (HOV) facilities, public transit and bicycle and pedestrian improvements, major studies, and transportation strategies that can be implemented by 2040, within financial resources "reasonably expected to be available."

On October 18, 2006, the TPB adopted the region's financially-constrained Long-Range Transportation Plan (CLRP). The 2006 CLRP was the first plan update prepared under the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) which became law in August 2005, and federal regulations were finalized in 2007. Moving Ahead for Progress in the 21st Century became law in 2012, but final federal regulations are still pending. The 2014 CLRP was adopted on October 15, 2014.

This is the first TIP prepared under MAP-21. It was developed according to the final metropolitan planning regulations for SAFETEA-LU, issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on February 14, 2007. As a product of the urban transportation planning process, it outlines the staged development of the CLRP, with priority projects selected for programming by the TPB, the states and the transit agencies presented in the first and second year of the six-year program. The TIP only includes projects in the first two years for which funds are available and committed. State, regional and local transportation agencies update the program each year in response to a Call for Projects document issued and approved by the TPB each fall.

Overview of the Policy Framework and Federal Requirements

The CLRP and TIP must address the policy framework, which is the TPB Vision, and federal requirements, which together comprise the key criteria for the development of the CLRP and TIP, summarized in Figure 1 on the following page. The full TPB Vision which includes policy goals, objectives and strategies can be found at the TPB website: www.mwcog.org/transportation. The eight policy goals are shown in Figure 2 on the next page. The CLRP and TIP also must meet federal planning requirements including the consideration of specific planning factors, financial constraint, air quality conformity, public involvement, Title VI of the Civil Rights Act of 1964, and a Congestion Management System. The federal planning requirements are described in more detail in Section III, page 16.

Figure 1: Key Criteria for Developing the Plan and Transportation Improvement Program (TIP)

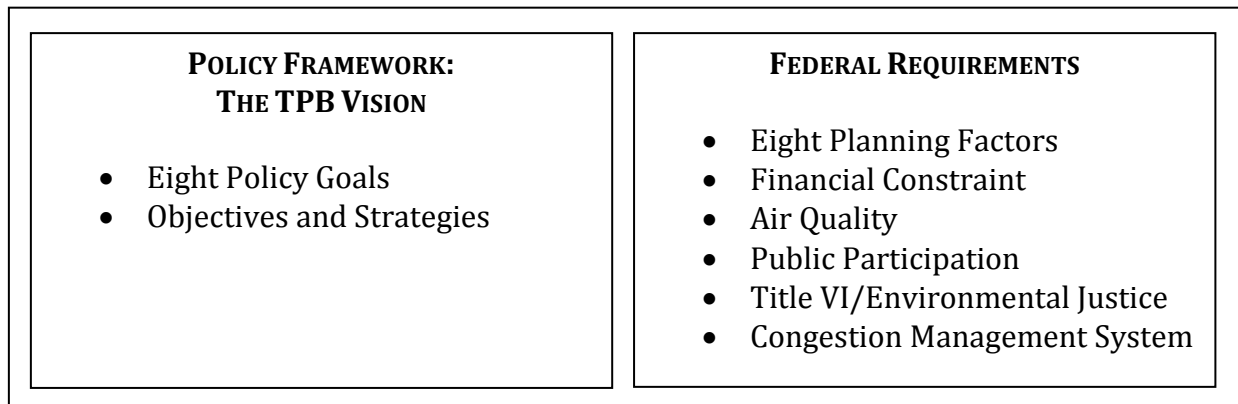


Figure 2: The TPB Vision Policy Goals

1. The Washington metropolitan region's transportation system will provide **reasonable access at reasonable cost** to everyone in the region.
2. The Washington metropolitan region will develop, implement, and maintain an interconnected transportation system that enhances quality of life and promotes a strong and growing economy throughout the entire region, including a **healthy regional core and dynamic regional activity centers** with a mix of jobs, housing and services in a walkable environment.
3. The Washington metropolitan region's transportation system will give priority to **management, performance, maintenance, and safety of all modes and facilities**.
4. The Washington metropolitan region will use the **best available technology** to maximize system effectiveness.
5. The Washington metropolitan region will plan and develop a transportation system that enhances and protects the region's **natural environmental quality, cultural and historic resources, and communities**.
6. The Washington metropolitan region will achieve better inter-jurisdictional **coordination of transportation and land use planning**.
7. The Washington metropolitan region will achieve an **enhanced funding mechanism(s)** for regional and local transportation system priorities that cannot be implemented with current and forecasted federal, state, and local funding.
8. The Washington metropolitan region will support options for **international and interregional travel and commerce**.

II. FEATURES OF THE TRANSPORTATION IMPROVEMENT PROGRAM

This document is a multi-modal listing of the public transit, highway and HOV, bicycle and pedestrian improvements as well as ridesharing programs, transportation emission reduction measures (TERMs), and studies for which the obligation of funds has been programmed. It documents the cost, implementation phasing, sources and types of funds, and describes each project included in the program.

The TIP serves several purposes. It is an expression of intent to implement specific facilities and projects in the CLRP through the selection of priority projects during the initial six-year period of the plan. It provides a medium for local elected officials, agency staffs, and interested members of the public to review and comment on the priorities assigned to the selected projects. Finally, the TIP establishes eligibility for federal funding for those projects selected for implementation during the first program year. The TIP only includes projects in the first two years for which funds are available and committed.

This TIP covers the six-year period FY 2015 to 2020. It identifies a list of projects and project segments to be carried out with federal funding under MAP-21. It is formally updated every two years by the TPB.

The TIP is not intended to be a capital improvement program (CIP). A CIP shows the estimated expenditure on projects over the program period. The TIP, on the other hand, programs the advancement of projects through the obligation of federal funds. Once federal funds have been obligated for a project, it might not appear again in a subsequent TIP. A project would appear in a CIP, however, as long as funds are being expended on it. With regard to the TIP, a project would be programmed for several different years if it was contemplated that the obligation of federal funds would be sought for different implementation phases of the project during those years. Each year, the TPB publishes on its web site a listing of projects, consistent with the categories in the TIP, for which federal funds have been obligated in the preceding year. A summary listing of the new, completed, delayed, reprogrammed and withdrawn major projects compared to the FY 2014-20120 TIP is on page 21.

Listing of Projects

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 MAP-21 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 and symbols for these phases and for funding sources are defined in the “Key to Codes” following the improvement tables.

All projects in the TIP come from the CLRP. In addition, a number of projects appear in the TIP which are minor in nature, but 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.

How to Read the TIP

		Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
MD 85 Corridor											
TIP ID: 3101 Agency ID: FR3881		Title: MD 85 Highway Reconstruction						Complete: 2020 Total Cost: \$228,300			
Facility: MD 85		HPP	100/0/0	380 a 16 b	582 a 1,176 b	585 a	1,261 a				3,604
From: English Muffin Way To: North of Grove Road		Local	0/0/100	1,500 a							
		NHPP	100/0/0	451 a							
		State	0/100/0	1,942 a 4 b	164 a 1,824 b	165 a 2,780 b	356 a				5,289
<i>Total Funds:</i>											8,893
Description: Upgrading of MD 85 to multilane divided highway from south of English Muffin Way to north of Grove Road.											
MD 97 at Brookeville											
TIP ID: 3106 Agency ID: MO7481		Title: MD 97 at Brookeville Highway Construction						Complete: 2018 Total Cost: \$36,800			
Facility: MD 97		Local	0/0/100	531 a 5 b	800 a 50 b	800 a 2,000 b	3,431 a 2,386 b				9,467
From: Gold Mine Road To: North of Brookeville		NHPP	100/0/0	1,584 a							
		State	0/100/0	470 a		5,595 c	10,002 c	9,160 c			24,757
<i>Total Funds:</i>											34,224
Description: Construction of new two-lane MD 97 from south of Brookeville, near Gold Mine Road, to north of Brookeville.											

- a) CLRP Project Name
- b) TIP Project Title
- c) Project Location and Limits
- d) Project Description
- e) TIP ID
- f) Agency’s Project ID Code
- g) Funding Source Code – See Key to Codes for definitions
- h) Percentage of each amount shown that comes from Federal, State, and Local sources.
- i) Sum of funds from this source programmed prior to the first year of the TIP
- j) Amount of funds (in \$1,000s) from this source programmed in the Fiscal Year shown
- k) Phase for which this amount is programmed (key shown at bottom of each page)
- l) Total cost of project (beyond 6 years of the TIP)
- m) Sum of total funds from this source programmed in the six active years of the TIP
- n) Total funds programmed in the six fiscal years of the TIP for project
- o) Projected completion date of the project

Grouping of Projects

Some projects in the program are considered to be inappropriate in scale for individual identification in the TIP. These 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. 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.

Procedures for TIP Administrative Modifications and Amendments

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.

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.

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 Chair 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 non-regionally 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.

III. DEVELOPMENT OF THE PROGRAM

Program Development Process

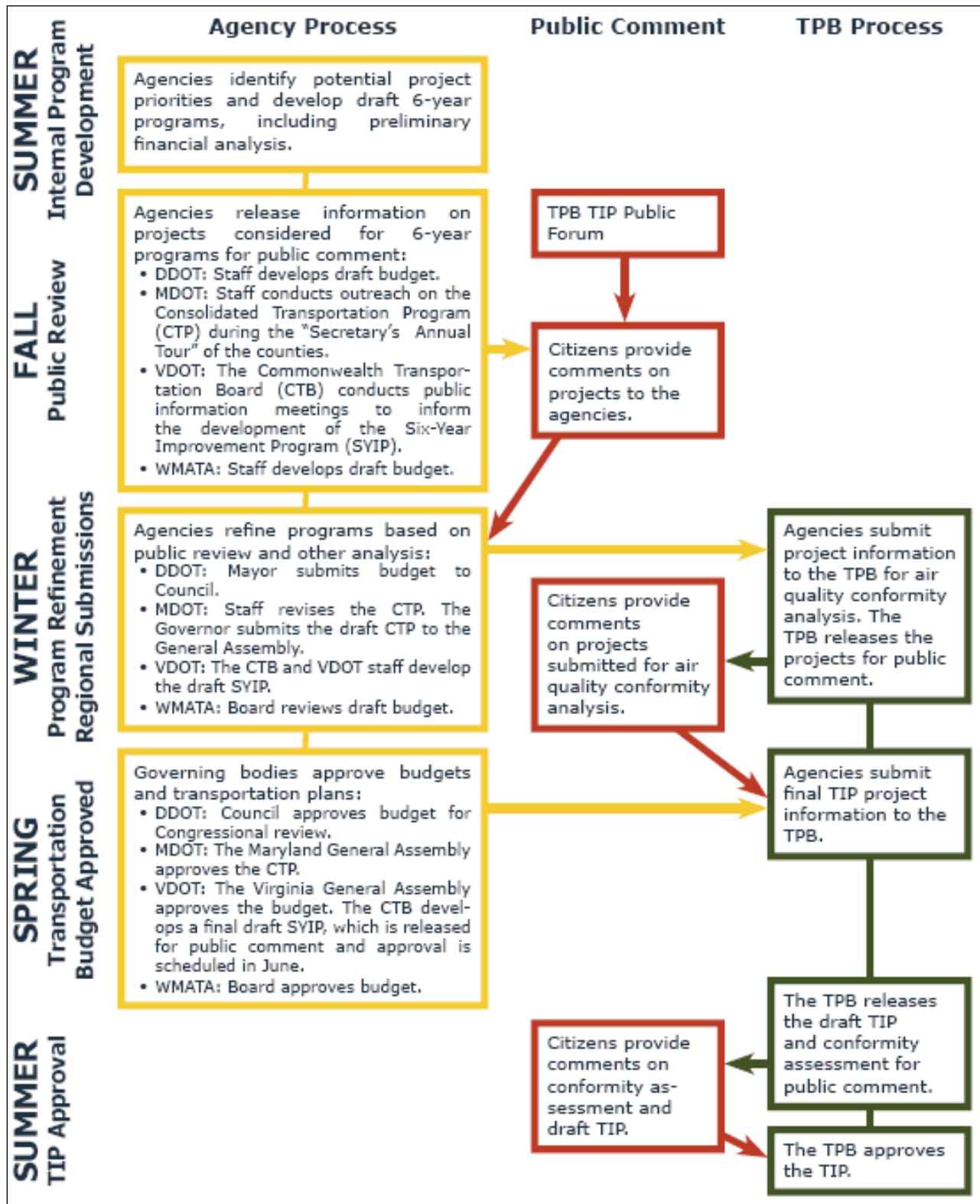
The TPB transportation planning process is an ongoing cycle, and each year the TPB approves amendments to the CLRP and the TIP that meet federal requirements and help to implement the TPB Vision. Preparatory work on this TIP and CLRP began in the fall 2013 *and it was approved on October 15, 2014*. Figure 3 below shows the annual TIP development and approval cycle. Many of the projects in the TIP are staged over several years. For example, a highway improvement project typically consists of a planning and engineering phase, right-of-way acquisition, and construction. Each of these phases may last one or more years. While the entire project is described in the CLRP, in many instances only a portion of these activities is programmed in the six-year TIP.

The TIP includes many projects from earlier years, as well as new projects. In November 2013, the TPB issued a Call for Projects document and the transportation implementing agencies submitted their proposed major projects in January 2014. In April 2014, the TPB approved the project submissions for inclusion in the air quality conformity analysis.

Between March and June, the implementing agencies obtained funding commitments and provided inputs for the draft TIP. A Public Forum was held on the draft 2014 CLRP and FY 2015-2020 TIP on July 10, 2014. TPB staff prepared the draft CLRP documentation, the draft TIP, and the draft air quality conformity analysis to be released for public comment in September with TPB approval scheduled in October.

In developing and approving the CLRP amendments and the new TIP, the TPB seeks to ensure consistency between the proposed plan and program and the TPB regional policy goals as defined in the TPB Vision and to meet all applicable federal planning requirements.

Figure 3: TIP Approval Process



Project Development Process¹

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 the CLRP and TIP. However, project development typically occurs at the state and local levels. Each state, 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-usually 20-25 years.

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. The states usually give highest priority to maintenance needs or structural deficiencies. Project recommendations are often based upon the state's regular analysis of pavements, bridges, congestion levels or 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, new projects have 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

¹For more information on the TPB's planning process and the processes of its member agencies, please visit the Transportation Planning Information Hub at <http://www.transportationplanninghub.org>.

Department of Rail and Public Transportation and local transit agencies also perform their own studies, in addition to working with WMATA.

In September, 2008, planning staff presented a comprehensive inventory of Metro's capital improvement needs to the Metro Board of Directors. The Capital Needs Inventory (CNI), totaling more than \$11 Billion, will serve as the foundation for future capital programming 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.

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 CLRP, the long-range plans of the states and WMATA usually are not constrained by funding availability and may or may not list individual projects.

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 VTrans2035, provides policy guidance for all transportation modes. The VTrans2035 final report, which was approved in 2010, identified policy recommendations in the areas of funding and investment, land use, connectivity, priority setting, and sustaining the VTrans2035 vision.

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 2040, was adopted in 2012. TransAction 2040 contains an ambitious multimodal list of projects, which are prioritized within eight transportation corridors. The plan identified more than \$15 billion in unfunded needs.

The priorities in TransAction 2040, together with VTrans2035 and the State Highway Plan, serve as the basis for Virginia's project submissions for the TPB's Constrained Long-Range Plan.

Maryland

The 2035 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 2035 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.

District of Columbia

In October 2014, the District Department of Transportation (DDOT) released Move DC, 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.

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 Purple Line in Maryland. 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 the Constrained Long Range Plan (CLRP).

Metro developed the FY 2011 – FY 2020 Capital Needs Inventory to address its performance needs (investments that maintain and replace assets on a regular life cycle basis in order to deliver the same level of service) and customer/demand needs (investments that help meet growing ridership and improve the rider's experience). The funding in this TIP is based on the Capital Needs Inventory and on expected funding levels.

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.

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 2035 and Northern Virginia's TransAction 2040.

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 Transportation Improvement Program (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. (See the next chapter for more information on the 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 Transportation Improvement Program (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.

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 Transportation Improvement Program (TIP).

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

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 Transportation Improvement Program (TIP). The 2015 program in this TIP are based on the projects laid out in the draft 2015 budget. The FY 2015 - 2020 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 CLRP.

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 carries out several types of actions during the development of the TIP that impact the project selection process. The TPB begins each TIP cycle by issuing and approving the Call for Projects solicitation document. In response, agencies submit information on new and existing projects. The TPB approves these project inputs and spends 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 the CLRP, TIP and Air Quality Analysis.

Each agency reviews its projected revenues and project expenditures over the course of the TIP and programs funding accordingly. TPB staff review the data and produce 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 advocate for inclusion in the TIP. Each year, the Bicycle and Pedestrian Subcommittee presents their list of priority projects to the TPB. 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. Similar lists are also developed by the Regional Bus 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.

As the MPO, the TPB is the designated recipient for three types of federal funding: the closed New Freedom program, the closed Job Access/Reverse Commute (JARC) program, as well as the new Enhanced Mobility of Seniors and Individuals with Disabilities Program. Under the old New Freedom, the program provides funding for

transportation programs and services that go above and beyond what is required by the Americans with Disabilities Act (ADA) and JARC funding aims to improve access to job sites and employment-related activities for people who are transitioning from welfare to work or for others with limited income. Under changes to these programs in MAP-21, the new 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.

In 2009, the TPB applied for funding under the U.S. Department of Transportation’s competitive grant program titled “Transportation Investments Generating Economic Recovery” or TIGER. The TPB received \$58.8 million in funding for a Regional Priority Bus Project. The subcomponents of this project were developed cooperatively by the TPB and its member agencies. As the recipient of the grant, the TPB programs TIGER funds in its portion of the TIP. The TPB is also a recipient of funding from the Enhanced Mobility of Seniors and Individuals with Disabilities program, which it uses to fund projects under its Human Service Transportation Coordinated Plan.

Addressing Federal Requirements

In updating the 2014 CLRP and developing this TIP, the TPB and the transportation implementing agencies also must comply with federal planning and programming requirements, including the following:

Federal Planning Factors

In 1998 the Transportation Equity Act for the 21st Century (TEA-21) established planning factors which must be considered in the development long-range plans and TIPs. In 2012, MAP-21 reaffirmed the following planning factors:

- 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 nonmotorized 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.

The goals, objectives and strategies in the TPB Vision (see the TPB website at www.mwcog.org/transportation) incorporate the eight federal planning factors. Each planning factor is covered by one or more of the Vision goals, objectives and strategies, except for security, which is covered implicitly by the TPB Vision. In the November 2013 Call for Projects document, the implementing agencies were asked to consider the federal planning factors, the TPB, the goals of the Regional Transportation Priorities Plan, the COG Climate Change Report, and Region Forward in developing their project submissions.

Financial Constraint

The 2014 financial plan for the CLRP and TIP was adopted by the TPB in October 2014. This financial analysis produced the same financial "big picture" as in the 2010 analysis; the majority of currently anticipated future transportation revenues will continue to be devoted to the maintenance and operation of the current transit and highway systems. More information about the current financial plan is available at www.mwcog.org/clrp/elements/financial.

The TIP is financially constrained by year and includes projects that can be implemented using current revenue sources. The TIP only includes projects in the first two years for which funds are available and committed. The TIP financial plan in Section V 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 SAFETEA-LU 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 2015 and FY 2016 that each state has authorized for the region. It also shows the funding programmed for the second through sixth years, which is also consistent with the anticipated federal dollars authorized by each state.

Air Quality Conformity

The CLRP contains specific highway and high occupancy vehicle (HOV) facilities, public transit, bicycle and pedestrian improvements, and multi-modal studies proposed to be completed by 2040. In addition, the plan contains a set of transportation emission reduction measures (TERMs), including expansion of ridesharing incentive programs, telecommuting support, and construction of bicycle and pedestrian facilities, which are needed to reduce future emissions and help ensure that the plan meets the requirements of the Clean Air Act Amendments of 1990 (CAAA). Through the planning process, specific projects and strategies are refined and selected from the plan, consistent with the policy framework, the financial resources, and the air quality requirements, and scheduled for implementation in the TIP. This TIP includes projects in the 2014 CLRP as approved by the TPB on October 15, 2014.

The CAAA require that the transportation actions and projects in the CLRP and TIP support the attainment of the federal health standards. The Washington area is currently in a 'marginal' nonattainment status for the 8-hour ozone standard and for fine particles

standards (PM2.5, or particulate matter less than or equal to 2.5 micrometers in diameter). The CLRP and the TIP have to meet air quality conformity requirements as specified in the amended Environmental Protection Agency (EPA) regulations issued in 2007 and in supplemental guidance issued thereafter.

Public Participation

In December 2007, the TPB adopted its Participation Plan as required by the final planning regulations. This TIP and the CLRP 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. The Participation Plan was approved by the TPB on September 17, 2014.

On July 10, 2014 the TPB hosted a Public Forum on the draft 2014 CLRP and the draft FY 2015-2020 TIP, which included a preview of funding levels in the TIP and a bigger picture look at the Financial Analysis of the 2014 CLRP.

On September 11, 2014, the TPB Citizens Advisory Committee (CAC) was briefed on the proposed significant changes for the 2014 CLRP. Draft maps and descriptions of the project submissions for the air quality conformity assessment were made available. On September 17, the TPB was briefed on the submissions. On October 15, 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 September 11, 2014, the draft air quality conformity analysis, the draft 2014 CLRP, the draft FY 2015-2020 TIP, and comprehensive set of web-based information on the plan and TIP were released for a 30-day public comment period which closed on October 11, 2014. Public comments could be submitted on-line, in writing by e-mail, fax, and regular mail or by voice mail. An opportunity for public comment was provided at the beginning of the October 15 TPB meetings. The comments were posted on the website, and staff responses to them were reviewed and accepted for inclusion in the CLRP and TIP by the TPB on October 15, 2014.

Citizens and other interested parties had several opportunities to comment on the proposed plan amendments, the draft TIP, and the air quality conformity analysis at the TPB meetings on April 16, July 16, September 17, and October 15. A summary of all public comments and responses is included in Section VI.

Under the TPB Private Enterprise Participation Policy as revised July 19, 1995, the Private Providers Task Force (PPTF) identifies opportunities for greater private provider participation in mass transit in the region, and provides comments to the TPB on the CLRP and on the transit element of the TIP. The PPTF Chairman also serves as a nonvoting member on both the TPB Technical Committee and the TPB.

Congestion Management Process

The Congestion Management Process (CMP) is a systematic set of actions to provide information on transportation system performance, and to consider alternative strategies to alleviate congestion, enhancing the mobility of persons and goods. With the CMP, TPB aims to use existing and future transportation facilities efficiently and effectively, reducing the need for highway capacity increases for single-occupant vehicles (SOVs).

The CMP addresses both specific projects and the regional transportation system in general. Federal regulations require consideration of congestion management strategies in cases where SOV capacity is proposed. Major SOV capacity-increasing projects in the CLRP include information on how alternatives to SOV capacity were considered in the study or proposal for the project.

For the overall transportation system, the Congestion Management Process ties in at many points in the regional planning process:

- The CMP must identify the location, extent, and severity of congestion in the region. TPB undertakes this through a data collection and analysis program that compiles transportation systems usage information, uses that data in its travel forecasting models, and publishes the information in reports. Notable are TPB's periodic aerial surveys of the region's roadways, showing the most congested locations and associated planning or project activities occurring at that location.
- The CMP information on congestion is considered by the implementing agencies as they identify projects for inclusion in the CLRP and the TIP in response to the TPB annual "Call for Projects" document. All highway projects that involve a significant increase in SOV carrying capacity that are submitted for inclusion in the CLRP and TIP also include CMP documentation.
- Under the CMP, the region must consider and implement ways of reducing demand on the region's roadways. The region's Commuter Connections program supports ridesharing, telework, transit, bicycling, and other alternatives to driving. Also, recent major roadway construction projects, featured public outreach programs on expected delays and ways to avoid driving through those areas. These programs served as good examples of the kind of outreach that could be done for other construction projects and for overall regional congestion management.
- Better managing existing transportation facilities is another important aspect of the CMP, and this the focus of the TPB's Management, Operations, and Intelligent Transportation Systems program. Strategies addressed include better timing of traffic signals, response and clearance of crashes and other highway incidents, and applications of emerging technologies for better traveler information and traffic monitoring.

More information on the CMP can be found at <http://www.mwcog.org/clrp/elements/cmp/default.asp>.



Summary of New, and Delayed or Reprogrammed Projects in the FY 2015-2020 TIP

DDOT

New project

Bike/Ped

Suitland Parkway Trail Rehabilitation

Bridge

Anacostia Freeway Bridges over Nicholson Street SE (Bridges #1001, 1002)

ITS

Managed Lanes

Traffic Signal LED Replacement

Other

Rehabilitation of Anacostia Freeway Bridges over South Capitol Street (Bridge No. 1016 & 1017)

Traffic Signal Maintenance NHPP-STP

Safety and Geometric Improvements of I-295

Primary

South Capitol Street Trail

Secondary

East Capitol Street Corridor Mobility & Safety Plan

Transit

DC Circulator New Buses for Replacement and Expansion

M Street SE/SW Streetcar

DC Circulator - National Mall Area Route

DC Circulator Expansion - Phase I

MDOT/Maryland Transit Administration

New project

Maintenance

MARC Improvements

Transit

MARC Rolling Stock Overhauls and Replacements

Montgomery County

In previous TIP, delayed or reprogrammed

Bike/Ped

Metropolitan Branch Trail

Bethesda CBD Streetscape

Falls Road East Side Hiker/Biker Path

Seven Locks Bikeway & Safety Improvements

Bridge

Gold Mine Road Bridge

Enhancement

Silver Spring Green Trail

Other

Secondary

Montrose Parkway East

Burtonsville Access Road

Transit

Montgomery Mall Transit Center

Bethesda Metro South Entrance

New project

Bike/Ped

Bicycle and Pedestrian Priority Area Improvements

Transportation Improvements for Schools

Bridge

Lyttonsville Bridge

Prince George's County

New project

Bike/Ped

Pedestrian Safety Improvements

Enhancement

Transportation Enhancements 2

Planning and site acquisition 2

Safety

Street Lights and Traffic Signals 2

Secondary

Traffic Congestion Improvements

Cherry Hill Road III

Addison Road I

Transit

Bus Mass Transit/ Metro Access 2

Urban

Transit Oriented Development Infrastructure

VDOT

New project

Bike/Ped

HOT Lanes Bicycle/Pedestrian Facilities - Phase II

Local Trail Management Pilot

CMAQ

Fairfax County Parkway Extension

TELEGRAPH ROAD W IDENING

Enhancement

Colchester Road - RTE 612

Interstate

Quantico BRAC - Review & Monitor

I-66 Spot Improvements 3

I-95 HOV/HOT Lanes Project PPTA Develop and Mgt. Oversight

Reconstruction w/o added capacity

I-66 @ Route 28 Interchange Improvements

I-95/395 Preliminary Engineering Studies

Other

Garage Park & Ride Lot - Potomac Town Center

Primary

RT 28 Widen to Four Lanes Including RT 215 Re-alignment

Widen US 15 Phase I

Rte 28 W idening

WIDEN ROUTE 1 TO SIX LANES - PE & RW ONLY

Route 28 W idening

RT 7 - Widen to Six Lanes

Route 7 - Widen to Six Lanes

RT 29 Manassas National Battlefield Bypass - PE Only

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

US 1/RT 123 Interchange Construction Phase-I (Route 1 W idening ony)

Bi-County Parkway

RT 7- W ident to Six Lanes PE Only

Secondary

RT. 900 W AXPOOL RD. RECONSTRUCT AND PAVE GRAVEL RD

TELEGRAPH RD - RTE 611- W IDEN TO 4 LANES (PE Only)

VA 7100 Fairfax Co Pkwy at EPG Phase I & II Construction

Rolling Road W idening

Quantico BRAC - Review & Monitor Transportation Improvements

Fairfax Co Pkwy Interchange at EPG

Rolling Road

Pacific Blvd W idening

Transit

Transit : Vehicles

Transit Ridesharing

Transit Engineering

Aminities

VRE Rippon Platforms

Springfield CBD Commuter Parking

Transit : Access

Rail Construction

Phase II - Work related potomac shores station

Urban

Widen US 15 Phase II

Evergreen Mill Road Widening

Wellington rd. Overpass Phase II

DISTRICT OF COLUMBIA

Surface Transportation

D – 1

Transit Capital

D – 21

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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Interstate

11th Street Bridges and Interchange Reconstruction

TIP ID: 3193	Agency ID: CD056A	Title: 11th Street Bridges SE, Replace and Reconfigure	Total Cost:						\$37,500
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Facility: 11th Street Bridge and Interchan	NHPP	80/20/0	22,500 c	10,000 c	5,000 c				15,000
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From:									
To:								Total Funds:	15,000

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

TIP ID: 5554	Agency ID: HTF02A	Title: Garvee Bond Debt Service	Total Cost:						\$82,390
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Facility:	NHPP	80/20/0	11,763 c	11,768 c	11,770 c	11,774 c	11,772 c	11,771 c	11,771 c	70,626
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From:										
To:									Total Funds:	70,626

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

Rehabilitation of I-395 HOV Bridge over Potomac River

TIP ID: 6187	Agency ID: MRR27A	Title: Rehabilitation of I-395 HOV Bridge over Potomac River	Total Cost:						\$39,250
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Facility: I-395 HOV	NHPP	80/20/0	750 a						38,500 c	38,500
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From: Over Potomac River										
To: Over Potomac River									Total Funds:	38,500

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

Return to L'Enfant

TIP ID: 5718	Agency ID:	Title: Return to L'Enfant	Total Cost:						\$27,000
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Facility: I Center Leg Freeway	PRIV	0/0/0	12,000 a	50,000 c	50,000 c					100,000
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From: Massachusetts Avenue, NW			100,000 c							
To: E St., NW (Between 2nd & 3rd)									Total Funds:	100,000

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

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

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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Primary

Anacostia Waterfront Initiative

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

Total Funds: 5,750

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

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

TIP ID: 5723	Agency ID: AW027A	Title: St. Elizabeths Campuses Access Improvements	Total Cost:							\$108,980
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Facility: GSA Earmark	80/20/0	6,420 a	2,440 a	31,420 c	24,800 c				102,560
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From:			43,900 c						
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To:									
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Total Funds: 102,560

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

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

TIP ID: 5802	Agency ID: CD044A	Title: Program Manager AWI	Total Cost:							\$52,500
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Facility: Citywide	NHPP	80/20/0	7,500 a	7,500 a	7,500 a	7,500 a	7,500 a	7,500 a	45,000
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From:									
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To:									
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Total Funds: 45,000

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: 3290	Agency ID: SR049A	Title: Reconstruction of Kenilworth Avenue, NE	Total Cost:							\$13,050
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Facility: Kenilworth Ave, NE	NHPP	80/20/0				13,050 c			13,050
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From: East Capitol St Ramp									
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To: Rail Over Pass north of Benning Rd	NHS	80/20/0	750 a						
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Total Funds: 13,050

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

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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South Capitol Street

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

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

TIP ID: 3423	Agency ID: AW011, AW024	Title: South Capitol Street Corridor							Total Cost:	\$554,172
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Facility:	DEMO	80/20/0	36,018 c	6,094 c					6,094
From: N St, MLK Ave, Suitland Pkwy, Memorial Bri									
To:	GARVEE	80/20/0		67,770 c	117,290 c	106,230 c			291,290
	NHPP	80/20/0			22,320 c	14,420 c			36,740
	State	0/100/0		78,280 c	64,750 c	22,350 c	18,650 c	184,030	
									Total Funds: 518,154

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

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

South Capitol Street Trail

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

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

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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Secondary

Columbia Road NW, Reconstruction 16th to 18th Streets and Resurface 18th Street to Conn Ave

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

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

East Capitol Street Pedestrian Safety Project

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

Description: Design and Construct pedestrian safety and traffic operations improvements

Mid City East

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

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

Bike/Ped

District-wide Bicycle and Pedestrian Management Program

TIP ID: 3232	Agency ID: CM064A, ZUT0	Title: Bicycle and Pedestrian Management Program	Total Cost:						
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Facility: Citywide	CMAQ	80/20/0	2,935 c	250 a	605 c	1,165 c	165 c	165 c	165 c	3,010
From:				495 c						
To:										
Total Funds:									3,010	

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)

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
Maryland Avenue Pedestrian Safety Project										
TIP ID: 6014 Agency ID: SR088A		Title: Maryland Avenue NE Road Diet						Total Cost:		\$3,600
Facility: Maryland Ave. NE	STP	80/20/0	300 a	3,300 c					3,600	
From: 2nd Street NE										
To: 15th Street NE										
									Total Funds: 3,600	
Description: To improve pedestrian safety on Maryland Avenue from 2nd Street to 15th Street NE.										

Metropolitan Branch Trail										
TIP ID: 3228 Agency ID: AF073A, ZU024		Title: Metropolitan Branch Trail						Total Cost:		\$7,432
Facility: Union Station District Line	CMAQ	80/20/0	400 a	3,300 c	2,200 c				5,500	
From:										
To:	DEMO	80/20/0	732 a	1,200 c					1,200	
									Total Funds: 6,700	

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

National Recreational Trails										
TIP ID: 2796 Agency ID: AF066A		Title: National Recreational Trails						Total Cost:		\$2,100
Facility: Citywide	NRT	80/20/0	1,125 a	300 a	300 a	300 a	300 a	300 a	300 a	1,800
From:										
To:										
									Total Funds: 1,800	

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).

Suitland Parkway Trail Rehabilitation										
TIP ID: 6243 Agency ID: ZU009A		Title: Suitland Parkway Trail Rehabilitation						Total Cost:		\$3,600
Facility: paved multi-use trail	NRT	80/20/0	300 a	3,300 c					3,300	
From:										
To:										
									Total Funds: 3,300	
Description: Rehabilitate the Suitland Parkway Trail										

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
Oxon Run Trail Restoration										
TIP ID: 2780	Agency ID: AF089A	Title: Oxon Run Trail Restoration	Total Cost:							\$12,500
Facility:	NRT	80/20/0	488 a	1,000 a					1,000	
From:										
To:	STP	80/20/0					6,900 c	4,600 c	11,500	
Total Funds:									12,500	

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

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

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

Safe Routes to School										
TIP ID: 2888	Agency ID: CM086A	Title: Safe Routes to School	Total Cost:							\$10,406
Facility:	Safe Routes to School	SRTS	100/0/0	4,651 c	1,151 c	1,151 c	1,151 c	1,151 c	1,151 c	6,906
From:										
To:										
Total Funds:									6,906	

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

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

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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Bridge

Anacostia Freeway Bridges over Nicholson Street SE

TIP ID: 6082	Agency ID: MRR15A	Title: Anacostia Freeway Bridges over Nicholson Street SE (Bridges #1001, 1002)						Total Cost:	\$8,000
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Facility: Anacostia Freeway Bridges at Nicholson	NHPP	80/20/0	1,000 a		7,000 c				7,000
From:									
To:									
									Total Funds: 7,000

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

H Street Bridge over Amtrak

TIP ID: 6039	Agency ID: CD054A	Title: H Street Bridge over Railroad						Total Cost:	
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Facility: H Street NE	NHPP	80/20/0	500 a			4,250 c	6,500 c	12,000 c	22,750
From: Norht Capitol Street									
To: 3rd Street NE									
									Total Funds: 22,750

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

Long Bridge Study

TIP ID: 5711	Agency ID: MRR08A	Title: Long Bridge Study						Total Cost:	\$588,000
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Facility: Long Bridge	ARRA	100/0/0	1,700 d						
From: Virginia Interface									
To: 12th Street, SW	PRIV	0/0/0	5,100 d		53,000 a		30,000 c	500,000 c	583,000
									Total Funds: 583,000

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

Monroe Street, NE Bridge over CSX & WMATA

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

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

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
Roadway and Bridge Improvement on Southern Avenue and Winkle Doodle Branch Bridge									
TIP ID: 5353 Agency ID: ED028A Title: Roadway and Bridge Improvement on Southern Avenue and Bridge #64 (over Winkle Do			Total Cost: \$19,100						
Facility: Southern Avenue	STP	80/20/0	1,100 a	1,000 a	1,900 a				18,000
From: South Capitol Street				15,100 c					
To: 23rd Street									
Total Funds:									18,000

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

Enhancement									
Transportation Enhancements Program									
TIP ID: 3210 Agency ID: AF049A Title: Transportation Alternatives Program			Total Cost: \$8,050						
Facility: Citywide	STP	80/20/0	2,300 a	1,150 a	1,150 a	1,150 a	1,150 a	1,150 a	6,900
From:									
To:									
Total Funds:									6,900

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

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
ITS									
Traffic Operations Improvements Citywide									
TIP ID: 3216 Agency ID: OSS07A, CI060 Title: Traffic Operations Improvements Citywide									Total Cost:
Facility:	DEMO	80/20/0	96 a						
From:	NHPP	80/20/0	428 c	437 c	437 c	477 c	477 c	477 c	2,782
To:	NHS	80/20/0	310 a						
	STP	80/20/0	3,304 a	1,000 a	1,000 a	1,000 a	1,000 a	1,000 a	58,100
			17,365 c	8,000 c	8,100 c	8,200 c	8,300 c	8,300 c	
			1,100 e	650 e	600 e	600 e	550 e	500 e	
Total Funds:									60,882

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

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

TIP ID: 6283 Agency ID: PM0A4A Title: Managed Lanes									Total Cost: \$21,309
Facility:	Rochambeau Bridge, I-395, SW/SE Freeway	NHPP	80/20/0	5,000 a	5,309 a	6,000 a			11,309
From:									
To:									
Total Funds:									11,309

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

Traffic Signal LED Replacement									
TIP ID: 6115 Agency ID: CI040A Title: Traffic Signal LED Replacement									Total Cost: \$8,400
Facility:	NHPP	80/20/0	600 c	600 c	600 c	600 c	600 c	600 c	3,600
From:									
To:	STP	80/20/0	600 c	600 c	600 c	600 c	600 c	600 c	3,600
Total Funds:									7,200

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

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
Other									
Asset Condition Assessment									
TIP ID: 5323 Agency ID: MNT06A, SR09 Title: Condition Assessment									Total Cost:
Facility: citywide	State	0/100/0	700 a						
From: citywide									
To: STP	80/20/0	1,650 a	1,000 a	650 a	1,000 a	650 a	1,000 a	650 a	4,950
Total Funds:									4,950

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

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

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

Florida Avenue Transportation Study									
TIP ID: 6195 Agency ID: ZU033A Title: Florida Avenue Transportation Study									Total Cost: \$12,000
Facility: Florida Avenue, NE	NHPP	80/20/0	1,000 a					700 a	8,700
From: 1St Street, NE								7,000 c	
To: H Street, NE									
Total Funds:									8,700

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

Move DC Implementation									
TIP ID: 6185 Agency ID: ZU029A Title: MoveDC Implementation									Total Cost: \$1,500
Facility: Citywide	STP	80/20/0	1,000 d	500 d					500
From: Citywide									
To: Citywide									
Total Funds:									500

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

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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Performance-Based Parking Pricing

TIP ID: 3486	Agency ID: PM302C	Title: Parking Studies	Total Cost:						
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Facility:	State	0/100/0	600 a	265 a	275 a	260 a	400 a		1,200
From:									
To:	Total Funds: 1,200								

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

Planning and Management Systems

TIP ID: 3213	Agency ID: CAL16C, PM30	Title: Planning and Management Systems	Total Cost:							\$60,323
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Facility: Citywide	CMAQ	80/20/0	595 a	601 a	572 a	590 a	652 a	657 a	792 a	3,864
From:										
To:	SPR	80/20/0	6,300 a	6,500 a	6,500 a	6,500 a	6,500 a	6,500 a	6,500 a	39,000
	STP	80/20/0	3,653 a	2,864 a	2,650 a	2,661 a	2,672 a	2,684 a	2,546 a	16,077
										Total Funds: 58,941

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

TIP ID: 5322	Agency ID: CM085A	Title: Preventive Maintenance and Repair of Stormwater Pumping Stations	Total Cost:							\$3,336
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Facility:	State	0/100/0	303 a	266 a	274 a	282 a	336 a		1,158
From:									
To:	Total Funds: 1,158								

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: 3355	Agency ID: PM086A	Title: Professional Capacity-Building Strategy	Total Cost:							\$7,000
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Facility: Citywide	STP	80/20/0	2,000 a	1,000 a	1,000 a	1,000 a	1,000 a	1,000 a	1,000 a	6,000
From:										
To:										Total Funds: 6,000

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.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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Rehabilitation of Anacostia Freeway Bridges over South Capitol Street (Bridge No. 1016 & 1017)

TIP ID: 6097	Agency ID: MRR14A	Title: Rehabilitation of Anacostia Freeway Bridges over South Capitol Street (Bridge No. 1016 & 1017)						Total Cost:	\$21,000
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Facility: Anacostia Freeway over South Capitol Street	NHPP	80/20/0	1,000 a					20,000 c	20,000
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From:									
To:								Total Funds:	20,000

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

Rights of Way Program

TIP ID: 5309	Agency ID: PM067A	Title: Rights of Way Program						Total Cost:	\$1,120
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Facility: Citywide	STP	80/20/0	320 a	160 a	160 a	160 a	160 a	160 a	160 a	960
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From:										
To:									Total Funds:	960

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

Roadside Improvements Citywide

TIP ID: 5792	Agency ID: ED0C2A	Title: C Street NE Implementation						Total Cost:	
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Facility: C Street/N. Carolina Avenue	STP	80/20/0		500 a			4,000 c		4,500
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From: Oklahoma Avenue										
To: 14th Street NE									Total Funds:	4,500

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

TIP ID: 5308	Agency ID: SR070A, ED07	Title: Neighborhood Streetscape Improvements						Total Cost:	\$14,300
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Facility:	NHPP	80/20/0					9,000 c		9,000
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From:									
To:	NHS	80/20/0	50 b						

			6,000 c						
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	STP	80/20/0	450 a	3,650 c					3,650
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			1,280 c							
									Total Funds:	12,650

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

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

			Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
TIP ID: 5791			Agency ID: SR085A			Title: 16th Street Corridor Study & Operations Plan						Total Cost: \$3,000
Facility:			NHPP	80/20/0		1,000 a		2,000 a				3,000
From:												
To:			STP	80/20/0	300 a							
					300 d							
												Total Funds: 3,000

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

Roadway Reconstruction Citywide												
TIP ID: 2965			Agency ID: SR060A MRR1			Title: Roadway Reconstruction Citywide						Total Cost:
Facility:	CITYWIDE		HSIP	90/10/0		1,000 a						1,000
From:												
To:			STP	80/20/0	1,760 a	1,300 a	21,100 c			18,000 c		47,400
					8,000 c	7,000 c						
												Total Funds: 48,400

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

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

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
Safety Improvements										
TIP ID: 3212 Agency ID: CB0, CIO		Title: Safety Improvements Citywide						Total Cost:		
Facility: Citywide	HSIP	90/10/0	3,254 a	1,060 a	560 a	3,000 a	2,500 a	3,000 a	2,500 a	16,010
From:			1,563 c	565 c	565 c	565 c	565 c	565 c	565 c	
To:	SPR	80/20/0	220 a	220 a	220 a	220 a	220 a	220 a		1,100
	STP	80/20/0	1,266 a	725 c	50 a	560 a	560 a	560 a	560 a	7,390
			1,542 c		1,475 c	725 c	725 c	725 c	725 c	
									Total Funds:	24,500

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

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

TIP ID: 6240 Agency ID: MRR01A		Title: Safety and Geometric Improvements of I-295						Total Cost: \$11,500		
Facility: I-295/DC-295	NHPP	80/20/0	1,500 a	2,000 a			2,500 c	6,500 c	11,000	
From:										
To:										
									Total Funds:	11,000

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

Streetlight Asset Mgmt & Streetlight Construction - Federal										
TIP ID: 5439 Agency ID: AD017A		Title: Citywide streetlight construction						Total Cost:		
Facility: citywide	STP	80/20/0	450 a	100 a	100 a	100 a	100 a	100 a	100 a	6,000
From: citywide				900 c	900 c	900 c	900 c	900 c	900 c	
To:										
									Total Funds:	6,000

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.

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

			Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
TIP ID: 5385 Agency ID: AD020A Title: Streetlight Asset Mgmt - Federal			Total Cost:									
Facility: Citywide		NHPP	80/20/0	606 c	3,088 c	3,088 c	3,088 c	3,088 c	3,088 c	3,088 c	3,088 c	18,528
From:		NHS	80/20/0	3,000 c								
To:		STP	80/20/0	964 c	4,912 c	4,912 c	4,912 c	4,912 c	4,912 c	4,912 c	4,912 c	29,472
											Total Funds:	48,000

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

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

Streetlight Asset Mgmt & Streetlight Construction - Local

			Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	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	4,236 a	300 a	300 a	300 a	300 a	300 a	300 a	300 a	52,200
From:				43,989 c	8,400 c	8,400 c	8,400 c	8,400 c	8,400 c	8,400 c	8,400 c	
To:												
											Total Funds:	52,200

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.

Streetscape

			Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
TIP ID: 2922 Agency ID: ED064A Title: Great Streets - Minnesota Ave, NE			Total Cost: \$14,700									
Facility: Minnesota Ave		STP	80/20/0	700 a	700 a					14,000 c		14,700
From: A Street, NE												
To: Sheriff Road, NE												
											Total Funds:	14,700

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

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
Traffic Congestion Mitigation										
TIP ID: 2945	Agency ID: CM074A	Title: District TDM (goDCgo)							Total Cost:	\$7,000

Facility: citywide	CMAQ	80/20/0	2,000 a	1,000 a	1,000 a	1,000 a	1,000 a	1,000 a	1,000 a	6,000
From:										
To:	Total Funds: 6,000									

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

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

Traffic Signal Maintenance										
TIP ID: 5347	Agency ID: CI046A, CI047	Title: Traffic Signal Maintenance NHPP-STP							Total Cost:	

Facility: Citywide	HSIP	90/10/0	1,240 c	620 c	620 c	620 c	620 c	620 c	620 c	3,720
From: Citywide										
To: Citywide	NHPP	80/20/0	1,164 c	2,460 c	2,504 c	2,536 c	2,568 c	2,599 c	2,632 c	15,299
	NHS	80/20/0	3,121 c							
	STP	80/20/0	3,950 a	1,250 a	4,250 a	1,250 a	1,750 a	1,750 a	1,750 a	61,372
			13,619 c	7,350 c	7,350 c	8,505 c	8,635 c	8,766 c	8,766 c	
	Total Funds: 80,391									

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

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

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

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
Urban Forestry Program									
TIP ID: 5313 Agency ID: CG311, CG312, Title: Urban Forestry Program									Total Cost: \$10,800
Facility: Citywide	NHPP	80/20/0	1,512 c		1,512 c		1,512 c		4,536
From:	NHS	80/20/0	1,500 c						
To:	STP	80/20/0	4,200 c	2,088 c		2,088 c		2,088 c	6,264
									Total Funds: 10,800

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

TERMs										
Transportation Emissions Reduction Measures										
TIP ID: 3219 Agency ID: ZU022A Title: Commuter Connections Program									Total Cost: \$4,900	
Facility:	CMAQ	80/20/0	1,400 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.

Maintenance										
Bloomingtondale/LeDroit Park Medium Term Flood Mitigation Project										
TIP ID: 6190 Agency ID: FLD01 Title: Bloomingtondale/LeDroit Park Medium Term Flood Mitigation Project									Total Cost: \$10,000	
Facility: Bloomingtondale/LeDroit Park	State	0/100/0	500 a	500 a	500 a	500 a	500 a			8,000
From:			1,500 c	1,500 c	1,500 c	1,500 c	1,500 c			
To:										Total Funds: 8,000

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

Bridge Operation and Maintenance										
TIP ID: 5785 Agency ID: Title: Bridge Operation and Maintenance									Total Cost: \$6,455	
Facility:	State	0/100/0	2,160 c	1,080 c	1,080 c	1,055 c	1,080 c			4,295
From:										
To:										Total Funds: 4,295

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

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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Bridge Replacement/Rehabilitation Program

TIP ID: 5298	Agency ID: AF067A	Title: Emergency Transportation Project	Total Cost:						\$175
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Facility: C CITYWIDE	STP	80/20/0	25 c	25 c	25 c	25 c	25 c	25 c	150
From:									
To:								Total Funds:	150

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.

TIP ID: 5346	Agency ID: CD026	Title: Theodore Roosevelt Bridge Rehabilitation	Total Cost:						
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Facility:	DEMO	80/20/0		36 a					36
From:									
To:	NHPP	80/20/0	1,464 a	1,464 a		27,000 c			28,464
			25 b						
								Total Funds:	28,500

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

TIP ID: 3202	Agency ID: CD032C, MNT0	Title: Bridge Design Consultant Services	Total Cost:						\$4,075
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Facility: CITYWIDE	NHPP	80/20/0	300 a	900 a	600 a	1,250 a		625 a	3,375
From:									
To:	STP	80/20/0	200 a	200 a					200
								Total Funds:	3,575

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

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

TIP ID: 5342	Agency ID: CD046A	Title: Approach Bridges to 14th Street Bridge	Total Cost:						
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Facility: 14th Street Bridge northbound over the Poto	NHPP	80/20/0	750 a					18,000 c	18,000
From:									
To:								Total Funds:	18,000

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).

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
TIP ID: 5432 Agency ID: CD049A Title: Pennsylvania Ave. NW Bridge over Rock Creek (Br. # 118)			Total Cost:						
Facility: Pennsylvania Ave. NW over Rock Creek	BR	80/20/0	50 b						
From:									
To:	NHPP	80/20/0	6,000 c						6,000
Total Funds:									6,000

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

TIP ID: 5337 Agency ID: CD051A Title: Replacement of Pedestrian Bridges over Kenilworth Ave			Total Cost: \$16,500						
Facility: Kenilworth	STP	80/20/0	2,000 a	2,000 b		13,500 c			15,500
From:									
To:									
Total Funds:									15,500

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

TIP ID: 5334 Agency ID: CD052A Title: Safety Improvements of Benning Road Bridges over Kenilworth Ave			Total Cost: \$20,000						
Facility: Benning Road over Kenilworth	NHPP	80/20/0		20,000 a					20,000
From:									
To:									
Total Funds:									20,000

Description: Structural design of three bridge alternatives. The project scope includes infrastructure improvements within vicinity of the bridges, including construction of handicap ramps according to ADA guidelines.

TIP ID: 3243 Agency ID: CD062A Title: Citywide Consultant Bridge Inspection			Total Cost: \$13,150						
Facility:	NHPP	80/20/0	2,650 a	3,500 a	1,750 a	1,750 a	3,500 a		10,500
From:									
To:									
Total Funds:									10,500

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.

TIP ID: 5316 Agency ID: CD062A Title: Impact Attenuators and Guiderails			Total Cost:						
Facility: Citywide	HSIP	90/10/0	1,600 c	125 a	3,350 c	1,675 c	1,700 c	1,700 c	10,150
From:				1,600 c					
To:									
Total Funds:									10,150

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.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
TIP ID: 3181 Agency ID: CD066A Title: Replacement of 31st Bridge, NW over C&O Canal									Total Cost: \$6,200

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

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

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

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

TIP ID: 5433 Agency ID: PM094A, CD05 Title: Bridge management Project/AASHTOWARE									Total Cost: \$2,125
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Facility: Citywide	NHPP	80/20/0	275 a	275 a	300 a	300 a	325 a	325 a	325 a	1,850
From: Citywide										
To:	STP	80/20/0	300 e	300 e	300 e	300 e	300 e	310 e	310 e	1,820
										Total Funds: 3,670

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

Maintenance of Stormwater management / Best Management Ponds

TIP ID: 3242 Agency ID: CA303C, MNT0 Title: Citywide Culverts									Total Cost: \$3,215
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Facility: CITYWIDE	STP	80/20/0	250 a	250 a	300 a		350 a			2,890
From:			75 c	575 c	680 c		735 c			
To:										Total Funds: 2,890

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

Resurfacing Streets and Freeways Citywide

TIP ID: 5339 Agency ID: SR037A Title: FY2012 Pavement Restoration - NHPP Streets									Total Cost: \$29,350
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Facility:	NHPP	80/20/0	6,000 c	6,000 c	6,000 c	150 a	5,200 c			23,350
From:						6,000 c				
To:										Total Funds: 23,350

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

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
TIP ID: 3215 Agency ID: SR092A Title: Resurfacing Streets and Freeways Citywide									Total Cost: \$65,100
Facility: Citywide	STP	80/20/0	9,300 c	9,300 c	9,300 c	9,300 c	9,300 c	9,300 c	55,800
From:									
To:									Total Funds: 55,800
Description: Citywide pavement and resurfacing/restoration, upgrading of sidewalk, curb and gutter, and wheelchair ramps.									

Systems Maintenance

TIP ID: 2699 Agency ID: CD018A, CD01 Title: Asset Preservation of Tunnels in the District of Columbia									Total Cost: \$41,275
Facility: Citywide Asset Management of Tunnel	NHPP	80/20/0	650 a	175 a	175 a	1,000 a	175 a	175 a	40,025
From:			600 c	600 c	7,750 c	7,600 c	7,600 c	14,600 c	
To:									Total Funds: 40,025

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

TIP ID: 2927 Agency ID: CD036A, CD04 Title: Citywide FA Preventive Maintenance									Total Cost: \$44,100
Facility:	NHPP	80/20/0	9,600 c		4,800 c	4,800 c	10,720 c		25,680
From:								5,360 c	
To:	STP	80/20/0	2,400 c		1,200 c	1,200 c	2,680 c		6,420
								Total Funds: 32,100	

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

Transit
5303/5304 FTA Program

TIP ID: 6102 Agency ID: Title: 5303/5304 FTA Program									Total Cost: \$2,874
Facility: Citywide	Sect. 5303	80/20/0	760 a	380 a	380 a	380 a	380 a	380 a	1,900
From:									
To:	Sect. 5304	80/20/0	198 a	99 a	99 a	99 a	99 a	99 a	495
								Total Funds: 2,395	

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

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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DC Circulator - National Mall Area Route

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

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

DC Circulator New Buses for Replacement and Expansion

TIP ID: 6105	Agency ID:	Title: DC Circulator New Buses for Replacement and Expansion							Total Cost:	\$8,925
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Facility:	State	0/100/0	21,539 e	4,200 e					4,200
From:									
To:									Total Funds: 4,200

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

DC Circulator Expansion - Phase I

TIP ID: 6103	Agency ID:	Title: DC Circulator Expansion - Phase I							Total Cost:	\$62,593
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Facility:	State	0/100/0	1,576 e	15,091 e	15,450 e	15,828 e	16,224 e	62,593	
From:									
To:									Total Funds: 62,593

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

M Street SE/SW Premium Transit Environmental Work

TIP ID: 6112	Agency ID: Temp02	Title: M Street SE/SW Streetcar							Total Cost:	\$128,250
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Facility:	State	0/100/0	2,500 a	3,750 a			20,750 c	43,750 c	57,500 c	125,750
From:										
To:									Total Funds: 125,750	

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

Martin Luther King Jr. Avenue SE and H Street/Benning Road NE Streetcar

TIP ID: 5754	Agency ID: CM080A	Title: Benning Road Extension							Total Cost:	\$82,750
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Facility: Streetcar Line	CMAQ	80/20/0	3,200 a							
From:										
To:	State	0/100/0	2,000 a	7,250 c	15,750 c	28,500 c	29,250 c	80,750		
								Total Funds: 80,750		

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.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
TIP ID: 5753 Agency ID: CM081A Title: Anacostia Streetcar Extension			Total Cost: \$31,250						

Facility: MLK Jr Ave SE	State	0/100/0	500 a	8,750 c	16,500 c	5,250 c				30,500
From: Howard Rd SE			250 c							
To: Good Hope Rd SE										
Total Funds: 30,500										

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

TIP ID: 5755 Agency ID: STC12A Title: Union Station to Georgetown Premium Transit; K Street Transit			Total Cost: \$233,750						
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Facility: Premium Transit	CMAQ	80/20/0	1,500 d							
From:										
To:	NHPP	80/20/0		10,500 a	5,625 c	6,625 c	23,750 c	25,250 c	7,750 c	79,500
	State	0/100/0	4,250 a	10,000 c	21,000 c	21,500 c	47,250 c	49,250 c	1,000 c	150,000
Total Funds: 229,500										

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

TIP ID: 6031 Agency ID: STC13A Title: North-South Corridor Study			Total Cost: \$110,250						
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Facility: Streetcar Line	State	0/100/0	5,000 a	8,500 a	9,000 a					24,750 c 63,500 c 105,750
From:			2,000 c							
To:										
Total Funds: 105,750										

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

Freight									
District Freight Plan									

TIP ID: 5922 Agency ID: AF081A Title: District Freight Plan			Total Cost: \$300						
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Facility: Citywide	STP	80/20/0	450 a	150 a						150
From:										
To:										
Total Funds: 150										

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

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
Planning and Systems Enhancement for Weight Stations										
TIP ID: 2633 Agency ID: CI029A, CI053		Title: Size and Weight Enforcement Program						Total Cost:		\$11,280
Facility: Citywide	STP	80/20/0	450 a	4,240 c	4,750 c	450 c	450 c	450 c	250 c	10,590
From:			440 c							
To:			150 e							

Total Funds: 10,590

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

Virginia Avenue Tunnel Project										
TIP ID: 5959 Agency ID: MRR16A		Title: Virginia Avenue Tunnel Project						Total Cost:		\$201,300
Facility: Virginia Ave. SE	PRIV	0/0/0	200,500 c	500 c	300 c					800
From:										
To:										

Total Funds: 800

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

MARYLAND

Maryland Department of Transportation	
State Highway Administration	M – 1
Maryland Transit Administration	M – 25
Frederick County	M – 28
Montgomery County	M – 30
Prince George's County	M – 55

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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MDOT/State Highway Administration

Interstate

I-270 at Watkins Mill Road Interchange

TIP ID: 3044	Agency ID: MO8391	Title: I-270 at Watkins Mill Road Interchange Construction	Complete: 2018					Total Cost: \$160,800	
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Facility: I 270 at Watkins Mill Road	Local	0/0/100		700 a	408 a	2,055 a			3,163
From:									
To:	NHPP	100/0/0	1,483 a	310 a	192 a	15,719 b			40,221
			52 b	1,000 b	23,000 b				
	State	0/100/0	2,461 a		9,012 c	237 a	34,373 c	41,078 c	112,785
						28,085 c			

Total Funds: 156,169

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

I-270/US 15 Corridor Study

TIP ID: 6388	Agency ID: AW0831	Title: I-270 Planning for Operations Study (Frederick County)	Complete: 2020					Total Cost: \$800	
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Facility: I 270	NHPP	100/0/0	7 d	343 d	150 d				493
From: MD 109									
To: I 70	State	0/100/0	3 d	147 d	150 d				297

Total Funds: 790

Description: Study of short- and mid-term I-270 operational improvements between MD 109 and I-70/US 40.

TIP ID: 6390	Agency ID: MO1481	Title: I-270 Planning for Operations Study (Montgomery County)	Complete: 2020					Total Cost: \$1,000	
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Facility: I 270	NHPP	100/0/0	84 d	240 d	476 d				716
From: I 370									
To: MD 109	State	0/100/0	21 d	60 d	119 d				179

Total Funds: 895

Description: Study of short- and mid-term I-270 operational improvements between I-370 and MD 109.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
I-70/US 40 Corridor									
IP ID: 5419 Agency ID: FR4271 Title: I-70 Phase 2D Highway Reconstruction			Complete: 2014				Total Cost:		\$45,900
Facility: I 70	NHPP	100/0/0	2,300 b	200 b					200
From: East of MD 355			42,337 c						
To: East of MD 144FA	State	0/100/0	1,081 b	22 c					22
Total Funds:									222

Description: Widening of I-70/US 40 from east of MD 355 to east of MD 144FA, replacement of I-70/US 40 East South Street Bridge 10106, and reconstruction of I-70/US 40 ramps to and from East South Street.

I-95 at Contee Road Interchange									
IP ID: 3033 Agency ID: PG4191 Title: I-95 at Contee Road Interchange Construction			Complete: 2014				Total Cost:		\$65,600
Facility: I 95 at Contee Road	GARVEE	100/0/0	3,995 a	913 b					913
From:			13,541 b						
To:			35,446 c						
	NHPP	100/0/0	1,672 a						
			4,998 b						
	State	0/100/0	438 a						
			229 b						
			2,337 c						
Total Funds:									913

Description: Construction of a new I-95 interchange at Contee Road, including I-95 collector/distributor roads connecting to MD 198 and MD 200.

I-95/I-495 at Greenbelt Metro Station Interchange									
IP ID: 2894 Agency ID: PG3331 Title: I-95/I-495 at Greenbelt Metro Station Interchange Construction			Complete: 2020				Total Cost:		\$79,900
Facility: I 95 at Greenbelt Metro Station	HPP	100/0/0	519 a	481 a					481
From:	NHPP	100/0/0	1,445 a	297 a	1,950 a	1,950 a	390 a		4,587
To:	State	0/100/0	313 a	220 a	550 a	550 a	110 a		1,430
Total Funds:									6,498

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

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
I-95/I-495 Corridor									
IP ID: 6391 Agency ID: AX0671 Title: I-95/I-495 Planning for Operations Study			Complete: 2020		Total Cost: \$1,000				
Facility: I 495	NHPP	100/0/0	364 d	360 d	76 d				436
From: Potomac River (American Legion Bridge)									
To: Potomac River (Woodrow Wilson Bridge)	State	0/100/0	91 d	90 d	19 d				109
Total Funds:									545

Description: A study of short- and mid-term I-95/I-495 operational improvements, along the entirety of I-495.

MD 5 at I-95/I-495 Interchange									
IP ID: 3554 Agency ID: PG4941 Title: MD 5 at I-95/I-495 Phase 2 Highway Reconstruction			Complete: 2017		Total Cost: \$54,000				
Facility: MD 5	NHPP	100/0/0	3,452 a	3,700 b	3,200 b	2,525 b	329 b		23,819
From: I 95			1,896 b	3,619 c	4,968 c	5,478 c			
To: Branch Avenue Metro Station			841 c						
	State	0/100/0	1,636 a	1,809 c	2,484 c	2,738 c			7,031
			420 c						
	STP	100/0/0	841 c	3,619 c	4,968 c	5,477 c			14,064
Total Funds:									44,914

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.

Primary									
MD 200 Intercounty Connector									
IP ID: 2804 Agency ID: AT3761 Title: MD 200 GARVEE Bond Repayment			Complete: 2014		Total Cost: \$565,100				
Facility: MD 200	NHPP	100/0/0	477,643 c	87,454 c					87,454
From: I 370									
To: US 1									
Total Funds:									87,454

Description: Repayment of GARVEE bond proceeds used for MD 200; debt service continues for 15 years following issuance.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
MD 210 Corridor									
TIP ID: 6148 Agency ID: PG7001 Title: MD 210 at Kerby Hill Road/Livingston Road Advanced Right-of-Wa			Complete: 2020		Total Cost: \$3,600				
Facility: MD 210 at Kerby Hill Road/Livingston Road	HPP	100/0/0	200 b	103 b					103
From:									
To:	NHPP	100/0/0		2,614 b					2,614
	State	0/100/0	50 b	679 b					679
Total Funds:									3,396

Description: This project is to fund advanced right-of-way acquisition for the MD 210 at Kerby Hill Road/Livingston Road interchange (TIP 4879).

TIP ID: 4879 Agency ID: PG7001 Title: MD 210 at Kerby Hill Road/Livingston Road			Complete: 2020		Total Cost: \$97,900				
Facility: MD 210 at Kerby Hill Road/Livingston Road	HPP	100/0/0	1,892 a	500 a	2,607 a				3,107
From:									
To:	NHPP	100/0/0		4,065 c	13,525 c	18,659 c	19,372 c	8,557 c	64,178
	State	0/100/0	396 a	2,000 b	5,622 b	379 b	3,000 b	2,139 c	27,045
			250 b	1,016 c	3,381 c	4,665 c	4,843 c		
	STP	100/0/0			1,014 a				1,014
Total Funds:									95,344

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

MD 3 Corridor									
TIP ID: 6394 Agency ID: AT1981 Title: MD 3 Corridor Study			Complete: 2030		Total Cost: \$307,900				
Facility: MD 3	NHPP	100/0/0	749 a	10 a	10 a				20
From: I 595									
To: Prince George's/Anne Arundel County line	State	0/100/0	261 a	3 a	3 a				6
			1,208 c						
Total Funds:									26

Description: A study to examine MD 3 safety and capacity upgrades between I-595/US 50/US 301 and I-97/MD 32. Portion of this study in Prince George's County is within the TPB planning area; portion in Anne Arundel County is within the BRTB planning area.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
MD 4 Corridor										
TIP ID: 3547 Agency ID: PG6181		Title: MD 4 at Suitland Parkway Interchange Construction					Complete: 2017		Total Cost: \$157,000	
Facility: MD 4 at Suitland Parkway	HPP	100/0/0		5,575 b	9,425 b				15,000	
From:										
To:	NHPP	100/0/0	1,450 a	510 a	350 a	39 a			5,394	
					4,495 b					
	PL	100/0/0	1,540 b	2,303 b	1,007 b				3,310	
	State	0/100/0	2,843 a	240 a	150 a	17 a	29,654 c	20,587 c	118,607	
				9,444 c	1,394 b	3,480 b				
					23,987 c	29,654 c				
	STP	100/0/0	4,000 a	2,303 b	1,008 b				3,311	
			1,540 b							
									Total Funds: 145,622	

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

MD 5 Corridor										
TIP ID: 4882 Agency ID: PG1751		Title: MD 5 at MD 373 and Brandywine Road Interchange Construction					Complete: 2025		Total Cost: \$79,200	
Facility: MD 5 at MD 373 and Brandywine Road	HPP	100/0/0	3,140 a	468 a	490 a	1,443 a			10,788	
From:			17 b	2,236 b	3,120 b	3,031 b				
To:										
	State	0/100/0	1,059 a	132 a	138 a	407 a			6,005	
			227 b	2,609 b	880 b	1,839 b				
	STP	100/0/0	405 a							
	TCSP	100/0/0	517 b	733 b					733	
									Total Funds: 17,526	

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.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
TIP ID: 3469 Agency ID: PG3916 Title: MD 5 Corridor Study			Complete: 2025 Total Cost: \$1,102,500						
Facility: MD 5	NHPP	100/0/0	1,191 a	43 a					43
From: US 301			6,372 b						
To: I 95									
State	0/100/0	4,211 a	257 a	113 a					370
		1,797 b							
Total Funds:									413

Description: A study to upgrade MD 5 to a multilane freeway from US 301 at T.B. to north of I-95/I-495.

TIP ID: 6395 Agency ID: PG5971 Title: MD 5 at Linda Lane Intersection Improvements			Complete: 2025 Total Cost: \$16,300						
Facility: MD 5 at Linda Lane	NHPP	100/0/0	151 a	300 a	800 a	599 a	750 a	500 a	2,949
From:									
To:									
Total Funds:									2,949

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



US 1 Corridor

TIP ID: 3108 Agency ID: PG2531 Title: US 1 Highway Reconstruction			Complete: 2020 Total Cost: \$59,100						
Facility: US 1	NHPP	100/0/0	962 a	800 a	800 a	4,069 a			5,669
From: College Avenue									
To: I 95	State	0/100/0	1,338 a	1,000 b	7,000 b	6,000 b	2,051 b		16,051
			100 b						
	STP	100/0/0	241 a	200 a	200 a	1,017 a			1,417
Total Funds:									23,137

Description: Reconstruction of US 1 between College Avenue and I-95/I-495.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
US 15 at Monocacy Boulevard Interchange									
TIP ID: 4892 Agency ID: FR5711		Title: US 15 at Monocacy Boulevard Interchange Construction				Complete: 2017		Total Cost: \$66,700	
Facility: US 15 at Monocacy Boulevard	Local	0/0/100	1,609 a	434 a	966 a				1,400
From:	NHPP	100/0/0	2,923 b	2,672 b	2,434 b	2,340 b			7,446
To:	PL	100/0/0	143 a	66 a	17 a				83
	State	0/100/0	806 a	1,302 b	1,655 a	660 b	15,101 c		50,836
			825 b	6,507 c	869 b	12,906 c			
					11,836 c				
	TCSP	100/0/0	855 a	136 a					136
Total Funds:									59,901

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

US 29 Corridor									
TIP ID: 6389 Agency ID: MO4253		Title: US 29 at Stewart Lane, Tech Road, Greencastle Road, and Blackburn				Complete: 2040		Total Cost: \$388,200	
Facility: US 29 at Stewart Lane, Tech Road, Greencastl	NHPP	100/0/0	2,349 a						
From:			394 b						
To:	PL	100/0/0					420 a		420
	State	0/100/0	2,258 a						
			151 b						
Total Funds:									420

Description: Construction of new US 29 interchanges at Stewart Lane, Tech Road, Greencastle Road, and Blackburn Road.



US 29 at Musgrove and Fairland Roads Interchange Construction									
TIP ID: 3641 Agency ID: MO8911		Title: US 29 at Musgrove and Fairland Roads Interchange Construction				Complete: 2025		Total Cost: \$125,500	
Facility: US 29 at Musgrove and Fairland roads	NHPP	100/0/0	697 a	3 a			3,919 b		3,922
From:			842 b						
To:	State	0/100/0	649 a	1,176 a	1,825 a	1,825 a	1,825 a	1,105 b	7,756
			237 b						
Total Funds:									11,678

Description: Construction of a new US 29 interchange at Musgrove and Fairland roads.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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US 301 South Corridor Transportation Study

IP ID: **2944** Agency ID: **AW5341** Title: **US 301 South Corridor Transportation Study** Complete: **2040** Total Cost: **\$4,348,100**

Facility: US 301	NHPP	100/0/0	7,521 a						
From: Potomac River									
To: I 595	State	0/100/0	3,223 a	10 b	3,700 b	3,700 b	4,541 b		11,951
			45,018 b						

Total Funds: 11,951

Description: A multimodal corridor study considering US 301 corridor highway and transit improvements from the Potomac River to I-595/US 50/MD 3. Bicycle and pedestrian access will be considered in the study

IP ID: **6386** Agency ID: **CH2331** Title: **US 301 Planning for Operations Study** Complete: **2040** Total Cost: **\$1,000**

Facility: US 301	NHPP	100/0/0	22 d	100 d	878 d				978
From: Prince George's/Charles Countyline									
To: Potomac River									

Total Funds: 978

Description: Study of short- and mid-term US 301 operational improvements in Charles County.



US 301 Waldorf Area Project

IP ID: **4881** Agency ID: **CH2031** Title: **US 301 Waldorf Area Project** Complete: **2040** Total Cost: **\$1,832,600**

Facility: US 301	NHPP	100/0/0	7,039 a	1,200 a	263 a				1,463
From: Turkey Hill Road/Washington Avenue									
To: North of MD 5 at T.B.	State	0/100/0	2,797 a	1,917 a	1,420 a				3,337

Total Funds: 4,800

Description: A study examining alternatives, including grade-separated interchanges at MD 5 and MD 228, to upgrade US 301 through Waldorf from Turkey Hill Road/Washington Avenue to north of MD 5 at T.B.

US 50 Corridor

IP ID: **6398** Agency ID: **PG0641** Title: **US 50 Feasibility Study** Complete: **2016** Total Cost: **\$500**

Facility: US 50	State	0/100/0	20 d	400 d	80 d				480
From: Maryland/District of Columbia line									
To: I 95									

Total Funds: 480

Description: A study to examine US 50 capacity and operational improvements between the Maryland/District of Columbia line and I-95/I-495.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
Secondary									
Joint Base Andrews BRAC Improvements									
TIP ID: 5759 Agency ID: PG7801 Title: Joint Base Andrews BRAC Improvements			Complete: 2016				Total Cost:		\$7,400
Facility:	PL	100/0/0	1,970 a	500 a	500 a	3,494 a			4,494
From:	State	0/100/0	26 a						
To:	STP	100/0/0		150 a	757 a				907
									Total Funds: 5,401

Description: Overall design of improvements providing improved access to Joint Base Andrews. Parent project of PG7802 (TIP 6392) and PG7803 (TIP 6393).

TIP ID: 6392 Agency ID: PG7802 Title: MD 337 at MD 218 BRAC Intersection Improvements			Complete: 2016				Total Cost:		\$5,000
Facility:	MD 337 at MD 218	State	0/100/0	33 b	110 b	39 b			1,073
From:				231 c	693 c				
To:		STP	100/0/0	117 b	390 b	137 b			3,803
									Total Funds: 4,876

Description: Construction of MD 337 intersection improvements at MD 218 to improve access to Joint Base Andrews.



TIP ID: 6393 Agency ID: PG7803 Title: MD 337 at I-95/I-495 BRAC Intersection Improvements			Complete: 2016				Total Cost:		\$3,300
Facility:	MD 337 at I-95/I-495	State	0/100/0		182 c	546 c			728
From:									
To:		STP	100/0/0		645 c	1,936 c			2,581
									Total Funds: 3,309

Description: Construction of MD 337 intersection improvements at I-95/I-495, including at the northbound I-95/I-495 exit ramp, to improve access to Joint Base Andrews.



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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
MD 124 Corridor										
IP ID: 3057 Agency ID: MO6322		Title: MD 124 Phases 2-3 Highway Reconstruction					Complete: 2020		Total Cost: \$123,600	
Facility: MD 124	HPP	100/0/0	55 a			635 a			635	
From: Midcounty Highway	Local	0/0/100				2,500 a	2,500 a		5,000	
To: Warfield Road	State	0/100/0	2,934 a 24 b	200 a	750 a	1,058 a	234 a		2,242	
Total Funds:									7,877	

Description: Reconstruction of MD 124 from Midcounty Highway to south of Airpark Road and north of Fieldcrest Road to Warfield Road.

MD 180/MD 351 Corridor										
IP ID: 4897 Agency ID: FR5491		Title: MD 180/MD 351 Highway Reconstruction					Complete: 2025		Total Cost: \$212,000	
Facility: MD 180/351	Local	0/0/100	500 a							
From: Greenfield Drive	State	0/100/0	1,783 a							
To: Corporate Drive	STP	100/0/0		25 a	463 a				488	
Total Funds:									488	

Description: Study to improve MD 180 and MD 351 capacity and operations between Greenfield Drive and Corporate Drive, supporting existing and planned development.

MD 197 Corridor										
IP ID: 4887 Agency ID: PG6911		Title: MD 197 Highway Reconstruction					Complete: 2025		Total Cost: \$101,600	
Facility: MD 197	Local	0/0/100	1,000 a							
From: Kenhill Drive	State	0/100/0	976 a	1,000 a	3,800 a	3,800 a	2,000 a		10,600	
To: MD 450										
Total Funds:									10,600	

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

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
MD 223 Corridor									
IP ID: 4885 Agency ID: PG5811 Title: MD 223 Corridor Study			Complete: 2025				Total Cost: \$299,100		
Facility: MD 223	State	0/100/0	671 a						
From: Steed Road									
To: MD 4	STP	100/0/0	350 a	650 a					650
Total Funds:									650

Description: A study to establish a long-term MD 223 corridor vision between Steed Road and MD 4.

MD 28/MD 198 Corridor									
IP ID: 3476 Agency ID: MO8861 Title: MD 28/MD 198 Corridor Study			Complete: 2025				Total Cost: \$345,400		
Facility: MD 28/198	State	0/100/0	1,360 a	700 a	1,100 a	1,050 a			2,850
From: MD 97									
To: I 95	STP	100/0/0	2,822 a						
Total Funds:									2,850

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

MD 355 at Randolph Road/Montrose Parkway Interchange									
IP ID: 3542 Agency ID: MO3441 Title: MD 355 Phase 2 Highway Reconstruction			Complete: 2020				Total Cost: \$88,000		
Facility: Montrose Parkway	Local	0/0/100	2,272 a	1,000 a	1,000 a	4,728 a			6,728
From: Randolph Road									
To: East of Parklawn Drive	State	0/100/0	1,860 a						
Total Funds:									6,728

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

MD 450 Corridor									
IP ID: 3150 Agency ID: PG6541 Title: MD 450 Highway Reconstruction			Complete: 2020				Total Cost: \$58,500		
Facility: MD 450	State	0/100/0	296 a	1 a	1 a	25 a			27
From: Stonybrook Drive									
To: West of MD 3	STP	100/0/0	1,184 a	2 a	2 a	101 a			105
Total Funds:									132

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

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
MD 85 Corridor									
TIP ID: 3101 Agency ID: FR3881 Title: MD 85 Highway Reconstruction			Complete: 2020				Total Cost: \$228,300		
Facility: MD 85	HPP	100/0/0	380 a	582 a	585 a	1,261 a			3,604
From: English Muffin Way			16 b	1,176 b					
To: North of Grove Road									
Local	0/0/100	1,500 a							
NHPP	100/0/0	451 a							
State	0/100/0	1,942 a	164 a	165 a	356 a				5,289
		4 b	1,824 b	2,780 b					
Total Funds:									8,893

Description: Upgrading of MD 85 to multilane divided highway from south of English Muffin Way to north of Grove Road.

MD 97 at Brookeville									
TIP ID: 3106 Agency ID: MO7461 Title: MD 97 at Brookeville Highway Construction			Complete: 2018				Total Cost: \$36,800		
Facility: MD 97	Local	0/0/100	531 a	800 a	800 a	3,431 a			9,467
From: Gold Mine Road			2 b	50 b	2,000 b	2,386 b			
To: North of Brookeville									
NHPP	100/0/0	1,594 a							
State	0/100/0	470 a			5,595 c	10,002 c	9,160 c		24,757
Total Funds:									34,224

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

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
MD 97 at Randolph Road Interchange										
TIP ID: 3104 Agency ID: MO8541		Title: MD 97 at Randolph Road Interchange Construction					Complete: 2016		Total Cost: \$77,500	
Facility: MD 97 at Randolph Road	Local	0/0/100	12,698 b							
From:			1,664 c							
To:										
	NHPP	100/0/0	5,109 c	7,272 c	10,002 c	11,051 c			28,325	
	State	0/100/0	1,647 a	95 a	1,029 b	3,739 b			15,231	
			493 b	1,029 b	3,298 c	3,643 c				
			650 c	2,398 c						
	STP	100/0/0	5,421 a	305 a	1,811 b	1,233 c			5,160	
			1,120 b	1,811 b						
									Total Funds: 48,716	

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

MD 97 Montgomery Hills Study										
TIP ID: 5420 Agency ID: MO2241		Title: MD 97 Montgomery Hills Study					Complete: 2030		Total Cost: \$132,500	
Facility: MD 97	Local	0/0/100	1,376 a	800 a	600 a	224 a			1,624	
From: MD 390										
To: MD 192										
									Total Funds: 1,624	

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

Naval Support Activity Bethesda BRAC Improvements										
TIP ID: 6384 Agency ID: MO5931		Title: Naval Support Activity Bethesda BRAC Improvements					Complete: 2020		Total Cost: \$23,000	
Facility:	OEA	100/0/0		421 c	1,520 c	1,732 c	1,023 c		4,696	
From:										
To:	PL	100/0/0	2,753 a							
	State	0/100/0	8,715 a					1,204 c	1,204	
	STP	100/0/0		500 a	300 a			4,816 a	5,616	
									Total Funds: 11,516	

Description: Overall design and construction of improvements providing improved access to Naval Support Activity Bethesda. Parent project of MO5932 (TIP 5998), MO5933 (TIP 6072), MO5934 (TIP 6122), MO5935 (TIP 5988), MO5936 (TIP 6077), MO5937 (TIP 5992), and MO5938 (TIP 6071).

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
TIP ID: 5998 Agency ID: MO5932 Title: MD 355 at Cedar Lane and Jones Bridge Road Phases 1-2 BRAC Int			Complete: 2016		Total Cost: \$15,900				
Facility: MD 355 at Cedar Lane and Jones Bridge Road	NHPP	100/0/0	2,206 c	3,287 c	3,580 c	2,025 c			8,892
From:									
To:	PL	100/0/0	769 b	100 b	1,000 b				1,100
	State	0/100/0	96 b 291 c	947 c	1,026 c	553 c			2,526
Total Funds:									12,518

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.

TIP ID: 6072 Agency ID: MO5933 Title: MD 187 at West Cedar Lane/Oakmont Avenue BRAC Intersection Im			Complete: 2015		Total Cost: \$4,800				
Facility: MD 187 at West Cedar Lane/Oakmont Avenue	OEA	100/0/0	640 b	444 b	2,283 c	665 c			4,122
From:				730 c					
To:									
Total Funds:									4,122

Description: Construction of MD 187 intersection improvements at West Cedar Lane/Oakmont Avenue to improve access to Naval Support Activity Bethesda.

TIP ID: 6122 Agency ID: MO5934 Title: MD 355 BRAC Highway Improvements			Complete: 2017		Total Cost: \$4,700				
Facility: MD 355	OEA	100/0/0		421 c	1,520 c	1,732 c	1,023 c		4,696
From: Woodmont Avenue/Glenbrook Parkway									
To: South Wood Road/South Drive									
Total Funds:									4,696

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 construction 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: 6077 Agency ID: MO5936 Title: MD 320 at Sligo Creek Parkway BRAC Improvements Mitigation			Complete: 2016		Total Cost: \$1,500				
Facility: MD 320 at Sligo Creek Parkway	OEA	100/0/0		408 c	1,092 c				1,500
From:									
To:	State	0/100/0	26 b						
Total Funds:									1,500

Description: Construction of bicycle/pedestrian improvements, including a new Anacostia Tributary Trail System Sligo Creek bicycle/pedestrian bridge. This project serves as mitigation for BRAC improvements right-of-way effects to Maryland-National Capital Park and Planning Commission properties.

10/15/2014

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

FY 2015 - 2020

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
TIP ID: 5992 Agency ID: MO5937 Title: MD 355 at Cedar Lane and Jones Bridge Road BRAC Advanced Util			Complete: 2014		Total Cost:		\$9,800		
Facility: MD 355 at Cedar Lane and Jones Bridge Road	NHPP	100/0/0	3,653 c						
From:									
To:	State	0/100/0	1,270 b	2,433 b					2,433
			2,424 c						
Total Funds:									2,433

Description: Advanced relocation of utilities on MD 355 at Cedar Lane and Jones Bridge Road to improve access to Naval Support Activity Bethesda. This project also included construction of dynamic MD 355 lane controls at Cedar Lane.

TIP ID: 6071 Agency ID: MO5938 Title: MD 185 at Jones Bridge Road and Kensington Parkway Phase 3 BR			Complete: 2020		Total Cost:		\$18,400		
Facility: MD 185 at Jones Bridge Road and Kensington	NHPP	100/0/0		600 b					600
From:									
To:	OEA	100/0/0	1,954 b	3,128 b	1,000 b	3,317 b		64 a	15,629
				914 c	3,882 c	3,324 c			
	State	0/100/0			169 b				169
Total Funds:									16,398

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

Bike/Ped

Anacostia Riverwalk Trail

TIP ID: 6145 Agency ID: PG3512 Title: Anacostia Riverwalk Trail Construction			Complete:		Total Cost:		\$3,100		
Facility: Anacostia River Trail	NHPP	100/0/0	1,000 c	295 c					295
From:									
To:	State	0/100/0	1,385 a	409 a					409
Total Funds:									704

Description: Construction of a shared-use path/trail along the Anacostia River's east and west banks. This project is an extension of the Anacostia Riverwalk Trail in the District of Columbia (TIP 3508).

Other

Bladensburg War of 1812 Archaeological/Historical Study

TIP ID: 6399 Agency ID: PG7621 Title: Bladensburg War of 1812 Archaeological/Historical Study			Complete: 2017		Total Cost:		\$66		
Facility: US at Bladensburg	NPS	100/0/0	66 a	2 a	2 a	62 a			66
From:									
To:									
Total Funds:									66

Description: An archaeological study of sites related to the Battle of Bladensburg during the War of 1812.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
System Preservation Projects										
TIP ID: 3082 Agency ID:		Title: Resurfacing and Rehabilitation				Complete:		Total Cost:		
Facility:	HSIP	100/0/0	47 a	28 a	28 a	28 a	8 a	8 a	2,116	
From:			7 b	4 b	4 b	4 b	1 b	1 b		
To:			621 c	373 c	373 c	373 c	104 c	104 c		
<hr/>										
	NHPP	100/0/0	3,949 a	1,764 a	1,114 a	1,134 a	1,100 a	322 a	322 a	91,772
			565 b	252 b	159 b	162 b	157 b	46 b	46 b	
			57,914 c	32,718 c	14,646 c	14,904 c	14,462 c	4,232 c	4,232 c	
<hr/>										
	State	0/100/0	1,677 a	1,020 a	644 a	656 a	637 a	186 a	186 a	49,599
			240 b	146 b	92 b	94 b	91 b	27 b	27 b	
			23,967 c	15,432 c	8,469 c	8,625 c	8,367 c	2,450 c	2,450 c	
<hr/>										
	STP	100/0/0	4,050 a	2,296 a	1,450 a	1,478 a	1,434 a	420 a	420 a	107,119
			578 b	328 b	207 b	211 b	205 b	60 b	60 b	
			56,741 c	30,176 c	19,062 c	19,430 c	18,842 c	5,520 c	5,520 c	
									Total Funds: 250,606	

Description: Resurfacing and rehabilitation projects include pavement milling, pavement overlay, and concrete patching.

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
System Preservation Projects										
TIP ID: 3081 Agency ID: AWBR		Title: Bridge Replacement and Rehabilitation				Complete:		Total Cost:		
Facility:	NHPP	100/0/0	14,308 a	5,731 a	4,140 a	4,032 a	4,054 a	1,206 a	1,206 a	113,161
From:			2,384 b	955 b	690 b	672 b	676 b	201 b	201 b	
To:			62,794 c	25,154 c	18,170 c	17,696 c	17,791 c	5,293 c	5,293 c	
<hr/>										
	State	0/100/0	3,973 a	1,532 a	1,129 a	1,073 a	1,078 a	320 a	320 a	30,179
			662 b	254 b	184 b	179 b	180 b	53 b	53 b	
			17,437 c	6,691 c	4,881 c	4,708 c	4,732 c	1,406 c	1,406 c	
<hr/>										
	STP	100/0/0	1,655 a	400 a	400 a	259 a	259 a	76 a	79 a	8,042
			276 b	61 b	44 b	43 b	43 b	13 b	13 b	
			7,270 c	1,612 c	1,800 c	1,138 c	1,138 c	332 c	332 c	
									Total Funds: 151,382	

Description: Bridge replacement and rehabilitation projects include structural replacements, bridge deck rehabilitation, superstructure replacements, bridge parapet reconstruction, and painting.

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

		Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
IP ID: 5838 Agency ID: AWCE		Title: Congressional Earmarks				Complete:			Total Cost:		
Facility:	Earmark	100/0/0		10,164 c							
From:											
To:	HPP	100/0/0		240 a 3,920 c	240 a 4,800 c						5,040
	Local	0/0/100		60 a 3,521 c	60 a 1,200 c						1,260
Total Funds:											6,300

Description: Congressional earmarks are non-SHA projects that receive federal funding through Congressional action, either a High Priority (HPP) earmark from reauthorization bill SAFETEA-LU or an earmark in the annual appropriations omnibus bill. Since these earmarks are granted via a transportation spending bill, MDOT/SHA administer these funds. Individual projects are shown in the SHA portion of the CTP under the respective jurisdictions. The match amounts, which vary percentage-wise project by project, are provided by project sponsors.

		Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
IP ID: 3085 Agency ID: AWCM		Title: Congestion Management				Complete:			Total Cost:		
Facility:	CMAQ	100/0/0		3,759 a	1,647 a	740 a	648 a	574 a	176 a	176 a	11,492
From:				101 b	426 b	426 b	18 b	16 b	5 b	5 b	
To:				6,100 c	2,759 c	1,240 c	1,085 c	961 c	295 c	295 c	
	NHPP	100/0/0		1,908 a 47 b 2,500 c	548 a 15 b 1,578 c	266 a 7 b 1,483 c	266 a 7 b 446 c	222 a 6 b 372 c	67 a 2 b 112 c	67 a 2 b 112 c	5,578
	State	0/100/0		734 a 20 b 1,119 c	400 a 11 b 1,247 c	211 a 6 b 405 c	218 a 6 b 366 c	185 a 5 b 310 c	54 a 1 b 90 c	54 a 1 b 90 c	3,660
	STP	100/0/0		1,178 a 32 b 1,974 c	1,051 a 28 b 3,939 c	577 a 16 b 967 c	607 a 16 b 1,017 c	518 a 14 b 868 c	148 a 4 b 248 c	148 a 4 b 248 c	10,418
Total Funds:											31,148

Description: Congestion management projects include traffic management, new and reconstructed signals, signage, lighting, signal systemization, design and construction of park-and-ride facilities, CHART, design and construction of ITS projects, and design and construction of intersection capacity improvements.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
TIP ID: 3038 Agency ID: AWEN Title: Environmental Projects			Complete:			Total Cost:			
Facility:	HSIP	100/0/0	188 a	120 a	120 a	103 a	34 a	34 a	1,576
From:			5 b	3 b	3 b	3 b	1 b	1 b	
To:			302 c	192 c	192 c	165 c	55 c	55 c	
<hr/>									
NHPP	100/0/0	6,071 a	1,839 a	1,322 a	699 a	562 a	236 a	236 a	15,878
		24 b	48 b	35 b	18 b	15 b	6 b	6 b	
		3,433 c	2,952 c	5,123 c	1,122 c	903 c	378 c	378 c	
<hr/>									
NRT	100/0/0	571 a							
		6 b							
		335 c							
<hr/>									
State	0/100/0	3,966 a	1,237 a	751 a	553 a	399 a	143 a	143 a	8,488
		50 b	33 b	19 b	14 b	10 b	4 b	4 b	
		3,248 c	1,986 c	1,205 c	888 c	641 c	229 c	229 c	
<hr/>									
STP	100/0/0	12,594 a	3,025 a	1,626 a	1,459 a	988 a	319 a	319 a	20,358
		185 b	80 b	43 b	38 b	26 b	8 b	8 b	
		11,133 c	4,856 c	2,611 c	2,342 c	1,586 c	512 c	512 c	
Total Funds:									46,300

Description: Environmental projects include environmental preservation, wetland replacement, reforestation, landscaping, environmental compliance, noise abatement and sound barriers, drainage improvements, total maximum daily load (TMDL) compliance, and bicycle facility retrofit improvements.

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

	Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
TIP ID: 3084 Agency ID: AWSS Title: Safety and Spot Improvements			Complete:		Total Cost:					
Facility:	CMAQ	100/0/0	908 a	210 a	135 a	105 a	105 a	30 a	30 a	2,050
From:			61 b	14 b	9 b	7 b	7 b	2 b	2 b	
To:			2,059 c	476 c	306 c	238 c	238 c	68 c	68 c	
<hr/>										
	HSIP	100/0/0	2,692 a	2,012 a	1,377 a	1,256 a	1,094 a	324 a	324 a	21,287
			20 b	134 b	92 b	84 b	73 b	22 b	22 b	
			678 c	4,559 c	3,121 c	2,846 c	2,479 c	734 c	734 c	
<hr/>										
	NHPP	100/0/0	7,198 a	2,844 a	2,124 a	1,608 a	1,464 a	678 a	678 a	31,320
			480 b	190 b	142 b	107 b	98 b	45 b	45 b	
			16,303 c	6,446 c	4,814 c	3,645 c	3,318 c	1,537 c	1,537 c	
<hr/>										
	State	0/100/0	7,226 a	2,789 a	1,944 a	1,625 a	1,418 a	477 a	477 a	29,097
			641 b	186 b	130 b	108 b	95 b	32 b	32 b	
			21,804 c	6,321 c	4,406 c	3,682 c	3,213 c	1,081 c	1,081 c	
<hr/>										
	STP	100/0/0	21,104 a	7,416 a	5,040 a	4,332 a	3,720 a	1,086 a	1,086 a	75,600
			1,408 b	494 b	336 b	289 b	248 b	72 b	72 b	
			47,836 c	16,810 c	11,424 c	9,819 c	8,432 c	2,462 c	2,462 c	
										Total Funds: 159,354

Description: Safety and spot improvements include roundabouts, geometric improvements, intersection capacity improvements, slope repairs, pedestrian crossings, sidewalks, rail crossings, safety improvements, intersection realignment, drainage improvements, pavement marking, joint sealing, truck weigh facilities, rest areas, crash prevention measures, guardrail end treatments, ADA retrofits, traffic management.

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

	Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
TIP ID: 2710 Agency ID: AWTE Title: Transportation Enhancements				Complete:				Total Cost:		
Facility:	State	0/100/0	8,400 c	275 a	43 a	91 b	93 b	101 b	101 b	7,345
From:				90 b	84 b	1,049 c	1,067 c	1,159 c	1,159 c	
To:				1,030 c	1,003 c					
<hr/>										
	STP	100/0/0	2,100 c	1,098 a						1,098
<hr/>										
	STP/E	100/0/0		830 a	172 a	365 b	371 b	403 b	403 b	29,122
				358 b	349 b	4,195 c	4,269 c	4,637 c	4,637 c	
				4,122 c	4,011 c					
										Total Funds: 37,565


Description: Transportation Enhancement projects include areawide: Tree planting, native plant establishment, and integrated roadside vegetation management; in Frederick County: Ballenger Creek Trail Phase 1, Ballenger Creek Trail Phase 4, Carroll Creek Park Trail Phase 2, and Saving Maryland's Civil War Battlefields; in Montgomery County: Anglers Breach, Ethan Allen Gateway streetscape, Flower Avenue streetscape, I-270 stormwater management facilities functional upgrades, MTA's share of Capital Crescent Trail construction costs associated with the Purple Line, Olde Towne Gaithersburg rolling stock restoration, and Shady Grove Metro Access Road bikepath; and in Prince George's County: Bladensburg Archaeology, Bowie Heritage Trail Phase 1, College Park Trolley Trail Phase 4, North Gate Park at Paint Branch, and Scorpion 2010 Archaeology.

	Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
TIP ID: 3083 Agency ID: AWUR Title: Urban Reconstruction				Complete:				Total Cost:		
Facility:	NHPP	100/0/0	346 a	10 a	24 a					281
From:			80 b	2 b	4 b					
To:			496 c	69 c	172 c					
<hr/>										
	State	0/100/0	326 a	12 a	22 a	2 a	2 a			319
			175 b	2 b	4 b	17 c	17 c			
			1,261 c	86 c	155 c					
<hr/>										
	STP	100/0/0	1,006 a	38 a	62 a	10 a	10 a			1,000
			619 b	6 b	10 b	2 b	2 b			
			4,548 c	275 c	447 c	69 c	69 c			
										Total Funds: 1,600

Description: Urban reconstruction projects include drainage improvements, curb and gutter replacement, pavement milling and resurfacing, streetscaping, sidewalks improvements, signage, marking, and lighting.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
TIP ID: 6385 Agency ID: CH2091 Title: MD 234 Allens Fresh Run Bridge Replacement			Complete: 2014				Total Cost:		\$4,700
Facility: MD 234 at Allens Fresh Run	State	0/100/0	341 a	1 c					1
From:			620 c						
To:	STP	100/0/0	940 a	1,127 c					1,127
			1,690 c						
Total Funds:									1,128

Description: Replacement of MD 234 Allens Fresh Run temporary bridge. The original MD 234 Allens Fresh Run Bridge 08037 was damaged in 2011 during Hurricane Lee. A temporary bridge was put in place in fall 2011 to reopen MD 234 to traffic. 

TIP ID: 5852 Agency ID: FR4185 Title: Motter Avenue US 15 Bridge Replacement			Complete: 2014				Total Cost:		\$17,000
Facility: US 15 at Motter Avenue	Local	0/0/100	257 a						
From:			529 b						
To:			3,628 c						
	NHPP	100/0/0	9,414 c	2,962 c					2,962
	State	0/100/0	2,354 c						
Total Funds:									2,962

Description: Replacement of Motter Avenue US 15 Bridge 10098. The existing bridge structurally deficient, and functionally obsolete. This project also includes Opossumtown Pike widening between US 15 and Thomas Johnson Drive.

TIP ID: 6033 Agency ID: MO5821 Title: MD 193 I-495 Bridge Rehabilitation			Complete: 2015				Total Cost:		\$10,600
Facility: MD 193 at I-495	NHPP	100/0/0	609 a	3,362 c	1,676 c				5,038
From:			3,678 c						
To:	State	0/100/0	152 a	144 c	28 c				172
			919 c						
Total Funds:									5,210

Description: Rehabilitation of MD 193 I-495 Bridge 15136 substructure and replacement of MD 193I-495 Bridge 13136 superstructure. The existing structure is structurally deficient and functionally obsolete

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
PIP ID: 6180 Agency ID: PG1291 Title: I-595/US 50 Resurfacing			Complete: 2017		Total Cost: \$13,500				
Facility: I 595	NHPP	100/0/0	93 a	4,470 c	5,982 c				10,452
From: East of Lottsford Vista Road									
To: Anne Arundel County Line	State	0/100/0	49 a	1,261 c	1,687 c				2,948
									Total Funds: 13,400

Description: Resurfacing of I-595/US 50 from east of Lottsford Vista Road to the Prince George's/Anne Arundel County line.

PIP ID: 6182 Agency ID: PG5431 Title: US 1 Drainage Improvements			Complete: 2017		Total Cost: \$12,200				
Facility: US 1	NHPP	100/0/0	905 a						
From: MD 212									
To: South of Ammendale Road	State	0/100/0	368 a	460 b	106 b	2,432 c			8,114
			114 b	1,836 c	3,280 c				
	STP	100/0/0	441 b	1,841 b	424 b				2,265
									Total Funds: 10,379

Description: Drainage improvements along US 1 from MD 212 to south of Ammendale Road. This project includes the replacement of a culvert under US 1 at Ammendale Road.

PIP ID: 6150 Agency ID: PG5461 Title: MD 500 Community Safety and Enhancement Improvements			Complete: 2016		Total Cost: \$10,600				
Facility: MD 500	State	0/100/0	369 a	52 b	8 b				5,977
From: MD 208			37 b	2,906 c	3,011 c				
To: MD 410			81 c						
	STP	100/0/0	1,659 a	202 b	34 b	2,134 c			2,370
			143 b						
									Total Funds: 8,347

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

10/15/2014

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

FY 2015 - 2020

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
TP ID: 6032 Agency ID: PG6641 Title: MD 4 MD 223 Bridges Replacement			Complete: 2015				Total Cost:		\$22,400
Facility: MD 4 at MD 223	NHPP	100/0/0	896 a	7,445 c	6,183 c	3,623 c			17,251
From:			2,946 c						
To:									
State	0/100/0		224 a	289 c	49 c	31 c			369
			896 c						
Total Funds:									17,620

Description: Replacement of MD 4 MD 223 bridges 1618101 and 1618102. The existing bridges are structurally deficient and functionally obsolete.

TP ID: 6183 Agency ID: PG7581 Title: MD 4 Community Safety and Enhancement Improvements			Complete: 2017				Total Cost:		\$27,200
Facility: MD 4	NHPP	100/0/0	1,526 a	1,175 a					1,175
From: Forestville Road									
To: MD 458	State	0/100/0	164 a	318 b	186 b	7,215 c	3,441 c		24,290
			27 b	2,537 c	10,593 c				
Total Funds:									25,465

Description: Construction of raised curb along the outside edge of MD 4, sidewalk along southbound MD 4, a 10-foot shared-use path along northbound MD 4, on-road bicycle accommodations, and other traffic calming measures between Forestville Road and MD 458.

TP ID: 6181 Agency ID: PG9795 Title: MD 5 Resurfacing			Complete: 2016				Total Cost:		\$9,100
Facility: MD 5	NHPP	100/0/0		4,655 c	2,688 c				7,343
From: I 95									
To: MD 223	State	0/100/0	31 a	994 c	573 c				1,567
			1 c						
	STP	100/0/0	173 a						
Total Funds:									8,910

Description: Resurfacing of MD 5 from south of I-95/I-495 to MD 223.

TERMs

Transportation Emissions Reduction Measures

TP ID: 3566 Agency ID: AWCC Title: Commuter Connections Program			Complete:				Total Cost:		
Facility:	State	0/100/0	4,946 e	2,785 e	2,694 e	2,788 e	3,046 e		11,313
From:									
To:									
Total Funds:									11,313

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.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
PIP ID: 5773 Agency ID: AWGR Title: Commuter Connections Program - Guaranteed Ride Home Baltimo Complete: Total Cost:									
Facility: State	0/100/0	300 e	170 e	150 e	150 e	150 e			620
From:									
To:									Total Funds: 620

Description: This project expands the Commuter Connections Program's Guaranteed Ride Home program to the Baltimore Metropolitan Area and to Saint Mary's County.

Transit
MD 355 Bus Rapid Transit Study

PIP ID: 6396 Agency ID: MO4621 Title: MD 355 Bus Rapid Transit Study Complete: 2040 Total Cost:									
Facility: MD 355	State	0/100/0	3,000 a	3,500 a					6,500
From: MD 410									
To: Redgrave Place									Total Funds: 6,500

Description: A study to evaluate roadway improvements necessary to implement Montgomery County's bus rapid transit system on MD 355 between Bethesda Metro Station and Clarksburg. 

MD 586 Bus Rapid Transit Study

PIP ID: 6000 Agency ID: MO2441 Title: MD 586 Veirs Mill Road BRT Study Complete: 2040 Total Cost: \$234,400									
Facility: MD 586	Local	0/0/100	1,598 a	1,100 a	1,651 a	1,651 a			4,402
From: MD 97									
To: MD 355									Total Funds: 4,402

Description: A study to evaluate roadway improvements necessary to implement Montgomery County's bus rapid transit system on MD 586 between Wheaton Metro Station and Rockville Metro Station.

MD 97 Bus Rapid Transit Study

PIP ID: 5999 Agency ID: MO9371 Title: MD 97 Bus Rapid Transit Study Complete: Total Cost: \$399,700									
Facility: MD 97	Local	0/0/100	846 a	800 a	1,500 a	1,854 a			4,154
From: MD 586									
To: MD 108									Total Funds: 4,154

Description: A study to evaluate roadway improvements necessary to implement Montgomery County's bus rapid transit system on MD 97 between Wheaton Metro Station and Olney.

US 29 Bus Rapid Transit Study

PIP ID: 6397 Agency ID: MO4622 Title: US 29 Bus Rapid Transit Study Complete: 2040 Total Cost:									
Facility: US 29	State	0/100/0	1,500 a	1,500 a					3,000
From: MD 410									
To: MD 198									Total Funds: 3,000

Description: A study to evaluate roadway improvements necessary to implement Montgomery County's bus rapid transit system on US 29/MD 384 between Silver Spring Metro Station and Burtonsville.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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MDOT/Maryland Transit Administration

Maintenance

Marc Improvements

PIP ID: 6400 Agency ID:	Title: MARC Improvements	Complete:	Total Cost:
Facility:	Sect. 5307 80/0/20	4,660 e 2,558 e 3,495 e 5,725 e	16,438
From:			
To:	Sect. 5337 - SGR 80/0/20	15,154 e 2,251 e 14,430 e	31,835
Total Funds:			48,273

Description: Investments in passenger rail corridor infrastructure improvements are necessary to maintain/improve safety and quality of MARC

Transit

Corridor Cities Transitway (CCT)

PIP ID: 3468 Agency ID:	Title: Corridor Cities Transitway (CCT)- Planning & Design	Complete: 2015	Total Cost: \$35,244
Facility:	State 0/100/0	74,196 a	258,936
From:		39,740 b	
To:		145,000 c	
Total Funds:			258,936

Description: This is a joint project with SHA. The transit portion of the multi-modal project extends from the Shady Grove Metro station to the COMSAT facility just south of Clarksburg. The multi-modal project overall studies transit and highway improvements in the I-270/US 15 corridor in Montgomery and Frederick Counties from Shady Grove Metro Station to Biggs Ford Road north of Frederick. The Corridor Cities Transitway would be a bus rapid transit line along a 14-mile corridor from Rockville through Quince Orchard, Gaithersburg and Germantown to Clarksburg. Another option under study is "premium bus" service along a proposed I-270 High Occupancy Vehicle (HOV) or Express Toll Lane managed facility. NOTE: The state funds shown for Planning and Preliminary Engineering, Right of Way, and Construction were all re-obligated in FY2015, for this project please refer to the CTP.

Large Urban Systems- Capital

PIP ID: 2713 Agency ID: 0892/0893	Title: Large Urban Systems- Capital	Complete:	Total Cost:
Facility:	Sect. 5307 80/20/0 8,055 e	7,500 e 7,500 e 7,500 e 7,500 e	30,000
From:			
To:			
Total Funds:			30,000

Description: Capital assistance for large urban transit service in Prince George's and Montgomery Counties.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
MARC Rolling Stock Overhauls and replacements										
IP ID: 6401 Agency ID:		Title: MARC Rolling Stock Overhauls and Replacements				Complete:		Total Cost:		
Facility:	CMAQ	80/20/0		15,833 e					15,833	
From:										
To:	Sect. 5307	80/20/0		15,735 e					15,735	
	Sect. 5337 - SGR	80/20/0		10,599 e	23,685 e	5,642 e	5,091 e		45,017	
Total Funds:									76,585	

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.

MARC Washington Mid-Day Storage										
IP ID: 5484 Agency ID:		Title: MARC Washington Mid-Day Storage				Complete:		Total Cost:		\$49,488
Facility:	Sect. 5307	80/20/0	4,350 c	500 c					500	
From:										
To:	Total Funds: 500									

Description: Plan, design and construct MARC Mid-Day storage facility. The facility includes a partially electrified storage yard and building to accommodate mechanical and transportation personnel. Project will increase mid-day storage capacity at Washington Union Terminal for commuter equipment used by MARC. It will also help alleviate overcrowding of the Station platforms.

Purple Line										
IP ID: 2795 Agency ID:		Title: Purple Line				Complete:		Total Cost:		\$236,892
Facility:	Sect. 5307	80/20/0	29,446 a							
From:										
To:	Sect. 5309-NS	80/20/0	3,750 a		200,000 c	200,000 c	200,000 c		600,000	
Total Funds:									600,000	

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.

Ridesharing										
IP ID: 3760 Agency ID:		Title: Ridesharing - Statewide Program				Complete:		Total Cost:		
Facility:	CMAQ	100/0/0	495 e	495 e	495 e	495 e	495 e		1,980	
From:										
To:	Total Funds: 1,980									

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 and Montgomery Counties.

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

	Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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Rural Transit - Capital Assistance

TIP ID: 2602 Agency ID: Part of 0218 Title: Rural Transit - Capital Assistance										Complete: Total Cost:
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Facility:	Sect. 5311	80/10/10	267 e	70 e	70 e	70 e	70 e			
From:										
To:										
Total Funds:										280

Description: Capital assistance for rural transit service in Frederick County

Rural Transit - Operating Assistance

TIP ID: 2853 Agency ID: Part of 0218 Title: Rural Transit - Operating Assistance										Complete: Total Cost:
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Facility:	Sect. 5311	11/2/87	6,598 e	4,248 e	4,248 e	4,248 e	4,248 e			
From:										
To:										
Total Funds:										16,992

Description: Operating assistance for rural service in Charles, Frederick, Montgomery, and Prince George's Counties

Small Urban Systems - Capital

TIP ID: 3012 Agency ID: Part of 0217 Title: Small Urban Systems - Capital										Complete: Total Cost:
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Facility:	Sect. 5307	80/10/10	1,049 e	2,107 e	2,107 e	2,107 e	2,107 e			
From:										
To:	Sect. 5339	80/10/10		1,800 e	1,800 e	1,800 e	1,800 e			
Total Funds:										15,628

Description: Provision of vehicles, equipment and other projects in support of public transportation in Charles and Frederick Counties. Federal assistance from 49 U.S.C. Section 5307. Project selection based on applications from local providers.

Small Urban Systems - Operating Assistance

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	46/16/37	6,097 e	8,838 e	8,838 e	8,838 e	8,838 e			
From:										
To:										
Total Funds:										35,352

Description: Operating assistance to small urban transit systems in Charles and Frederick Counties

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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Frederick County

Secondary

Monocacy Blvd & Gashouse Pike - City of Frederick

PIP ID: 6383	Agency ID:	Title: Monocacy Blvd	Complete: 2017						Total Cost: \$16,700	
Facility: Monocacy Blvd	Local	0/0/100	16,700 c						16,700	
From: Schifferstadt Blvd										
To: Gas House Pike (East Leg)									Total Funds: 16,700	
Description: Reconstruct a substandard roadway from two to four lane divided section for approximately 1.5 miles. City design/construct with County subsidy. 🚲										

Various Roads - County Capital Improvement Program

PIP ID: 5494	Agency ID:	Title: Study, Design, ROW, & Construction	Complete: 2020						Total Cost: \$26,688	
Facility: Various Roads	Local	0/0/100	545 c	3,516 c	1,608 c	5,716 c	2,508 c	12,795 c	26,688	
From: Various Roads										
To:									Total Funds: 26,688	
Description: Upgrade and improvements to Boyers Mill Road; Gas House Pike; Ijamsville Road; Old National Pike; Opossumtown Pike; Reels Mill Road; Reichs Ford Road; Yeagertown Rd; English Muffin Way & Shockley Drive/Spectrum Drive. Portions of Boyers Mill Road, and all of Ijamsville Road, & Old National Pike, will include bicycle accommodations.										

Bike/Ped

Bikeways & Trails Program - County Capital Improvement Program

PIP ID: 5495	Agency ID: F3	Title: Planning, Design & Construction	Complete: 2018						Total Cost: \$2,854	
Facility: Varous Trails	Local	0/0/100	189 e		189 e				378	
From:										
To:	State/Local	0/40/60		1,238 e		1,238 e			2,476	
									Total Funds: 2,854	
Description: Various Trails including the Ballenger Creek Corridor										

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
Bridge									
Various Bridges - County Capital Improvement Program									
IP ID: 3173 Agency ID: F3		Title: Study, Design, ROW, Construction, Inspection & Training				Complete: 2020		Total Cost: \$9,090	
Facility: Various Bridges	BR	35/0/65					450 c		450
From:	BR 1	37/0/63	3,392 c						3,392
To:	BR 2	94/0/6			2,447 c				2,447
	Local	0/0/100		600 c		348 c		1,854 c	2,802
	NHCBP	80/0/20	2,478 c						
Total Funds:									9,091

Description: Rehabilitate, construct (replace) & inspect bridges or culverts at the following locations: Blacks Mill Rd; Lewistown Rd; Ball Road; Gas House Pike; Pete Wiles Rd.; Bretheren Church Rd; Hessong Bridge Rd; Reels Mill Rd; Dixon Rd; Hoovers Mill Rd; Hornets Nest Rd; deck replacements on Old Frederick Rd & Thurston Rds.; and covered bridge preservation projects Work may include bridge inspection training.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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Montgomery County

Secondary

Burtonsville Access Road

TIP ID: 3498	Agency ID: P500500	Title: Burtonsville Access Road	Complete:	Total Cost:	\$6,890
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Facility: Burtonsville Access Road	Local	0/0/100				335 a	145 a	70 a	2,412
From: MD Spencerville Road							1,077 b	785 b	
To: School Access Road in Burtonsville									
Total Funds:									2,412

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.

Chapman Avenue Extended

TIP ID: 3282	Agency ID: P500719	Title: Chapman Avenue Extended	Complete:	Total Cost:	\$21,363
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Facility: Chapman Avenue	Local	0/0/100	160 a	268 a	543 a				6,293
From: Randolph Road			3,550 b	1,000 b	245 b				
To: Old Georgetown Road			1,200 e	1,160 c	2,223 c				
				754 e	100 e				
Total Funds:									6,293

Description: This project provides for the extension of Chapman Avenue from Randolph Road to Old Georgetown Road. The system is essential to relieve congestion on MD 355 by providing local circulation to businesses in the North Bethesda area. Without this link, Chapman Avenue would stop just north of Old Georgetown Road with no connection to Randolph Road. Within the proposed 70-foot closed-section right-of-way will be: five-foot sidewalks on both sides, landscaping panels of varying widths up to eight feet on each side of the road, streetlights, storm drainage, and stormwater management.

This project is needed to meet traffic and safety demands of existing and future land uses in the White Flint Area. Extensive office, retail, and residential development are planned for this area. This segment of the road will help to relieve congestion on Rockville Pike and provide for continuity, connectivity, and access for pedestrians and vehicle by linking retail centers with employment and residential development.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
Clarksburg Transportation Connections									
TIP ID: 6020 Agency ID: P501315 Title: Clarksburg Transportation Connections			Complete:			Total Cost:		\$10,000	
Facility: Clarksburg Transportation Connections	Local	0/0/100		2,000 e	2,000 e	2,000 e	2,000 e	2,000 e	10,000
From: Snowden Farm Parkway/Little Seneca Parkway									
To: Ridge Road/									
Total Funds:									10,000

Description: This project provides for the County contribution to the developers design, partial landacquisition, 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.

Goshen Road South										
TIP ID: 3049 Agency ID: P501107 Title: Goshen Road South			Complete:			Total Cost:		\$128,630		
Facility: Goshen Road South	Local	0/0/100	3,695 a	382 a	78 a	127 a	126 a	2,579 a	2,290 a	63,292
From: South of Girard Street				705 b	4,227 b	5,016 b	619 b	6,429 b	28,158 c	
To: 1000 feet north of Warfield Road								8,520 e	4,036 e	
Total Funds:									63,292	

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.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
Montrose Parkway East										
IP ID: 3703 Agency ID: P500717 Title: Montrose Parkway East			Complete:		Total Cost: \$119,890					
Facility: Montrose Parkway East	Local	0/0/100	320 a	96 a	63 a	880 b	134 b	2,436 a	4,000 a	50,785
From: Eastern Limit of MD 355/Montrose Interchange			5,324 b	6,154 b	1,631 b		866 e	15,695 c	12,256 c	
To: Veirs Mill Road/Parkland Road Intersection				400 e				6,174 e		
Total Funds:									50,785	

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.

Platt Ridge Drive Extended										
IP ID: 5948 Agency ID: P501200 Title: Platt Ridge Drive Extended			Complete:		Total Cost: \$3,700					
Facility: Platt Ridge Drive Extended	Local	0/0/100	450 a	50 a	256 a					3,180
From: Its terminus at Jones Bridge Road			3,050 c	100 c	2,744 c					
To: Montrose Driveway			30 e	10 e	20 e					
Total Funds:									3,180	

Description: This project consists of the northerly extension of existing Platt Ridge Drive, approximately 600 feet through Chevy Chase Local Park, to connect with Montrose Driveway, a street in Chevy Chase Valley (also known as Spring Valley or Chevy Chase Section 9 subdivision.) To minimize impact to the park environment, the road will be of minimal complexity and width. (Pedestrian access will continue to be provided by the existing five-foot sidewalks on both sides of Spring Valley Road.) Vehicular ingress and egress from the Chevy Chase Valley community is currently difficult and will become even more difficult with the predicted increase in traffic from BRAC, especially with construction of a new southbound lane on Connecticut Avenue between I-495 and Jones Bridge Road now proposed by the State Highway Administration. This project will help address the congestion problem.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
Snouffer School Road North									
IP ID: 3062 Agency ID: P501119 Title: Snouffer School Road North			Complete:				Total Cost:		\$13,482
Facility: Snouffer School Road	Local	0/0/100	900 a	608 a	649 a	300 a			12,268
From: MD Woodfield Road			105 b	2,146 c	4,814 c	3,000 c			
To: Centerway Road				751 e					
Total Funds:									12,268

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.

Snouffer School Road: Sweet Autumn Dr. to Centerway Road									
IP 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	980 a	314 a	490 a	944 a	393 a	142 a	20,539
From: Sweet Autumn Drive			1,890 b	1,188 b	820 b	6,620 c	2,812 c	3,515 c	
To: Centerway Road					1,586 c			1,715 e	
Total Funds:									20,539

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.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
Bike/Ped									
Bethesda CBD Streetscape									
TIP ID: 5943 Agency ID: P500102 Title: Bethesda CBD Streetscape			Complete:			Total Cost:		\$8,214	
Facility: Bethesda CBD Streetscape	Local	0/0/100		60 a	897 a	490 a	17 a		7,116
From: Bethesda CBD					1,286 c	1,982 c	1,188 c		
To: Bethesda CBD							1,196 e		
Total Funds:									7,116

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.

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

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

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
Bikeway Program - Minor Projects									
TIP ID: 3066 Agency ID: P507596 Title: Annual Bikeway Program			Complete:		Total Cost:		\$4,897		
Facility: Annual Bikeway Program	Local	0/0/100	140 a	140 a	169 a	11 a	11 a	11 a	3,370
From:			10 b	10 b	11 b	169 b	169 b	169 b	
To:			350 c	600 c	350 c	350 c	350 c	350 c	
State				250 c					250
State/Local			140 a						
			10 b						
			350 c						
Total Funds:									3,620

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.

Capital Crescent Trail									
TIP ID: 6015 Agency ID: P501316 Title: Capital Crescent Trail			Complete:		Total Cost:		\$95,856		
Facility: Capital Crescent Trail	Local	0/0/100	3,000 a	6,772 c	12,795 c	3,000 a	700 b	700 b	77,356
From: Elm Street Park in Bethesda			1,668 c			15,111 c	16,805 c	16,805 c	
To: Silver Spring									
Total Funds:									77,356

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.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
Falls Road East Side Hiker/Biker Path									
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	3,395
From: River Road							1,622 b		
To: Dunster Road									
Total Funds:									3,395

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.

Flower Avenue Sidewalk									
TIP ID: 5947 Agency ID: P501206 Title: Flower Avenue Sidewalk			Complete:		Total Cost:		\$200		
Facility: MD Flower Avenue Sidewalk	Local	0/0/100		200 c					200
From: Piney Branch Road									
To: Carroll Avenue									
Total Funds:									200

Description: This project provides for the County's contribution to the City of Takoma Park for the construction of the sidewalk and the rehabilitation of Flower Avenue (MD 787) between Piney Branch Road and Carroll Avenue. The City of Takoma Park will annex the full width of the right-of-way on the east side of the road and take ownership and maintenance responsibilities from the State. The City of Takoma Park will transform the road into a "green street", including the construction of an ADA compliant sidewalk on the east side of the road. The County's contribution is subject to the County's review and concurrence of the scope of work for the sidewalk component of the "green street" project. Final Cash flows and Year subject to CIP adoption and MOU agreement between City of Takoma Park and County.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
Frederick Road Bike Path: Stringtown to Milestone Manor									
IP ID: 6063 Agency ID: P501118 Title: Frederick Road Bike Path: Stringtown to Milestone Manor			Complete:			Total Cost:		\$7,193	
Facility: Frederick Road Bike Path	Local	0/0/100	60 a	192 a	397 a	178 a			6,053
From: Stringtown Road			378 b	465 b	411 b	1,895 c			
To: Milestone Manor Lane					1,878 c	597 e			
					40 e				
Total Funds:									6,053

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.

MacArthur Boulevard Bikeway Improvements- Segment 2									
IP ID: 5729 Agency ID: P500718 Title: MacArthur Boulevard Bikeway Improvements			Complete:			Total Cost:		\$17,300	
Facility: MacArthur Boulevard	Local	0/0/100	1,672 a	197 a			506 a	754 a	2,323
From: I Capital Beltway			4,723 c	666 c				200 b	
To: DC Line			260 e						
Total Funds:									2,323

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.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
MD 355 Multimodal Crossing									
IP ID: 5724 Agency ID: P501209 Title: MD 355 Multimodal Crossing Project			Complete:		Total Cost:		\$72,980		
Facility: MD MD 355 Multimodal Crossing	DOD	100/0/0	5,819 a						
From: MD Medical Center Metrorail Station/NIH			17,780 c						
To: MD Walter Reed National Military Medical Ce			7,184 e						
OEA	100/0/0		1,907 a	1,629 a	1,352 a	305 a			61,355
			13 b	17,029 c	264 c	2,603 c			
			21,503 c	6,702 e	1,410 e	205 e			
			6,433 e						
State	0/100/0				4,806 c				4,806
Total Funds:									66,161

Description: This project provides for right-of-way negotiations, utility relocations, and the design and construction of a multimodal grade separated connection between the Walter Reed National Military Medical Center (WRNMMC) and the Medical Center Metro Rail station. The project consists of two major elements: (1) a shallow pedestrian and bicycle underpass below Rockville Pike, MD 355, just south of the South Wood Road/South Drive intersection. Access to the underpass will be provided by elevators, escalators and stairs; and (2) a bank of three high speed elevators, on the eastern side of MD 355 that will provide a direct connection from the WRNMMC to the existing Metro station mezzanine, about 120 feet below the elevation of MD 355. Canopies will cover the stairs and escalators. The project also includes extension of the southbound MD 355 left turn lane in the existing median to provide additional queuing for vehicles turning to the WRNMMC hospital entrance at South Wood Road; expansion of the curb radius at the northwestern corner of MD 355 / South Drive to improve bus access to the Metrorail station; and stormwater management. The scope of the work is included in the National Environmental Policy Act (NEPA) document prepared earlier by the County Department of Transportation (DOT) and approved by the Federal Highway Administration. A pedestrian impact analysis has been completed for this project

MD 355 Sidewalk (Hyattstown)									
IP ID: 5983 Agency ID: P501104 Title: MD 355 Sidewalk (Hyattstown)			Complete:		Total Cost:		\$2,180		
Facility: MD 355 Sidewalk (Hyattstown)	Local	0/0/100	255 a	231 a					719
From:			100 b	400 c					
To:			895 c	88 e					
			216 e						
Total Funds:									719

Description: This project provides for the rehabilitation of existing sidewalk and for construction of a ½ mile section of continuous sidewalk along the west side of MD 355 between Hyattstown Mill Road and a point just south of the Montgomery/Frederick County Line, and along the east side of MD 355 from the crosswalk in the center Hyattstown Mill Road to a point just south of the Frederick County Boundary. The sidewalk will connect Hyattstown Historical District to the Little Bennett Regional Park and provide safe pedestrian access to transit stops, retail stores, and residences adjacent to the roadway. There is an October 2003 MD 355 (Frederick Road) Sidewalk Feasibility Study prepared by the Maryland State Highway Administration (SHA). A review of impacts to pedestrians, bicyclists and the requirements of the Americans with Disabilities Act (ADA) is being performed and addressed by this project.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
Metropolitan Branch Trail									
IP ID: 5942 Agency ID: P501110 Title: Metropolitan Branch Trail			Complete:		Total Cost:		\$12,147		
Facility: Metropolitan Branch Trail	Local	0/0/100	880 a	1,740 b	200 a	100 a	361 a		10,297
From: End of existing trail in Takoma Park			2,000 b		1,220 b	500 c	4,795 c		
To: Silver Spring Transit Center				1,000 c		331 e			
				50 e					
									Total Funds: 10,297

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.

Needwood Road Bikepath									
IP ID: 6016 Agency ID: P501304 Title: Needwood Road Bikepath			Complete:		Total Cost:		\$4,200		
Facility: Needwood Road Bikepath	Local	0/0/100	626 a	50 b	62 a				1,438
From: Deer Lake Road			50 b	40 e	280 c				
To: Muncaster Mill Road			40 e		290 e				
	State/Local	0/25/75	1,567 c	883 c					2,450
									Total Funds: 3,888

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.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
Pedestrian Safety Program										
IP ID: 3642 Agency ID: P500333		Title: Pedestrian Safety Program				Complete:		Total Cost:		\$19,512
Facility: Pedestrian Safety Program	Local	0/0/100	200 a	100 a	100 a	146 a	146 a	100 a	100 a	9,622
From: Countywide			2,715 c	1,150 c	1,150 c	1,250 c	1,380 c	1,250 c	1,250 c	
To:			500 e	250 e	250 e	250 e	250 e	250 e	250 e	
									Total Funds:	9,622

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.

Seven Locks Bikeway & Safety Improvements										
IP ID: 6017 Agency ID: P501303		Title: Seven Locks Bikeway & Safety Improvements				Complete:		Total Cost:		\$27,944
Facility: Seven Locks Bikeway & Safety Improvements	Local	0/0/100				1,723 a	1,334 a	20 a		6,993
From: Montrose Road							346 b	3,570 b		
To: Bradley Boulevard										
									Total Funds:	6,993

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.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
Sidewalk & Infrastructure Revitalization										
TIP ID: 5975 Agency ID: P508182 Title: Sidewalk & Curb Replacement			Complete:		Total Cost:		\$56,059			
Facility: Countywide	Local	0/0/100	2,115 a	1,005 a	1,005 a	1,005 a	1,005 a	1,005 a	1,005 a	40,200
From:			11,985 c	5,695 c	5,695 c	5,695 c	5,695 c	5,695 c	5,695 c	
To:										
Total Funds:									40,200	

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).

Sidewalk Program - Minor Projects										
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	942 a	471 a	471 a	520 a	520 a	520 a	520 a	14,386
From:			12 b	6 b	6 b	6 b	6 b	6 b	6 b	
To:			3,698 c	1,874 c	1,874 c	1,874 c	1,874 c	1,874 c	1,874 c	
			28 e	14 e	14 e	14 e	14 e	14 e	14 e	
Total Funds:									14,386	

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.

Transportation Improvements for Schools										
TIP ID: 6364 Agency ID: P509036 Title: Transportation Improvements for Schools			Complete:		Total Cost:		\$1,775			
Facility: Various	Local	0/0/100		200 e	200 e	209 e	209 e	209 e	209 e	1,236
From:										
To:										
Total Funds:									1,236	

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.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
Bridge									
Beach Drive Bridge M-PK-24001									
IP ID: 5912 Agency ID: P509132 Title: Beach Drive Bridge M-PK-24001			Complete:			Total Cost:			
Facility: Beach Drive Bridge	BR	80/0/20	500 a	100 a	200 a	200 a			500
From: Over Silver Creek									
To:									Total Funds: 500
Description: Replace bridge on Beach Drive over Silver Creek, and reconstruct Roadway Approaches									

Bridge Renovation									
IP ID: 5972 Agency ID: P509753 Title: Bridge Renovation			Complete:			Total Cost: \$8,211			
Facility: County-wide	Local	0/0/100	180 a	90 a	90 a	90 a	90 a	90 a	90 a
From:									540
To:	State/Local	0/16/84	1,220 c	610 c	610 c	610 c	610 c	610 c	610 c
									Total Funds: 4,200
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.									

Brink Road Bridge M-0064001									
IP ID: 5913 Agency ID: P509132 Title: Brink Road Bridge M-0064001			Complete: 2019			Total Cost:			
Facility: Brink Road Bridge M-0064001	BR	80/0/20	400 a	100 a	200 a	200 a			500
From: Over Great Seneca Creek									
To:									Total Funds: 500
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.									

Elmhirst Parkway Bridge M-PK-13001									
IP ID: 5915 Agency ID: P501420 Title: Elmhirst Parkway Bridge M-PK-13001			Complete:			Total Cost: \$1,965			
Facility: Elmhirst Parkway Bridge	BR	55/0/45	500 a	200 a	162 a				1,448
From: Over tributary to Rock Creek				43 b	318 c				
To:				400 c	150 e				
				175 e					Total Funds: 1,448
Description: This project provides for the replacement of the Elmhirst Parkway Bridge over a tributary to Rock Creek, and for the reconstruction of the roadway approaches.									


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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
Garrett Park Road Bridge M-PK-04001									
IP ID: 5916 Agency ID: P509132 Title: Garrett Park Road Bridge M-PK-04001			Complete:		Total Cost:				
Facility: Garrett Park Road Bridge M-PK-04001	BR	80/0/20	500 a	100 a	200 a	200 a			500
From: Over Rock Creek									
To:									Total Funds: 500

Description: This project provides for the rehabilitation of Garrett Park Road Bridge M-PK-04001 over Rock Creek, and the reconstruction of roadway approaches

Gold Mine Road Bridge M-0096001									
IP ID: 5917 Agency ID: P501302 Title: Gold Mine Road Bridge			Complete:		Total Cost: \$4,433				
Facility: Gold Mine Road Bridge M-0096001	BR	25/0/75	775 a	395 a	635 a				4,118
From:			315 b	827 c	1,871 c				
To:			2,033 c	238 e	152 e				
			110 e						
Local	0/0/100			69 b					69
									Total Funds: 4,187

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.

Lyttonsville Bridge									
IP ID: 6363 Agency ID: P501421 Title: Lyttonsville Bridge			Complete:		Total Cost: \$500				
Facility: Over Georgetown Branch Trail	Local	0/0/100	50 a	250 a	200 a				450
From:									
To:									Total Funds: 450
Description: Bridge Deck Replacement 									

Park Valley Road Bridge M-PK-03001									
IP 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	BR	70/0/30	500 a	50 a	495 a				3,950
From: Over Sligo Creek				100 c	3,275 c				
To:					30 e				
									Total Funds: 3,950

Description: Replacement of Park Valley Road Bridge M-PK-03001 over Sligo Creek, and reconstruction of roadway approaches.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
Piney Meetinghouse Road Bridge M-0021001									
IP ID: 5919 Agency ID: P501522 Title: Piney Meetinghouse Road Bridge M-0021001			Complete:		Total Cost:		\$4,025		
Facility: Piney Meetinghouse Road Bridge M-0021001	BR	0/0/30	500 a	254 a	258 a				3,921
From: Over Watts Branch			100 e	1,529 c	1,595 c				
To:				142 e	143 e				
<hr/>									
	BR	70/0/30	500 a	254 a	258 a				3,921
			100 e	1,529 c	1,595 c				
				142 e	143 e				
<hr/>									
	Local	0/0/100		104 b					104
Total Funds:									4,025

Description: This project provides for the preliminary engineering for the rehabilitation or reconstruction of the bridge on Piney Meetinghouse Road over Watts Branch, and reconstruction roadway approaches.

Valley Road Bridge M-0111001									
IP ID: 5920 Agency ID: P501521 Title: Valley Road Bridge M-0111001			Complete:		Total Cost:		\$1,175		
Facility: Valley Road Bridge M-0111001	BR	70/0/30	500 a	165 a	175 a				1,175
From:				365 c	385 c				
To:				42 e	43 e				
Total Funds:									1,175

Description: Rehabilitate Valley Road Bridge M-0111001 over Booze Creek, and reconstruct roadway approaches

Whites Ferry Road Bridges No. M-1087 & M-0189									
IP ID: 6042 Agency ID: P501301 Title: Whites Ferry Road Bridges No. M-1087 & M-0189			Complete:		Total Cost:		\$2,480		
Facility: Whites Ferry Road	Local	0/0/100	323 a	250 a					1,227
From: Whites Ferry Road QWH			84 b	4 b					
To: Whites Ferry Road			1,586 c	968 c					
			50 e	5 e					
Total Funds:									1,227

Description: This project provides for the replacement of two existing Whites Ferry Road Bridges (No. M-1087 & M-0189) built in 1920. The replacement bridges will provide two 11-foot travel lanes with a 4-foot wide shoulder on each side, for a total bridge width of 30 feet. This will allow for implementation of safe on-road bicycling, in accordance with the Master Plan. Approach Roadway work will tie the replaced structure to the existing roadway.

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

	Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
Enhancement										
Silver Spring Green Trail										
IP ID: 3125 Agency ID: P509975		Title: Silver Spring Green Trail				Complete:		Total Cost:		\$4,279
Facility: Silver Spring Green Trail	Local	0/0/100		95 c	345 c		1,259 c			1,699
From: Fenton Street										
To: Sligo Creek Hiker-Biker Trail	State/Local	0/40/60				1,221 c				1,221
Total Funds:										2,920

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.

ITS										
Advanced Transportation Management System										
IP ID: 3065 Agency ID: P509399		Title: Advanced Transportation Management System				Complete:		Total Cost:		\$59,233
Facility: Advanced Transportation Management System	Local	0/0/100	354 a	177 a	177 a	177 a	177 a	177 a	177 a	12,048
From:			3,662 e	1,831 e	1,831 e	1,831 e	1,831 e	1,831 e	1,831 e	
To:										
Total Funds:										12,048

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.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
Traffic Signal System Modernization									
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			100 a	100 a	100 a	100 a	4,952
From:					1,138 e	1,138 e	1,138 e	1,138 e	
To:									
	State	0/100/0	548 a	548 a					4,000
			1,452 e	1,452 e					
Total Funds:									8,952

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.

Other									
Bethesda Lot 31 Parking Garage									
TIP ID: 5562 Agency ID: P500932 Title: Bethesda Lot 31 Parking Garage			Complete:			Total Cost:			\$50,254
Facility: Bethesda Lot 31 Parking Garage	Local	0/0/100	2,080 a	336 a					1,731
From:			45,049 c	1,233 c					
To:			1,394 e	162 e					
Total Funds:									1,731

Description: This project provides for the construction of a new, underground public parking garage under the land currently used as two County public parking lots and a portion of Woodmont Avenue in Bethesda. Design and construction will be performed by a private development partner selected through a competitive Request for Proposal process. The public parking garage will include approximately 940 County operated spaces, with the developer building and owning an additional 295 spaces. A mixed use development (all privately funded and owned) will be built on top of the garage with 250 residential units and 40,000 square feet of retail space. Parking analyses recommended the addition of up to 1,300 public parking spaces in Bethesda to support development under the Sector Plan.

Colesville Depot									
TIP ID: 5973 Agency ID: P500709 Title: Colesville Depot			Complete:			Total Cost:			\$10,414
Facility: Colesville Depot	Local	0/0/100	895 a	200 a					3,251
From:			4,866 c	2,427 c					
To: Cape May Road			570 e	624 e					
Total Funds:									3,251

Description: This project provides for the planning and design of an expanded Colesville Depot, currently operated by the MCDOT for the purpose of providing road maintenance for the southeastern portion of the County. Major project components include: new outdoor storage canopy for maintenance vehicles, improved stormwater management, expansion of service bays, upgrade and relocation of offices, expansion of crew room, new bunk room, roof replacement, upgrade of existing rest rooms, repainting of all interior walls, replacement of ceiling tiles, repointing of masonry, refinishing of exterior surfaces and windows, and upgrading mechanical, electrical, communications and security systems.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
East Gude Drive Roadway Improvements									
IP 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			749 a	367 a	26 a	100 a	2,586
From: Crabbs Branch Way						50 b	179 b	1,115 c	
To: Southlawn Lane									
Total Funds:									2,586

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.

Intersection & Spot Improvements										
IP ID: 5980 Agency ID: P507017 Title: Intersection & Spot Improvements			Complete:		Total Cost:		\$10,117			
Facility: Intersection & Spot Improvements	Local	0/0/100	500 a	250 a	250 a	322 a	322 a	336 a	1,344 e	7,224
From: County-wide			20 b	10 b	10 b	10 b	10 b	10 b		
To: County-wide			1,380 c	540 c	540 c	700 c	772 c	798 c		
			400 e	200 e	200 e	200 e	200 e	200 e		
Total Funds:									7,224	

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.

Neighborhood Traffic Calming										
IP ID: 5981 Agency ID: P509523 Title: Neighborhood Traffic Calming			Complete:		Total Cost:		\$2,801			
Facility: Neighborhood Traffic Calming	Local	0/0/100	148 a	74 a	74 a	74 a	74 a	74 a	74 a	1,860
From: Residential Neighborhoods County-wide			472 e	236 e	236 e	236 e	236 e	236 e	236 e	
To:										
Total Funds:									1,860	

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.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
Redland Road from Crabbs Branch Way - Baederwood Lane									
TIP ID: 5946 Agency ID: P500010 Title: Redland Road from Crabbs Branch Way - Baederwood Lane			Complete:		Total Cost:		\$6,143		
Facility: Redland Road from Crabbs Branch Way - Baed	Local	0/0/100	99 a	171 a					403
From: Crabbs Branch Way			80 b	217 c					
To: Baederwood Lane			519 c	15 e					
			15 e						
Total Funds:									403

Description: This project provides for the reconstruction of a segment of Redland Road including intersections with Crabbs Branch Way and Needwood Road for congestion mitigation. Anticipated improvements include: widening a portion of Redland Road from Crabbs Branch Way to Baederwood Lane, construction of additional turning lanes, installation of traffic improvement devices, storm drain modifications as needed, and an 8' wide mixed-use bikepath/sidewalk (Class1). The bikepath will be located within the project limits on the northeast side of Redland Road, and the south side of Needwood Road. The concrete sidewalk on the north side of Needwood Road will be extended 430 feet to Deer Lake Road. This includes curb, gutter, and storm drainage improvements. A shared use bike path will be added to the south side of Needwood Road from Redland Road to Deer Lake Road. The path will be 1,350 linear feet long, eight feet wide and constructed with asphalt. A pedestrian impact analysis has been completed for this project.

Seminary Road Intersection Improvement									
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		408 a	363 a	289 a	473 a	318 e	7,258
From: Brookeville Road Seminary Place Intersection				58 b	170 b	377 b	2,691 c		
To: Linden Lane/Second Avenue Intersection						1,859 c	252 e		
Total Funds:									7,258

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 Brookville 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.

Streetlight Enhancements - CBD /Town Center									
TIP ID: 5982 Agency ID: P500512 Title: Streetlight Enhancements - CBD / Town Center			Complete:		Total Cost:		\$3,930		
Facility: Streetlight Enhancements - CBD / Town Cente	Local	0/0/100	100 a	50 a	50 a	50 a	50 a	50 a	1,500
From: CBDs and Town Centers			360 e	200 e	200 e	200 e	200 e	200 e	
To:									
Total Funds:									1,500

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.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
Traffic Signals									
IP ID: 6065 Agency ID: P507154 Title: Traffic Signals			Complete:		Total Cost:		\$40,889		
Facility:	Local	0/0/100	1,560 a	784 a	725 a	725 a	725 a	725 a	29,400
From:			8,890 e	4,441 e	4,110 e	4,110 e	4,110 e	4,110 e	
To:									
Total Funds:									29,400

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 routes through effective traffic management and control, utilizing modern traffic signal technologies.

White Flint District East - Transportation									
IP ID: 5985 Agency ID: P501204 Title: White Flint District East - Transportation			Complete:		Total Cost:		\$29,690		
Facility:	White Flint District East	Local	0/0/100	2,050 a	1,620 a	400 a	460 a	400 a	13,987
From:				3,000 c	3,267 c	800 e	3,300 c	3,300 c	
To:				100 e	100 e		340 e		
Total Funds:									13,987

Description: This project provides for completion of preliminary engineering to 35% plans for three new roads and one bridge in the White Flint District East side area as follows:

PROJECT 1
Executive Blvd. Extended East (B-7): MD 355 (Rockville Pike) to New Private Street
(Construct 1100' of 4-lane roadway)

PROJECT 2
Executive Blvd. Extended East (B-7): New Private Street to new Nebel Street Extended
(Construct 600' of 4-lane roadway)

PROJECT 3
Nebel Street (B-5): Nicholson Lane South to combined property
(Construct 1,200' of 4-lane roadway)

PROJECT 4
Bridge across White Flint Metro Station on future MacGrath Boulevard between MD 355 and future Station Street.
(Construct 80' long 3-lane bridge)

The vision for the White Flint District is for a more urban core with a walkable street grid, sidewalks, bikeways, trails, paths, public use space, parks and recreational facilities, mixed-use development, and enhanced streetscape to improve the areas for pedestrian circulation and transit oriented development around the Metro station.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
White Flint District West: Transportation & Workaround										
IP ID: 5986 Agency ID: P501116 & P5 Title: White Flint District West: Transportation & West Workaround			Complete:		Total Cost:		\$133,784			
Facility: White Flint District West: Transportation & We	Local	0/0/100	3,400 a	300 a	837 a	2,057 a	2,313 a	2,944 a	2,570 a	67,497
From:			600 b		600 b	8,978 c	13,897 c	5,120 c	208 b	
To:					6,245 e	12,529 e	6,699 e	950 e	1,250 c	
Total Funds:										67,497

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.

White Flint Traffic Analysis and Mitigation										
IP 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	668 a	218 a	118 a	81 a	81 a	81 a	81 a	660
From: White Flint Sector Plan and Surrounding Area										
To:										
Total Funds:										660

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.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
Maintenance										
Bridge Preservation Program										
IP ID: 5971 Agency ID: P500313 Title: Bridge Preservation Program			Complete:		Total Cost:		\$9,807			
Facility: Bridge Preservation Program	Local	0/0/100	284 a	142 a	142 a	152 a	152 a	152 a	152 a	3,064
From: County-wide			4 b	2 b	2 b	2 b	2 b	2 b	2 b	
To: County-wide			720 c	360 c	360 c	360 c	360 c	360 c	360 c	
Total Funds: 3,064										

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.

Resurfacing: Primary/Arterial										
IP ID: 5974 Agency ID: P508527 Title: Resurfacing: Primary / Arterial			Complete:		Total Cost:		\$59,518			
Facility: County-wide	Local	0/0/100	2,400 a	915 a	915 a	915 a	915 a	915 a	915 a	36,600
From:			13,600 c	5,185 c	5,185 c	5,185 c	5,185 c	5,185 c	5,185 c	
To: County-wide										
Total Funds: 36,600										

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).

Transit Park and Ride Lot Renovations										
IP ID: 5976 Agency ID: P500534 Title: Transit Park and Ride Lot Renovations			Complete:		Total Cost:		\$3,039			
Facility: Transit Park and Ride Lot Renovations	Local	0/0/100	215 a	125 a	125 a	125 a	125 a			2,140
From:			765 c	105 c	433 c	718 c	384 c			
To:										
Total Funds: 2,140										

Description: This project provides repairs and renovations to parking lots at transit Park and Ride lots, transit centers, and MARC Rail lots to allow them to continue functioning as transit facilities and comply with the Americans with Disabilities Act (ADA) requirements. In FY 08 and FY 09, an evaluation and assessment of all park and ride facilities, including ADA accessibility and pedestrian safety, was completed to provide scope and detailed cost estimates for the restoration and upgrades. The County operates 10 transit park and ride lots in major transportation corridors. Several County park and ride lots have had major failures, resulting from the age and use of the facilities. Some of the lots were constructed more than 20 years ago. Pavement and the entrances were not constructed to support heavy bus traffic. Additionally, the County is responsible for the maintenance of eight MARC Park and Ride lot facilities. The same ADA and lot failure issues exist with these lots.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
Transit										
ADA Compliance Transportation Access										
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	450 a	225 a	225 a	283 a	283 a	283 a	283 a	9,090
From:			2,484 c	1,242 c	1,242 c	1,214 c	1,214 c	1,214 c	1,214 c	
To:			56 e	28 e	28 e	28 e	28 e	28 e	28 e	
Total Funds:									9,090	

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.

Bethesda Bikeway and Pedestrian Facilities										
TIP ID: 3680 Agency ID: P500119 Title: Bethesda Bikeway and Pedestrian Facilities			Complete:			Total Cost:		\$3,520		
Facility: Bethesda Bikeway and Pedestrian Facilities	Local	0/0/100	260 a	207 a						936
From:			60 e	609 c						
To:				120 e						
Total Funds:									936	

Description: This project provides bikeway network improvements and pedestrian intersection improvements as specified in the Bethesda CBD Sector Plan to complete the requirements of Stage I development.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
Bethesda Metro South Entrance										
IP 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	1,362 c	6,063 c	12,624 c	12,262 c	10,162 c	6,437 c	48,910
From: Elm Street west of Wisconsin Avenue										
To:	Total Funds: 48,910									

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.

Bus Stop Improvement Program									
IP ID: 3063 Agency ID: P507658 Title: Bus Stop Improvement Program			Complete:				Total Cost: \$6,387		
Facility: Bus Stop Improvement Program	Local	0/0/100	352 a	655 a	496 a	151 a	155 a	4,822	
From:			345 b	1,510 b	155 c	345 b	357 b		
To:			556 c	682 c	155 c	161 c			
									Total Funds: 4,822

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.

Montgomery Mall Transit Center									
IP ID: 2898 Agency ID: P500714 Title: Montgomery Mall Transit Center			Complete:				Total Cost: \$1,342		
Facility: Montgomery Mall Transit Center	Local	0/0/100	163 a	1,311 c		1,311			
From:			1,165 c						
To:	Total Funds: 1,311								

Description: This project provides for the County portion of the new Montgomery Mall Transit Center. Mall owners will develop the land and construct all bus and passenger foundation structures including utilities. The County will design and fund construction, as well as maintain the patron waiting area with weather/wind protected sides, passenger seating, a transit center canopy to protect patrons, and a driver restroom. Construction of the County portion is expected to start in FY 14 to coordinate with the Montgomery Mall Expansion by the developer. A pedestrian impact analysis will be performed during design, or is in progress.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
RideOn Bus Fleet										
IP ID: 3072 Agency ID: P500821		Title: Ride On Bus Fleet				Complete:		Total Cost: \$190,352		
Facility: Ride On Bus Fleet	Local	0/0/100	20,255 e	2,350 e	12,171 e	6,873 e	15,247 e	19,591 e	15,260 e	71,492
From: Countywide	Sect. 5307	100/0/0	3,200 e	1,600 e	1,600 e	1,600 e	1,600 e	1,600 e	1,600 e	9,600
To:	Sect. 5308	100/0/0	3,066 e							
	State	0/100/0	800 e	14,400 e	400 e	400 e	400 e	400 e	400 e	16,400
Total Funds:										97,492

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

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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Prince George's County

Primary

Contee Road Reconstruction

PIP ID: 5425	Agency ID:	Title: Construct Contee Road from I-95 to Old Gunpowder Road	Complete: 2017	Total Cost: \$21,367
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Facility: Contee Road	Local	0/0/100	450 a	350 a	28 a				28,702
From: US 1 Baltimore Avenue			1,865 b	9,400 c	1,024 c				
To: MD 201 Extended/Virginia Manor Road/Contee			15,585 c						

Total Funds: 28,702

Description: Construction a new segment of Contee Road from west of the proposed I-95 interchange (SHA Project) to Old Gunpowder Road and reconstruct/relocate Contee Road from US 1 to Kenilworth Avenue extended west/existing Virginia Manor Road.

PIP ID: 5424	Agency ID:	Title: Contee Road Reconstruction	Complete: 2017	Total Cost: \$21,367
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Facility: Contee Road	Local	0/0/100	450 a	350 a	28 a				21,367
From: US 1 Baltimore Avenue			1,865 b	9,400 c	1,024 c				
To: MD 201 Kenilworth Avenue / Virginia Manor R			8,250 c						

Total Funds: 21,367

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

Secondary

Addison Road

PIP ID: 6367	Agency ID:	Title: Addison Road I	Complete: 2021	Total Cost: \$20,510
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Facility: Addison road	Local	0/0/100	389 a	250 a	400 a	300 a	64 a	1,000 c	5,000 c	8,014
From: Walker Mill Road						500 b	500 b			
To: MD 214 (Central Avenue)										

Total Funds: 8,014

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.



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

	Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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Auth Road

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	300 a	100 a	100 a	100 a	200 a	200 a		700
From: Allentown Road										
To: Metro Access Road (Woods Way)										
Total Funds:										700

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.

Cherry Hill Road

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

Description:

Contee Road

TIP ID: 3114 Agency ID:	Title: Contee Road						Complete: 2017	Total Cost: \$25,467
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Facility: Contee Road	Local	0/0/100	450 a	450 a	350 a	28 a				21,367
From: US 1										
To: MD 201 Extended/Virginia Manor Road/Contee										
			3,650 b	1,865 b	9,400 c	1,024 c				
			8,250 c							
Total Funds:										21,367

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.

Hill Road

TIP ID: 3132 Agency ID:	Title: Hill Road III						Complete: 2016	Total Cost: \$4,120
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Facility: Hill Road	Local	0/0/100		150 a	90 a					4,120
From:										
To: MD Hill Road @ ML King Jr Highway										
			335 b	450 c						
			3,095 c							
Total Funds:										4,120

Description: This project involves improvements to the Hill Road/MD 704 intersection. It includes sidewalk construction, street lighting and landscaping. The construction of traffic circles at several locations along Hill Road will also be evaluated as traffic measures to improve safety. This project will be partially funded with developer contributions.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
Livingston Road and Bridge									
IP ID: 5806 Agency ID:		Title: Bridge Replacement - Livingston Road				Complete: 2017		Total Cost: \$6,758	
Facility: Bridge Replacement - Livingston Road	BR	80/0/20	158 a	5,400 c	1,200 c				6,758
From:									
To: Over Piscataway Creek									Total Funds: 6,758

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.

Montgomery Road Improvements									
IP ID: 6025 Agency ID:		Title: Montgomery Road Improvements				Complete: 2015		Total Cost: \$1,564	
Facility: Montgomery Road Improvements	Local	0/0/100	11 a	272 c					272
From: Powder Mill Road			43 b						
To: US 1			1,238 c						
									Total Funds: 272

Description: This project consists of rehabilitating the existing roadway from Powder Mill Road to Us 1. The project may include concrete curbs, gutters, sidewalks and amenities. In addition, Selman Road will be resurfaced along the roadway between the bridge over Little Paint Branch and Montgomery Road. This improvement is needed to enhance safety and address the deteriorated road conditions.

Old Gunpowder Road									
IP ID: 5258 Agency ID:		Title: Old Gunpowder Road II				Complete: 2018		Total Cost: \$17,764	
Facility: Old Gunpowder Road	Local	0/0/100	150 a	150 a	150 a	100 a			17,260
From: Powder Mill Road			1,110 b	2,400 b	1,400 b	5,000 c			
To: Greencastle Road				2,000 c	4,800 c				
									Total Funds: 17,260

Description: This project is composed of two phases. Phase I consists of designing the ultimate, four lane divided urban collector section from Greencastle Road to Denim Road. A developer will construct two lanes of the four-lane divided section from 400 feet south of Greencastle Road to Briggs Chaney Road. Phase II consists of constructing the remaining unbuilt portion of the ultimate full collector section from Greencastle Road to Denim Road. Included is the construction of an additional bridge over I-95. "Developer" funding consists of potential contributions from area developments that have traffic impacts to the roadway. The improvements are needed to serve planned development in the area.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
Oxon Hill Road									
TIP ID: 4912 Agency ID:		Title: Oxon Hill Road Widening				Complete: 2016		Total Cost: \$18,179	
Facility: Oxon Hill Road	Local	0/0/100	150 a	650 a	4,500 c				9,045
From: National Harbor Ent.			184 b	1,000 b					
To: Fort Foote North			9,396 c	2,895 c					
Total Funds:									9,045

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 the national Harbor entrance road to just south of Fort Foote Road North. This project will be partially funded with developer contributions.

Suitland Road									
TIP ID: 3157 Agency ID:		Title: Suitland Road				Complete: 2018		Total Cost: \$8,295	
Facility: Suitland Road	Local	0/0/100		50 a	20 a				8,608
From: MD Allentown Road				80 b	43 b				
To: Suitland Parkway				4,208 c	4,207 c				
Total Funds:									8,608


Description: Redevelopment and reconstruction to provide a four-lane facility to support local development and to improve safety and area traffic flow.

Surratts Road									
TIP ID: 3159 Agency ID:		Title: Surratts Road				Complete: 2017		Total Cost: \$6,018	
Facility: Surratts Road	Local	0/0/100		400 a	700 b	2,000 c			6,018
From: Beverly Ave.				2,918 c					
To: Brandywine Road									
Total Funds:									6,018

Description: This project consists of upgrading Surratts Road to a collector-type roadway from the general vicinity of Beverly Avenue westward to Brandywine Road and improvements to Brandywine Road from Thrift Road to approximately 500 feet north of Surratts Road. A portion of Surratts Road will be relocated to improve the alignment of the intersection at Brandywine Road. Phase 2, which is not programmed at this time will provide improvements from Summit Creek Drive to Beverly Avenue. This project will be partially funded with developer contributions. This project will improve existing traffic service and provide sufficient capacity for projected area development. It will tie into developer improvements on Surratts Road, and will enable a continuous collector-type roadway to be in place from the vicinity of MD 5 to Brandywine Road

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
Traffic Congestion Improvemets										
TIP ID: 6373 Agency ID:			Title: Traffic Congestion Improvemets				Complete: 2020		Total Cost:	\$17,842
Facility: Various locations County-wide	Local	0/0/100	2,000 a	1,000 a	1,000 a	1,000 a	1,000 a	1,000 a	17,767	
From:			267 c	1,500 c	1,500 c	2,500 c	2,500 c	2,500 c		
To:										
	PRIV	0/0/0	75 b						75	
Total Funds:									17,842	

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. 

Virginia Manor Road										
TIP ID: 3165 Agency ID:			Title: Virginia Manor Road				Complete: 2015		Total Cost:	\$5,000
Facility: Virginia Manor Road	State	0/100/0	5,000 c						5,000	
From: Muirkirk Road										
To: Old Gunpowder Road										
Total Funds:									5,000	

Description: This project will reconstruct and realign Virginia Manor Road in conjunction with the construction of the inter County Connector and the construction of Konterra development. A four lane divided highway will be constructed between Old Gunpowder Road and Muirkirk Road funded by others. This project will be subject to agreement between Developer, State of Maryland and Prince George's County. The improvement is needed to serve planned development in the area. Ph. 2 of the project involves the relocation of 30&40 inch diameter water mains along Virginia Manor Road.

Wheeler Road										
TIP ID: 3166 Agency ID:			Title: Wheeler Road				Complete: 2018		Total Cost:	\$4,170
Facility: Wheeler Road	Local	0/0/100	3,102 c	200 a	40 a	19 a			1,068	
From: Owens Road					238 b	571 b				
To: St. Barnabas Road										
Total Funds:									1,068	

Description: This project consists of providing geometric improvements at the intersection of Wheeler Road at Owens Road and Saint Barnabas Road. The project limits extend from Saint Brnabas Road to west of Owens Road. This modification will eliminate congestion caused by traffic at Owens Road.


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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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**Urban
Transit Oriented Development Infrastructure**

PIP ID: 6381	Agency ID:	Title: Transit Oriented Development Infrastructure	Complete: 2020	Total Cost: \$3,025
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Facility:	Local	0/0/100	750 a						3,025
From:			2,275 c						
To:									
Total Funds:									3,025

Description: This project provides funding for roadway improvements in proximity to the County's Metro Stations. Street, bridge and intersection improvements are included to increase the capacity of the roadway network and to facilitate and improve safety of all modes of transportation. 

**Bike/Ped
Pedestrian Safety Improvements**

PIP ID: 6370	Agency ID:	Title: Pedestrian Safety Improvements	Complete: 2020	Total Cost: \$26,250
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Facility: Various locations County-wide	Local	0/0/100	500 a	400 a	800 a	800 a	800 a	400 a	28,250
From:			2,750 c	1,600 c	6,200 c	6,200 c	6,200 c	1,600 c	
To:									
Total Funds:									28,250

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.

School access project

PIP ID: 6026	Agency ID:	Title: School Access Project	Complete:	Total Cost: \$1,900
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Facility: Various locations County-wide	Local	0/0/100		100 c	100 c	100 c	100 c	100 c	500
From:									
To:	SRTS	70/0/30	1,400 c						1,400
Total Funds:									1,900

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)

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
Bridge										
Brandywine Road Bridge Replacement										
TIP ID: 5400 Agency ID:			Title: Brandywine Road Bridge Replacement				Complete: 2016		Total Cost: \$5,250	
Facility:	Brandywine Road Bridge over Piscataway Cree	BR	80/0/20	90 a	4,720 c				5,250	
From:	north side of Piscataway Creek			21 b						
To:	south side of Piscataway Creek			419 c						
Total Funds:									5,250	

Description: This project replaces the existing structure over Piscataway Creek, constructs scour counter measures within the creek to protect the bridge substructure, and reconstructs the approach roadways. The existing bridge, constructed of concrete, is posted for 22,000 pounds and is in a deteriorated condition. Funding is anticipated to be 80% Federal Aid eligible for design and construction

Bridge Rehabilitation, Federal Aid										
TIP ID: 5401 Agency ID:			Title: Bridge Replacement, Federal Aid				Complete: 2020		Total Cost: \$2,050	
Facility:	Bridge Replacement Federal Aid	BR	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.

Bridge Repair and replacement II										
TIP ID: 5402 Agency ID:			Title: Bridge Repair and Replacement 2				Complete: 2020		Total Cost: \$9,342	
Facility:	Bridge Repair and Replacement	BR	80/0/20	1,500 a	1,315 a	1,200 a	1,000 a	1,000 a	1,000 a	10,107
From:	various locations			44 b	785 c	800 c	500 c	500 c	500 c	
To:	various locations			2,656 c	7 e					
				11 e						
Total Funds:									10,107	

Description: This project provides for replacing and rehabilitating County bridges based on Maryland state Highway Administration sufficiency ratings. It also provides funding for small scale and emergency capital repairs to various bridges located throughout the county. Other funding in FY 2015 is AMTRAK's estimated cost share for the rehabilitation of Old Landover Road Bridge.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
Bridge Replacement - Oxon Hill Road									
IP ID: 5807 Agency ID:		Title: Bridge Replacement - Oxon Hill Road				Complete: 2016		Total Cost: \$5,524	
Facility: Bridge Replacement - Oxon Hill Road	BR	80/0/20	255 a	1,620 c	3,549 c				5,169
From:			100 b						
To: Over Henson Creek									
									Total Funds: 5,169

Description: This project replaces the existing structure, Bridge No. PO 310, over Henson Creek and constructs scour counter-measures within the creek channel to protect the bridge substructure. In addition to the construction of a larger and wider structure, the approach roadways will be realigned and reconstructed in accordance with the area's master plan. Funding for the replacement bridge is anticipated to be 80% Federal Aid and 20% County Funds.

Bridge Replacement - Temple Hill Road									
IP ID: 6013 Agency ID:		Title: Bridge Replacement - Temple Hill Road				Complete: 2015		Total Cost: \$2,420	
Facility: Temple Hill Road Bridge	Local	0/0/100	50 a						2,420
From:			2,370 c						
To: Over Pea branch									
									Total Funds: 2,420

Description: This project replaces the existing structure, Bridge No. P1505 over Pea Hill Branch with a larger, wider and higher structure. The replacement bridge will be 36 feet wide to improve vehicular safety and to accommodate pedestrians and bicycle usage. The roadway approaches will be improved on both sides of the bridge, from Salima Street to 1500 feet north for night time visibility and eliminate the sag vertical curve in the vicinity. Roadway lighting will be included.

The existing 16 foot long 22 foot wide street beam, concrete deck structure carries Temple Hill Road over Pea hill Branch. The narrow width of the structure has resulted in frequent vehicular collisions with the traffic barrier, causing significant damage to the superstructure. The existing structure is in poor condition and needs to be replaced.

Commo Road Bridge Replacement									
IP ID: 5996 Agency ID:		Title: Bridge Replacement -- Commo Road				Complete:		Total Cost: \$2,693	
Facility: Commo Road Bridge	BR	80/0/20	250 a	150 a	449 c				2,443
From:				44 b					
To:				1,800 c					
									Total Funds: 2,443

Description: This project replaces the superstructure of the existing bridge, Bridge No. PO580, over Piscataway Creek and constructs scour counter-measures within the creek channel to protect the bridge substructure. In addition, the approach roadways will be reconstructed. Funding for the replacement superstructure is anticipated to be 80% Federal Aid and 20% County funds. The existing 59 foot long, 20 foot wide, single span steel stringer bridge was originally constructed in 1935 and reconstructed in 1972. No improvements to the bridge have occurred since that time, and it is deteriorating. The bridge is not load posted.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
Sunnyside Avenue Bridge Replacement										
TIP ID: 5808 Agency ID:		Title: Sunnyside Avenue Bridge Replacement					Complete: 2016		Total Cost: \$10,954	
Facility: Bridge Replacment -- Sunnyside Avenue	BR	80/0/20	100 a	79 a					10,954	
From: Over Indian Creek			6,000 c	4,775 c						
To:										
Total Funds:									10,954	

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.

Enhancement										
County Revitalization & Restoration 2										
TIP ID: 6023 Agency ID:		Title: Coounty Revitalization & Restoration 2					Complete: 2020		Total Cost: \$5,300	
Facility: Various locations County-wide	Local	0/0/100	100 a	200 a	200 a	100 a	100 a	100 a	5,300	
From:			1,100 c	800 c	800 c	600 c	600 c	600 c		
To: Various locations County-wide										
Total Funds:									5,300	

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 interstecions 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.

Green Street Improvements										
TIP ID: 6003 Agency ID:		Title: Green/Complete Street Improvements					Complete: 2020		Total Cost: \$28,355	
Facility: Various locations County-wide	Local	0/0/100	1,200 a	600 a	350 a	84 a			28,405	
From:			300 b	500 b	250 b	2,321 c				
To:			7,600 c	8,900 c	6,300 c					
Total Funds:									28,405	

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 instldation and the construction of sidewalks and paths.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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Planning and site Acquisition 2

PIP ID: 6371 Agency ID:	Title: Planning and site acquisition 2					Complete: 2020	Total Cost: \$4,500
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Facility: Various locations County-wide	Local	0/0/100	350 a	200 a	200 a	200 a	200 a	200 a	4,500
From:			150 b	300 b	300 b	300 b	300 b	300 b	
To:			1,500 e						

Total Funds: 4,500

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.

Transportation Enhancements 2

PIP ID: 6374 Agency ID:	Title: Transportation Enhancements 2					Complete: 2020	Total Cost: \$7,366
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Facility: Various locations County-wide	Local	0/0/100	1,120 c	100 a	100 a	100 a	100 a	100 a	6,246
From:			1,166 c	1,120 c	1,120 c	1,120 c	1,120 c		
To:									

Total Funds: 6,246

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.

Other

Developer Contribution Projects

PIP ID: 6024 Agency ID:	Title: Developer Contribution Projects					Complete: 2015	Total Cost: \$7,168
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Facility: Various locations County-wide	PRIV	0/0/0	50 a	50 a	50 a				7,168
From:			2,118 c	1,950 c	2,950 c				
To:									

Total Funds: 7,168

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.

Maintenance

ADA Right of Way Modifications

PIP ID: 6012 Agency ID:	Title: Modification of ADA Rights of Way County-Wide					Complete: 2018	Total Cost:
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Facility: ADA Rights of Way Modifications County-Wide	Local	0/0/100	1,000 c	500 c	500 c	500 c	500 c		2,000
From:									
To: Various Locations									

Total Funds: 2,000


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.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
Curb and Road Rehabilitation I & II									
TRIP ID: 5609 Agency ID:		Title: Curb and Road rehabilitation II				Complete: 2020		Total Cost: \$73,000	
Facility: various locations	Local	0/0/100	3,000 a	2,000 a	2,000 a	2,000 a	2,000 a	1,000 a	73,000
From:			18,000 c	8,000 c	10,000 c	8,000 c	8,000 c	9,000 c	
To:									
Total Funds:									73,000

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.

Transit									
Bus Mass Transit/Metro Access 2									
TRIP ID: 6375 Agency ID:		Title: Bus Mass Transit/ Metro Access 2				Complete: 2020		Total Cost: \$250	
Facility: Various locations County-wide	Local	0/0/100		50 c	50 c	50 c	50 c	50 c	250
From:									
To:									
Total Funds:									250

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. 

Safety									
Street Lights and Traffic Signals 2									
TRIP ID: 6372 Agency ID:		Title: Street Lights and Traffic Signals 2				Complete: 2020		Total Cost: \$18,750	
Facility: Various locations County-wide	Local	0/0/100	3,100 c	150 a	150 a	150 a	150 a	150 a	15,600
From:				2,350 c	2,350 c	2,350 c	2,350 c	2,350 c	
To:									
	PRIV	0/0/0	150 a						150
Total Funds:									15,750

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.

VIRGINIA

Surface Transportation

V – 1

Transit Capital

V – 26

Appendix A – Grouped Projects

V – 35

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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Interstate

ACCESS IMPROVEMENTS AND FLYOVER FOR I-495 HOT LANES

TIP ID: 6207	Agency ID: 56356	Title: Reconstruction w/o added capacity	Complete:	Total Cost: \$106,716
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Facility: I 66 I 66 at I 495	AC	80/20/0	4,472 c	4,472
From:				
To:				Total Funds: 4,472
Description:				

Boundary Chanel Drive Modifications

TIP ID: 5965	Agency ID: 104325	Title: Boundary Chanel Drive Modifications	Complete:	Total Cost:
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Facility:	Local	0/0/100	8,000 c	8,000
From:				
To:				Total Funds: 8,000

Description: This project involves modifications to the intersection of Boundary Channel Drive and Old Jefferson Davis Highway immediately off of the I-395/Boundary Channel Drive Interchange. The project is part of the County's Long Bridge Park redevelopment initiative which includes the construction of a large regional aquatic Center.

Congestion Management Plan

TIP ID: 5541	Agency ID: 86527	Title: NoVA GEC Mega Project Administration	Complete:	Total Cost: \$63,939
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Facility:	AC	90/10/0	10,200 c	
From:				
To:	NHPP	80/20/0	4,390 a	4,390
	State	0/100/0	1,564 c	
Total Funds: 4,390				

Description: Provide Project Administration for NoVA Mega Projects. This is a breakout of UPC 87396.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
I-395/ Seminary Road New Reversible Lane Ramp									
TIP ID: 6029 Agency ID: 96261 Title: I-395/ Seminary Rd Reversible lane ramp			Complete:			Total Cost:			\$60,228
Facility: I	AC	90/10/0	70,400 c						
From: Seminary Road Interchange	AC 1	100/0/0	1,000 b						
To:	AC Conversion	100/0/0	50,153 c	8,625 a					18,090
				730 b					
				8,735 c					
	AC Conversion	90/10/0	463 a						
			1,000 b						
	IM	90/10/0	4,699 a						
	NHS	80/20/0	463 a						
									Total Funds: 18,090

Description: Project constructs new single lane, reversible HOV ramp on I-395 HOV lanes to the third level of the Seminary Road Interchange. The project adds ramp capacity to accommodate HOV and transit for the additional 6,400 employees of the Department of Defense - Washington Headquarters Services locating to Mark Cengter as part of the 2005 Base Realignment and Closure. An operational study is underway and a draft Interchange Modification Report will begin later this year. Environmental Reviews are expected to be underway in 2011. Project funding will be included in VDOT's FY12-17 Six Year Improvement Program scheduled to be adopted by the Commonwealth Transportation Board in June, 2011.

I-495 HOT Lanes- South of GW Pkwy to South of Old Dominion Drive									
TIP ID: 6361 Agency ID: 106025 Title: I-495 Northern Section Shoulder Use Debt Service			Complete:			Total Cost:			
Facility: I-495	AC	100/0/0	20,704 c						
From: South of Old Dominion Drive Overpass	AC Conversion	100/0/0		1,428 c	1,401 c	1,428 c	1,428 c	1,428 c	8,541
To: George Washington Memorial Highway	NHPP	100/0/0	714 c						
									Total Funds: 8,541

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

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
I-66 - Additional Lanes, HOV Lanes										
TIP ID: 6350 Agency ID: 93577		Title: I-66 Widening to Route 15 (1 HOV + 1 SOV ea. direction)				Complete:		Total Cost:		\$73,482
Facility: I 66	AC	100/0/0	38,298 c	5,768 c					44,066	
From: 1.2 mi. W. of Route 15 (mp 39.6)										
To: .8 mi. E. of Route 15 (mp 44.1)	NHPP	100/0/0	70 a						70	
			-70 b							
									Total Funds: 44,136	

Description: RTE 66 ADDITIONAL LANES (HOV PEAK) - Omnibus Act of 2009

I-66 @ Route 28 Interchange Improvements										
TIP ID: 6208 Agency ID: 103317		Title: I-66 @ Route 28 Interchange Improvements				Complete:		Total Cost:		\$50,000
Facility:	AC Conversion	100/0/0	13,000 b						38,000	
From:			25,000 c							
To:										
									Total Funds: 38,000	

Description: The purpose of this project is to design segments of the interchange at Interstate 66 and Route 28 (Sully Road), remove four traffic signals on Route 28 to enhance safety, and improve capacity to accommodate the area's forecasted traffic demand. PE for entire project and estimate for PH1 of RW,CN.

I-66 HOV & SOV Widening										
TIP ID: 5908 Agency ID: 93577		Title: I-66 HOV & SOV Widening				Complete:		Total Cost:		\$44,065
Facility: I HOV and SOV	AC	90/10/0	4,069 a							
From: US 0.8 miles east of			1,693 b							
To: US 1.2 miles west of			68,376 c							
	AC Conversion	90/10/0	4,069 a	38,298 c	5,769 c				44,067	
			1,692 b							
			10,477 c							
	DEMO	80/20/0	238 a							
	IM	90/10/0	2,407 a							
	NHPP	80/20/0		70 a					70	
				-70 b						
									Total Funds: 44,137	

Description: This project involves widening A 2.5 mile stretch of the existing four lanes of I-66 to eight lanes by adding one HOV lanes and one general purpose lane in each direction.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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I-66 Spot Improvements Inside the Beltway

TIP ID: 6206	Agency ID: 78827	Title: I-66 Spot Improvements 3	Complete:	Total Cost:	\$17,836
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Facility: I 66 I 66 Spot Improvements 3	AC	80/20/0	14,536	c	14,536
From: rt 120 .045 E. of Glebe Rd					
To: US 29 .095 W. of Lee Highway					
Description: New construction roadway					
Total Funds:					14,536

TIP ID: 4303	Agency ID: 78828	Title: Westbound ACCEL/DECEL LN Westmoreland to Haycock Rd	Complete:	Total Cost:	\$33,095
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Facility: I	AC	80/20/0	3,166	c	135	a	11,409
From: Westmoreland Dr. / Washington Blvd Exit					11,274	c	
To: Haycock Rd /Dulles Access Highway Ramp							
Earmark		80/20/0	2,142	a			
			15,720	c			
Total Funds:					11,409		

Description: Construct Spot Improvement Phase II within cited limits.

I-95

TIP ID: 6358	Agency ID: 96257	Title: Quantico BRAC - Review & Monitor	Complete:	Total Cost:	\$177
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Facility:	NHS	80/20/0	177	a	177
From: Ramp @ Russell Rd					
To: End of Ramp onto I-95					
Description: To review and monitor transportation improvements related to Quantico BRAC development					
Total Funds:					177

I-95 HOT/HOV Lanes Construction

TIP ID: 6261	Agency ID: 102711	Title: I-95 HOV/HOT Lanes Project PPTA Develop and Mgt. Oversight	Complete:	Total Cost:	\$80,081
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Facility: I 95	AC Conversion	100/0/0	47,663	c	47,663
From:	NHPP	100/0/0	15,537	c	15,537
To:	NHS	100/0/0	-26,910	a	16,782
			16,782	c	
Total Funds:					79,982

Description: 102711

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
TIP ID: 6262 Agency ID: 103019 Title: I-95 HOT Lanes early work			Complete:				Total Cost:		\$17,153
Facility: I 95	AC	100/0/0	17,152 a						17,152
From:			-17,152 c						
To:									
									Total Funds: 17,152

Description: I-95 HOT Lanes early work-federally eligible activities

TIP ID: 6263 Agency ID: 103020 Title: I-95 HOT Lanes early work Non federally eligible			Complete:				Total Cost:		\$25,555
Facility: I 95	AC	100/0/0	25,555 a						25,555
From:			-25,555 c						
To:									
									Total Funds: 25,555

Description:

TIP ID: 6265 Agency ID: 103222 [T1161 Title: I-95 HOV/HOT Lanes Debt Service			Complete:				Total Cost:		\$112,940
Facility: I 95 Interstate 95	AC	100/0/0	97,879 c						97,879
From: Garrisonville Rd.									
To: 1 mi. N. of Edsall Rd.	AC Conversion	100/0/0	4,076 c	7,355 c	7,808 c	7,458 c			26,697
									Total Funds: 124,576

Description: Debt service

TIP ID: 6250 Agency ID: 70849 Title: I-95/395 Preliminary Engineering Studies			Complete:				Total Cost:		\$46,036
Facility: I 95 I-95/395	AC Conversion	100/0/0	10,141 a						10,141
From: I 95 Garrisonville Rd.									
To: 1 mi. N. of Edsall Rd.	IM	90/10/0	9,380 a						9,380
	NHPP	80/20/0	422 a						422
	NHS	100/0/0	15,771 a						15,771
									Total Funds: 35,714

Description: PE Studies for I-95/395 HOT Lanes

I-95 HOV/HOT Lanes Debt Service									
TIP ID: 5964 Agency ID: T11619 Title: I-95 HOV/HOT Lanes Debt Service			Complete:				Total Cost:		
Facility: I	AC Conversion	100/0/0	10,024 c	7,517 c	7,519 c				15,036
From: Garrisonville Road (Stafford County)									
To: King Street City of Alexandria									
									Total Funds: 15,036

Description: The project involves the construction of a HOV lane and conversion of all HOV lanes into Bus/HOV/HOT lanes on I-95 between Garrisonville Road (Stafford County) to a point one mile north of Edsall Road.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
NB I-395 Auxiliary Lane (Duke St. to Seminary Road)										
TIP ID: 5966 Agency ID: 102437		Title: NB I-395 Auxiliary Lane (Duke St. to Seminary Road)				Complete:		Total Cost:		\$15,819
Facility: I 395	AC	80/20/0	13,005 c							
From: Duke street	AC Conversion	80/20/0	18,209 c	7,998 c					7,998	
To: Seminary Road	AC Conversion	100/0/0		1,699 a					5,093	
				224 b						
				3,170 c						
	NHS	80/20/0	1,000 a							
			500 b							
									Total Funds: 13,091	

Description: The project involves the construction of an auxiliary lane on I-395 from the Duke Street on-ramp to the Sanger Avenue Bridge.

Reconstruction of I-66/ Rte. 15 Interchange										
TIP ID: 5930 Agency ID: 100566		Title: Reconstruction of I-66/Rte. 15 Interchange				Complete:		Total Cost:		\$73,244
Facility: i-66	AC	90/10/0	5,000 b							
From: Rte. I-66/Rte 15 Interchange			45,383 c							
To:	AC Conversion	90/10/0	5,000 b	27,148 c					27,148	
			30,000 c							
	IM	90/10/0	3,400 a							
									Total Funds: 27,148	

Description:

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
Transit Service Improvements									
TIP ID: 4152 Agency ID: 81009		Title: I-66 Vienna Metrorail Accessibility and Capacity Improvements				Complete:	Total Cost:		\$53,949
Facility: I	AC	100/0/0	471 c	14,276 c					14,276
From: Transit Ramps- from EB & to WB	CMAQ	80/20/0	13,261 c	15,772 c					15,772
To: @ Vaden Drive	RSTP	80/20/0	500 b 20,621 c	-705 a 1,000 b 20,102 c					21,102
	STP	80/20/0	-805 a 583 c						
Total Funds:									51,150

Description: Construction of a transit access ramp from I-66 to the Vaden Drive bridge, adjacent to the Vienna Metrorail Station. The proposed ramps would access Vaden Drive from the center of I-66 providing for bus access from the HOV/leftmost lane east bound and to the HOV/leftmost lane west bound. The ramps would be operational 24/7.

Woodrow Wilson Bridge, Replace and Widen									
TIP ID: 6210 Agency ID: 103479		Title: Freedmans Cemetery Enhancements- Sculture				Complete:	Total Cost:		\$356
Facility: I 95	AC Conversion	80/20/0		6 c					6
From: 1001 S. Washington St.									
To: 714 Church Stl									
Total Funds:									6

Description: Design, fabricate and install a sculpture in the Contrabands and Freedmen's Cemetery Memorial. Related to UPC 76210

WWB/I-95 Study, Construct, Rehabilitation									
TIP ID: 4851 Agency ID:		Title: I-95 - HOV Ramp Construction for WWB				Complete: 2011	Total Cost:		\$13,187
Facility: I	NHS	80/20/0		4,455 c					4,455
From: Rte 1 Interchange									
To:									
Total Funds:									4,455

Description: I-95 - HOV Ramp Construction for WWB

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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Primary

Construct Interchange at Rte. 7 and Rte 659 - Belmont Ridge Road

TIP ID: 5926	Agency ID: 99481	Title: Rte 7/ Rte 659 Interchange				Complete:	Total Cost:	\$72,000	
Facility: VA John Mosby Highway	AC	100/0/0	13,305 b	115,253 c				115,253	
From: Route 659 Belmont Ridge Road	AC Conversion	80/20/0		6,500 b				6,500	
To:	DEMO	80/20/0		-6,500 a					
	STP	80/20/0	495 b						
							Total Funds:	121,753	

Description: Construct interchange at Rte 7 and Rte 659 to alleviate congestion and reduce accidents at one of Loudoun County's most dangerous interchanges.

Manassas National Battlefield Park Bypass

TIP ID: 6304	Agency ID: 103319	Title: RT 29 Manassas National Battlefield Bypass - PE Only				Complete:	Total Cost:	\$4,500	
Facility: US 29 Lee Highway	AC	100/0/0		4,500 a				4,500	
From: I 66									
To: VA 621								Total Funds: 4,500	

Description: Construct new road (bypass). \$500,000 of PE is for mitigation easements.

Nokesville Road Widening

TIP ID: 6302	Agency ID: 92080	Title: RT 28 Widen to Four Lanes Including RT 215 Re-alignment				Complete:	Total Cost:	\$56,231	
Facility: VA 28 Nokesville Rd.	RSTP	80/20/0	41,885 c	1,278 c				43,163	
From: Linton Hall Rd.									
To: Fitzwater Dr.								Total Funds: 43,163	

Description: Widen to 6 lanes within 6 lane ROW from Linton Hall Rd to VInt Hill Rd. Widen to 4 lanes within 4 lane ROW between Vint Hill Rd. and Fitzwater Dr.

Route 234 Bypass Extension

TIP ID: 6354	Agency ID:	Title: Bi-County Parkway				Complete:	Total Cost:		
Facility:	AC	100/0/0	5,000 a					5,000	
From:									
To:								Total Funds: 5,000	

Description: Continue preliminary engineering of UPC 52405 Tri-County Parkway to the Design Approval milestone and solicitation as a PPTA. (JCZ)

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

	Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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Route 50 Paving Loudoun County

TIP ID: 5909	Agency ID: 97559	Title: Routwe 50 Paving Loudoun County				Complete:	Total Cost:	\$4,020
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Facility: EB/MG	80/20/0			402 a						4,020
From: Route 50 W Corridor				3,618 c						
To: Route 50 W Corridor										
Total Funds:									4,020	

Description:

Route 7 (Leesburg Pike) Widening (VA 267 to Reston Ave.)

TIP ID: 6300	Agency ID: 52328	Title: RT 7- Wident to Six Lanes PE Only				Complete:	Total Cost:	\$300,000
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Facility: RT 7 Leesburg Pike	AC Conversion	100/0/0		18,386 a						18,386
From: Jarrett Valley Dr. (mm 51.4)										
To: Reston Ave. (mm. 51.4)										
Total Funds:									18,386	

Description: PE only -- widen RT 7 from Jarrett Valley Dr /RT 267 to Reston Ave. Increase capacity and safety by by widening to six lanes. Improve mobility by adding pedestrian and bicycle facilities.

Rte. 28 Widening

TIP ID: 6298	Agency ID: 96721	Title: Route 28 Widening				Complete:	Total Cost:	\$6,155
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Facility: VA 28 Nokesville Rd	AC	100/0/0		1,400 c						1,400
From: Godwin Drive										
To: City Southern Corporate Limits	RSTP	80/20/0		1,600 b	2,155 c					3,755
Total Funds:									5,155	

Description: Widen to six lanes

US 1, Widen, Reconstruct Interchange, Study

TIP ID: 6296	Agency ID: 104303	Title: WIDEN ROUTE 1 TO SIX LANES - PE & RW ONLY				Complete:	Total Cost:	\$25,900
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Facility: US 1	AC	80/20/0		891 a						891
From: Feathersotne Rd.										
To: Mary's Way	RSTP	80/20/0				5,409 a				5,409
Total Funds:									6,300	

Description: Reduce congestion and improve safety by increasing capacity and providing multimodal facilities for pedestrians and bicycles.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
US 1/ VA 123 Interchange, Widen									
TIP ID: 6310 Agency ID: 94102		Title: US 1/RT 123 Interchange Construction Phase-I (Route 1 Widening ony)				Complete:	Total Cost:		\$45,747
Facility: US 1	AC Conversion	100/0/0	45,220	c					45,220
From: 0.50 miles South of existing Rte 123									
To: 0.40 miles North of existing Rte 123	RSTP	80/20/0	526	c					526
									Total Funds: 45,746

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.

US 15 South King Street Widening									
TIP ID: 6257 Agency ID: 17687		Title: Widen US 15 Phase I				Complete:	Total Cost:		\$8,568
Facility: US 15 S. King Street	RSTP	80/20/0	694	c					694
From: Masons Lane									
To: VA 621 Evergreen Mill Road									
									Total Funds: 694
Description: Widen US 15 (Phase I)									

US 50 Interchange									
TIP ID: 6305 Agency ID: 13531		Title: Arlington Blvd, RT 50 10th St. and Courthouse Rd. Interchanges				Complete:	Total Cost:		\$10,573
Facility:	AC	100/0/0	750	a					750
From:									
To:	EB/MG	80/20/0	-225	b					
									Total Funds: 750

Description: Proposed improvements involve adding collector distributor roads to both eastbound and westbound Arlington Blvd. These improvements will replace the 10th St. and Courthouse Rd. interchanges.

US 50, Widen									
TIP ID: 4637 Agency ID: 68757		Title: US 50 - 6-Lane Widening from Sully Rd. to Poland Rd.				Complete:	Total Cost:		\$94,913
Facility: VA 28 Sully Rd	AC Conversion	80/20/0	22,078	a					
From: VA Poland Road			2,371	c					
To: VA	AC Conversion	100/0/0	165	a					165
	DEMO	80/20/0	0	a					
									Total Funds: 165

Description: Improve capacity along the roadway. Traffic volumes have increased significantly due to new development along the Route 50 corridor. Widening will help relieve congestion and improve the safety and operation of the roadway.
VP8c

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
VA 27, Reconstruct Interchange at VA 244									
TIP ID: 4344 Agency ID: 13528		Title: VA 27 - Interchange Modifications				Complete:	Total Cost:		\$51,516
Facility: VA Washington Blvd Interchange	AC	80/20/0	997 c						
From: I North of 0.31 mile	AC Conversion	80/20/0	2,760 a						
To: VA North of 0.29 mile			1,615 b						
	AC Conversion	100/0/0		-9,693 c					
	BR	80/20/0	1,508 a						2,255
			-2,254 b						
			747 c						
	EB/MG	80/20/0		-164 b					164
			164 c						
Total Funds:									2,419

Description: Rehabilitate Washington Blvd. Interchange (Rte 27 & 244). Rehabilitate the existing grade-separated Washington Boulevard Interchange at Columbia Pike to eliminate existing safety hazards and provide geometric improvements.

VA 28									
TIP ID: 6270 Agency ID: 96721		Title: Rte 28 Widening				Complete:	Total Cost:		\$6,155
Facility: VA 28 Nokesville Road	AC	100/0/0		1,386 c					1,386
From: VA Godwin Drive	RSTP	80/20/0	1,600 b	2,155 c					3,755
To: South City Limits									
Total Funds:									5,141

Description: Widening VA 28 between City Limits & Godwin Drive

VA 28, Widen, Relocate Utilities									
TIP ID: 5700 Agency ID:		Title: VA 28 - Widen to 4 lanes				Complete: 2020	Total Cost:		\$1,650
Facility: VA Nokesville Road	AC	80/20/0		30,341 c					30,341
From: VA VA 215 (Vint Hill Road) Relocated	RSTP	80/20/0	100 a	12,821 c					12,821
To: VA Fitzwater Drive			7,995 b						
	STP	80/20/0	275 a						
Total Funds:									43,162

Description: Widen to four lanes within six lane R/W/ from Liknton Hall Rd. to Vint Hill Road and widen to four lanes within four lane R/W/ between VInt Hill Road and Fitzwater Dr.

Covers part of VP6k

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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VA 7

TIP ID: 6299	Agency ID: 52327	Title: RT 7 - Widen to Six Lanes	Complete:	Total Cost:	\$34,273
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Facility: RT 7 Leesburg Pike	AC Conversion	100/0/0	800 a		1,997
From: Rolling Holly Dr. (mm. 50.5)			1,197 b		
To: .15 mi. E of Reston Ave.					

Total Funds: 1,997

Description: Widen RT 7 from 4 lanes divided to six lanes divided, with 10 ft, shared use path in both directions.

TIP ID: 6301	Agency ID: 99478	Title: Route 7 - Widen to Six Lanes	Complete:	Total Cost:	\$11,000
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Facility: RT 7 Leesburg Pike	RSTP	80/20/0	1,200 b		1,200
From: Reston Ave. (mm 51.5)					
To: Reston Parkway (mm 52)					

Total Funds: 1,200

Description: Increase capacity and safety by widening Route 7 to six lanes and correcting existing profile deficiencies. Increase mobility by providing pedestrian and bicycle facilities.

Secondary

Edwards Ferry Road at Route 15 Bypass Interchange

TIP ID: 5479	Agency ID: 89890	Title: Edwards Ferry at Rt 15 Bypass Interchange	Complete:	Total Cost:	\$6,964
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Facility: Rt 15 Bypass	AC	100/0/0	1,835 a		1,835
From:					
To: Edwards Ferry Road	Local	0/0/100	3,500 a		

Total Funds: 1,835

Description: Construct interchange. The area surrounding the intersection between Edwards Ferry Road and RT 15 Bypass has experienced significant commercial growth during the past 15 years. As a result, volumes are beyond the capacity of the existing at-grade intersection, and the area routinely experience significant congestion and traffic delays. This project will develop a new grade-separated interchange, improve traffic flow and provide pedestrian access across RT 15 Bypass. The project is included the Town of Leesburg Capital Improvement Program and 2005 Town Plan. Construction will start in 2018 and be completed in 2020. Financing for this project will come from RSTP and/or local funding.

Expanding Rolling Road/Franconia-Springfield Parkway/Fairfax County Parkway Ramp to two lanes

TIP ID: 5924	Agency ID: 100391	Title: Rolling Road Loop Road	Complete:	Total Cost:	\$14,000
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Facility: VA	AC	80/20/0	7,000 c		
From: Fairfax County Parkway					
To: VA Rolling Road	AC Conversion	80/20/0	1,500 a	6,816 c	6,816
			7,000 c		
	RSTP	80/20/0	1,000 a	-30 a	213
			3,000 b	213 b	
			2,000 c		

Total Funds: 7,029

Description: Expand to two lanes existing single-lane loop ramp in north-east quadrant of Rolling Road/Franconia-Springfield Pkwy/Fairfax County Pkwy.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
Fairfax Cty Parkway- Boudinot Drive on-ramp - CN only										
TIP ID: 6295 Agency ID: 88557		Title: Fairfax Co Pkwy Interchange at EPG				Complete:		Total Cost:		\$2,268
Facility: VA 286 Fairfax Co Pkwy	RSTP	80/20/0	2,268 c							2,268
From: VA Boundinot Drive										
To:										
Description: Construct Interchange at Engineering Proving Grounds (EPG) at Fairfax County Parkway									Total Funds: 2,268	

Jones Branch Dr. Connector										
TIP ID: 6080 Agency ID: 103907		Title: Jones Branch Drive Connector				Complete:		Total Cost:		\$44,144
Facility: Scotts Crossing Rd	AC	80/20/0	387 a							
From: Dolly Madison Blvd	AC	100/0/0	7,043 b		34,700 c		41,743			
To: Jones Branch Dr	AC Conversion	80/20/0	387 a							
									Total Funds: 41,743	

Description: The proposed connector is intended to provide a connection between Route 123 and the I-495 Express Lane (HOV/HOT lanes) ramps. By building this connection, the project will connect ROute 123 via the extended Scotts Crossing Rd, ultimately to Jones Branch Dr since the segment between i-495 Express lane (HOV/HOT lanes) ramps and Jones Branch Dr is currently being built as part of the I-495 Express lane (HOV/HOT lanes) project.

Prince William Parkway Widening										
TIP ID: 6123 Agency ID:		Title: Prince William Widening				Complete:		Total Cost:		\$16,000
Facility: Prince William Parkway	AC	80/20/0	2,500 b							
From: Chinn Park Drive			1,938 c							
To: Minnieville Road	AC Conversion	80/20/0	2,680 a		1,562 b		3,500			
									Total Funds: 3,500	

Description: Widen Prince William Parkway from four to six lanes

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
Purcell Road: Realignment & Added capacity, Safety Improvement										
TIP ID: 5890 Agency ID: 90499		Title: Purcell Rd Realignment & added capacity				Complete:		Total Cost:		\$4,901
Facility:	AC	100/0/0	761 c							
From: VA 234 Rte 234	AC	90/10/0		59 c					59	
To: 0.3 Mi East of Vista Brooke Drive	AC Conversion	80/20/0		935 b					935	
	EB/MG	80/20/0	20 c	21 c					21	
	HSIP	90/10/0	617 c							
	HSIP	100/0/0		1,251 c					1,251	
	Local	0/0/100	735 c							
	RSTP	80/20/0	123 a 935 b 1,162 c	942 c					942	
	STP	80/20/0	702 c							
	STP/E	80/20/0		703 c					703	
Total Funds:									3,911	

Description:

Rolling Road Widening										
TIP ID: 6248 Agency ID: 102905		Title: Rolling Road Widening				Complete:		Total Cost:		\$25,500
Facility: VA 638 Rolling Road	RSTP	80/20/0				3,500 a			3,500	
From: VA 5297 Delong Dr.										
To: VA 4502 Fullerton Rd.										
Description: Widen to 4 lanes - total of 1.12 miles Between Delong Rd. and 0.01 mi N. of Fullerton Rd.									Total Funds: 3,500	

Russell Road, Widen										
TIP ID: 6274 Agency ID: 96257		Title: Quantico BRAC - Review & Monitor Transportation Improvements				Complete:		Total Cost:		\$176,500
Facility: Russlle Road	NHS	80/20/0		1,765 a					1,765	
From: I 95 Ramp										
To:										
Description: Widening Russell Road from I-95 ramp to the GATE									Total Funds: 1,765	

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total		
Telegraph Road											
TIP ID: 6336	Agency ID: 104802	Title: TELEGRAPH RD - RTE 611- WIDEN TO 4 LANES (PE Only)	Complete:	Total Cost:			\$2,921				
Facility: Telegraph Rd.	State	0/100/0	928 a	1,992 a	2,920						
From: Prince William Parkway										Total Funds:	2,920
To: Minnieville Rd.											
Description: WIDEN TELEGRAPH RD TO 4 LANE DIVIDED SECTION WITH BIKE/PED FACILITIES. Associatated with CLRP project numbers 1931 and 1837.											

VA 1036 Pacific Boulevard, Construct										
TIP ID: 6319	Agency ID: 93889	Title: Pacific Blvd Widening	Complete:	Total Cost:			\$3,092			
Facility: VA 1036 Pacific Blvd	ARRA	100/0/0	254 a	262						
From: VA 846 Sterling Blvd			8 b							
To: VA 775 Relocation Dr.			-290 c							
									Total Funds:	262
Description: To help complete the construction of the Pacific Boulevard as an uninterrupted four lane median divided facility. It is the western collector road for the Route 28 corridor in Loudoun County. Widen to 4 lanes										

VA 638 Rolling Road Widening										
TIP ID: 6247	Agency ID: 5559	Title: Rolling Road	Complete:	Total Cost:			\$31,177			
Facility: VA 638 Rolling Road	CMAQ	80/20/0	487 a	487						
From: VA 286 Fairfax Co. Pkwy (0.369 mi N. of Pk										
To: VA 644 Old Keene Mill Road	RSTP	80/20/0	443 a	443						
									Total Funds:	930
Description: Widening to 4 lanes - PE Only										

VA 7100 Fairfax County Parkway, Construct										
TIP ID: 6317	Agency ID: 88556	Title: VA 7100 Fairfax Co Pkwy at EPG Phase I & II Construction	Complete:	Total Cost:			\$75,112			
Facility: VA 286 Fairfax Co. Pkwy	AC	100/0/0	70,263 c	70,263						
From: VA Chancelor Road										
To: VA Fulerton Road	NHPP	80/20/0	4,850 c	4,850						
									Total Funds:	75,113
Description: Phase 1 CN only - Construct 4 lanes on 6 lane RW from Chancelor Rd to Fullerton Rd and Interchange at EPG. Linked to UPC 4700.										

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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Waxpool Road

TIP ID: 6340	Agency ID: 105205	Title: RT. 900 WAXPOOL RD. RECONSTRUCT AND PAVE GRAVEL RD	Complete:	Total Cost:	\$5,550
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Facility: Waxpool Rd.	RSTP	100/0/0		1,600 b					4,792
From: VA 659				3,192 c					
To: 0.35 MILE EAST OF ROUTE 659									
Total Funds:									4,792

Description: RECONSTRUCT AND PAVE GRAVEL RD.

Urban

Bus Shelters

TIP ID: 6127	Agency ID:	Title: Alexandria Transit Services Improvements	Complete:	Total Cost:	
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Facility:	ARRA/TIGER	100/0/0	30 c						
From:									
To:	Sect. 5309	80/20/0	1,450 c	750 c					750
Total Funds:									750

Description:

Evergreen Mill Road Widening

TIP ID: 6256	Agency ID: 104380	Title: Evergreen Mill Road Widening	Complete:	Total Cost:	\$11,300
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Facility: VA 621 Evergreen Mill Road	State/Local	0/98/2		351 a	649 a				1,000
From: US S. King Street									
To: City Corp. Limits									
Total Funds:									1,000

Description: Widening Evergreen Mill Road to 4 Lanes

Route 15 Widening Phase II

TIP ID: 6258	Agency ID: 103999	Title: Widen US 15 Phase II	Complete:	Total Cost:	\$8,000
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Facility: US 15 S. King Street	RSTP	80/20/0	8,000 c						8,000
From: Masons Lane									
To: VA 267 Greenway									
Total Funds:									8,000

Description: Widening US 15 Phase II

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
Sycolin Road									
TIP ID: 6203 Agency ID: 102895 Title: Sycolin Road			Complete:		Total Cost:		\$4,235		
Facility: Sycolin Road	AC	100/0/0	1,000	a					1,000
From: Tolbert lane	AC	80/20/0				1,000	c		1,000
To: Leesburg S Corporate Limits	RSTP	70/30/0			1,435	c			1,435
	State/Local	0/50/50	1,000	a					
Total Funds:									3,435

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).

Wellington Rd. Overpass Phase III									
TIP ID: 6332 Agency ID: 104374 Title: Wellington rd. Overpass Phase II			Complete:		Total Cost:		\$60,000		
Facility: Wellington Rd.	AC	100/0/0	1,000	a					1,000
From: Dean Drive									
To: Dean Park Dr.									Total Funds: 1,000
Description: Improve emergency response times, increase capacity and safety and facilitate pedestrian and bicycle access. 									
See also CLRP# 1951.									

Bike/Ped									
HOT Lanes Bicycle/Pedestrians Facilities Phase II									
TIP ID: 6273 Agency ID: 104005 Title: HOT Lanes Bicycle/Pedestrian Facilities - Phase II			Complete:		Total Cost:		\$6,164		
Facility:	AC	80/20/0	1,800	c					1,800
From: VA 123 Leesburg Pike	CMAQ	80/20/0	200	a					3,814
To: VA Idylwood			1,600	b					
			2,014	c					
Total Funds:									5,614

Description: HOT Lanes Bicycle/Pedestrian Facilities

Local Trail Managment Pilot									
TIP ID: 6345 Agency ID: 96529 Title: Local Trail Managment Pilot			Complete:		Total Cost:		\$100		
Facility: Middleburg Meander Trail	State	0/100/0	100	a					100
From: Intersection of Rt. 626 and Rt. 807									
To: Middleburg Elementary School									Total Funds: 100
Description: Local Trail Management Pilot using 2010 Open Container funds									

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
Bridge									
Construction: Bridge Rehabilitation/Replacement/Reconstruction									
TIP ID: 5503 Agency ID: TIPGRP001 Title: Construction: Bridge Rehabilitation/Replacement/Reconstruction			Complete:		Total Cost: \$322,673				
Facility: District-wide Bridges	AC	80/20/0	366 b						366
From:	AC	100/0/0	400 a						400
To:	AC	70/30/0	882 a						882
	AC	85/15/0	9,604 c	7,457 c	9,714 c	29,818 c			56,593
	AC Conversion	80/20/0	409 b	10,946 c					11,355
	AC Conversion 1	100/0/0		1,121 a					1,121
	BR	80/20/0		206 c					206
	BR	90/10/0	-357 a 3,560 c	506 c	1,752 c	837 c			6,655
	BR 2	95/5/0	-1,718 b						
	BR	100/0/0				200 a			200
	DEMO	100/0/0	22,100 a						22,100
	EB/MG	80/20/0	100 b 778 c						878
	NHPP	100/0/0	428 a						428
	NHPP	80/20/0	3,617 c						3,617
	NHS	80/20/0	-2,255 a						
	RSTP	80/20/0	-250 b 1,055 c						1,055
	STP/E	80/20/0	57 a						57
Total Funds:									105,913

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.

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

	Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
TIP Grouping for Preventive Maintenance for Bridges										
TIP ID: 5525	Agency ID: TIPGRP006	Title: TIP Grouping for Preventive Maintenance for Bridges				Complete:	Total Cost:		\$184,481	
Facility: Bridges	BR	80/20/0	171,219 c	65,943 c						65,943
From: NoVA District										
To:	STP/E	100/0/0		7,380 c	3,167 c	2,905 c	3,047 c			16,499
Total Funds:										82,442

Description: TIP Grouping for Preventive Maintenance for Bridges. See CLRP for the derivation of STIP Grouping and how they are part of TIP. See Appendix A for listing of individual STIP Grouped projects.

Enhancement										
Colechester Road										
TIP ID: 6316	Agency ID: 76256	Title: Colchester Road - RTE 612				Complete:	Total Cost:		\$445,000	
Facility: VA 612 Colchster Road	AC	100/0/0				60 a				60
From: VA 641 Chapel Road										
To: VA 641 0.24 Mile N. W. Of VA 641										
Total Funds:										60
Description: Reconstruct & Pave Gravel Road										

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
TIP Grouping project for Construction: Transportation Enhancement Byway Non-Traditional									
TIP ID: 5523 Agency ID: TIPGRP004 Title: TIP Grouping project for Construction: Transportation Enhancement By Complete: Total Cost: \$111,993									
Facility: Transportation Enhancement Byway Non-Tr From: NoVA District To:	AC	80/20/0	-4,614 a 1,522 b 250,644 c			496 c			252,662
	AC Conversion	80/20/0	1,199 a 98 c	77 c	79 c				1,453
	BD	0/0/100	5,119 c						
	CMAQ	80/20/0	1,575 c 947 a 1,310 b 7,939 c			559 c			10,755
	DEMO	80/20/0	104 a 728 b 80 c						948
	DEMO	90/10/0	827 c						827
	HSIP	90/10/0	-48 a 139 c						139
	NHPP	100/0/0	612 c						612
	RSTP	80/20/0	150 c 126 a 119 b 2,713 c	2 a 93 c	1,000 a 150 c				4,203
	State	0/100/0	-156 a -1,350 b 1,721 c			100 a	50 b		1,871
	STP	80/20/0	1,200 c						1,200
	STP/E	80/20/0	-6,266 a 3,478 b 7,823 c	359 c					12,073

Total Funds: 286,743

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.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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ITS
TIP Grouping project for Maintenance: Traffic and Safety Operations

TIP ID: 5526	Agency ID: TIPGRP007	Title: TIP Grouping project for Maintenance: Traffic and Safety Operations	Complete:	Total Cost:	\$127,389
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Facility: Traffic and Safety Operations	EB/MG	80/20/0	24,437 c	8,556 c					8,556
From: NoVA District	NHS	80/20/0	39,541 c	13,845 c					13,845
To:	STP	80/20/0	15,944 c	5,583 c					5,583
	STP	100/0/0		8,473 c	4,207 c	3,860 c			16,540
Total Funds:									44,524

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.

Other
BRAC/Economic Development

TIP ID: 5768	Agency ID: 81738	linked	Title: BRAC -Economic Development	Complete:	Total Cost:	\$30,173
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Facility:	AC Conversion	90/10/0	1,499 a						
From:	AC Conversion	100/0/0		1,522 a					1,522
To:									
Total Funds:									1,522

Description: Program is to finance BRAC State Administration.

Potomac Town Center Parking Garage

TIP ID: 6277	Agency ID: 103392	Title: Garage Park & Ride Lot - Potomac Town Center	Complete:	Total Cost:	\$15,000
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Facility: I 95 @Opitz	AC	100/0/0		1,000 a					1,000
From:									
To:									
Total Funds:									1,000

Description: Garage Park & Ride Lot - Potomac Town Center

10/15/2014

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

FY 2015 - 2020

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
TIP Grouping project for Construction: Safety/ITS/Operational Improvements									

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

Source		Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
TIP ID: 5506 Agency ID: TIPGRP003		Title: TIP Grouping project for Construction: Safety/ITS/Operational Improve				Complete:		Total Cost:		\$798,108
Facility: Safety/ITS/Operational Projects	AC	80/20/0		74,148 c	56 c					74,204
From: Districtwide	AC	83/17/0		3,869 b		1,008 b				4,877
To:	AC	85/15/0		6,657 a	15 a	189 a				6,861
	AC Conversion	80/20/0		500 a 2,346 c	500 a	700 a	560 a			4,606
	AC Conversion	81/19/0		1,392 c	1,640 c	1,209 c	736 c			4,977
	CMAQ	80/20/0		7,192 b						7,192
	CMAQ	81/19/0		24,616 c	2,587 c	5,629 c				32,832
	CMAQ	74/26/0		1,892 a	108 a	108 a	108 a			2,216
	DEMO	80/20/0		-230 a 3,330 b -2,382 c						3,330
	DEMO	83/17/0		2,185 a						2,185
	DEMO	90/10/0		940 c						940
	EB/MG	80/20/0		84 a 1,853 b 4,597 c		126 b				6,963
	EB/MG	85/15/0		816 c						816
	FLTP	100/0/0		496 a 1,919 c						2,415
	HES/STP	90/10/0		606 b 1,941 c						2,547
	HPD	80/20/0		1,917 c						1,917
	HPD	100/0/0		135 c						135
	HSIP	90/10/0		2,304 a 65 c						2,369

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
HSIP	98/2/0		35,992 c						35,992
IM	90/10/0		1,317 a -1,354 c						1,317
NHPP	100/0/0		1,224 b 195 c						1,425
NHPP	96/4/0		-6,836 a						
NHPP	95/5/0		1,424 a						1,424
RSTP	80/20/0		3,111 a 3,412 b 18,941 c	5,913 b 700 c	1,603 a 2,079 b 700 c	507 a 700 c			37,666
State	0/100/0		59 b 11,054 c			300 a			11,413
STP	80/20/0		2,695 c						2,695
STP	90/10/0		-22 a 8,515 c						8,515
STP	100/0/0		101 a 44 b 1,276 c						1,421
STP/E	80/20/0		1,588 b		41 b				1,629
STP/E	92/8/0		-512 a						

Total Funds: 264,879

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

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
Virginia Statewide Vehicle Fuel Conversion Program									
TIP ID: 6041 Agency ID: T11802		Title: Virginia Statewide Vehicle Fuel Conversion Program				Complete:		Total Cost:	
Facility:	AC	80/20/0	22,948 c						
From:	AC Conversion	80/20/0	1,232 c	1,226 c					
To:	CMAQ	80/20/0	2,790 c						
Total Funds:									1,226

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

CMAQ										
Fairfax County Parkway Extension										
TIP ID: 6297 Agency ID: 4700		Title: Fairfax County Parkway Extension				Complete:		Total Cost:		\$56,449
Facility:	VA 286 Fairfax Co Pkwy	AC	100/0/0	20,400 a		35,338				
From:	VA Fullertron Rd			14,938 b						
To:	VA 638 Rolling Road	EB/MG	80/20/0	5,448 b		5,448				
		NHS	80/20/0	8,104 b		8,104				
		STP/E	80/20/0	714 b		714				
Total Funds:									49,604	

Description: UPC 4700 will include PE & RW only. CN will be covered under other UPC's for Phase 1-4.

Telegraph Road - RTE 611 - Widen to 4 Lanes										
TIP ID: 6252 Agency ID: 11012		Title: TELEGRAPH ROAD WIDENING				Complete:		Total Cost:		\$24,868
Facility:	VA 611 Telegraph Road	AC	100/0/0	14,000 c		14,000				
From:	VA 613 Beulah St	EB/MG	80/20/0	537 c		537				
To:	VA Leaf Road	RSTP	80/20/0	4,574 c		4,574				
		STP/E	80/20/0	3,308 c		3,308				
Total Funds:									22,419	

Description: Telegraph Road to widen to 4 lanes between Beulah St. & Leaf Road

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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Maintenance

TIP Grouping project for Preventive Maintenance and System Preservation

TIP ID: 5524	Agency ID: TIPGRP005	Title: TIP Grouping project for Preventive Maintenance and System Preservat	Complete:	Total Cost:	\$341,997
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Facility: Preventive Maintenance and System Preserv	EB/MG	100/0/0	107,848 c	36,170 c					36,170
From: NoVA District									
To:	IM	100/0/0	80,274 c	43,017 c					43,017
	NHS	100/0/0	105,495 c	55,735 c					55,735
	STP	100/0/0	67,354 c	50,221 c	18,555 c	14,885 c			83,661

Total Funds: 218,583

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.

Transit

Construction of Park & Ride LOT I-95/PW County Parkway Telegraph Road Lot

TIP ID: 5928	Agency ID:	Title: Telegraph Road Park and Ride LOT	Complete:	Total Cost:	\$7,500
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Facility: Telegraph Road	AC Conversion	80/20/0	3,754 c						
From:									
To:									

Description: Build 400-500 space Park and Ride LOT on Telegraph Road adjacent to I-95 Horner Road Park Road LOT.

Crystal City- Potomac Yards Transitway

TIP ID: 5900	Agency ID: ARL0008/T111	Title: Crystal City-Potomac Yards Transitway	Complete:	Total Cost:	\$1,205
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Facility:	RSTP	80/20/0		1,205 c					1,205
From: From Arlington County line									
To: 26th at South	STP	80/11/9	2,705 c						

Total Funds: 1,205

Description:

CSX RF &P Rail Corridor Third Track

TIP ID: 6402	Agency ID: VRE0018	Title: Phase II - Work related potomac shores station	Complete:	Total Cost:	
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Facility: CSX RF&P Rail Corridor	State/Local	0/50/50		90 c	10,000 c	10,800 c	10,000 c		30,890
From: CF 557 Hamilton Interlocking (HA)									
To: CF 1063 Control Point Slaters Lane (CP)									

Total Funds: 30,890

Description: Track, Signal and Switch work and second platforms that support capacity expansion, operational flexibility and service expansion for the VRE Potomac Shores Station

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
Dulles Corridor Metrorail Extension Phase II										
TIP ID: 6362 Agency ID: 102891		Title: Route 28 Metrorail Station (Innovation Station)				Complete:		Total Cost:		
Facility: 28 Innovation Station	CMAQ	80/20/0			1,887 c	7,122 c	1,773 c		10,782	
From: Silver Line at Route 28	NVTA-BOND	0/0/100	20,000 c							
To:	NVTA-PAYGO	0/0/100	21,000 c							
Total Funds:									10,782	

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.

Dulles Corridor Metrorail Project										
TIP ID: 4364 Agency ID: DUL0001 VP2		Title: Dulles Corridor Metrorail Project - Phase 1				Complete: 2014		Total Cost: \$3,142,472		
Facility:	ARRA/5309-B	100/0/0	77,260 c							
From: East Falls Church Metrorail Station	ARRA/5309-NS	100/0/0	707,114 c	24,895 c					24,895	
To: Wiehle Avenue	Local	0/0/100	1,753,994 c							
	Sect. 5307	100/0/0	75,000 c							
	Sect. 5309-NS	100/0/0	90,731 c							
	State	0/100/0	176,700 c							
Total Funds:									24,895	

Description: Perform engineering, design, and construction of the Dulles Corridor Metrorail Project (Phase 1), which will extend the Metrorail system in Fairfax County, through Tysons Corner to Wiehle Avenue. Funding sources may include Section 5309 funds, as well as Section 5307 to be obligated through a transfer of STP from FHWA to FTA. Includes right of way acquisition, construction of 5 new stations in Fairfax County, utility relocation, and improvements to Route 7, purchase of rail vehicles, and financing costs. Includes funding for roadway reconfiguration and improvements being conducted concurrently with the Metrorail project. Toll funding includes debt service for bonds.

TIP ID: 4272 Agency ID: DUL0002		Title: Dulles Corridor Metrorail Project - Phase 2				Complete: 2018		Total Cost: \$2,937,421		
Facility:	Local	0/0/100	560,951 c	159,028 c	136,150 c	24,699 c	13,175 c		333,052	
From: Wiehle Avenue	State	0/100/0	100,000 c	100,000 c	100,000 c				200,000	
To: VA	TIFIA	0/0/100	1,875,697 c							
Total Funds:									533,052	

Description: Continue the extension of the Metrorail system for another 11.5 miles to Route 772 in Loudoun County with additional stations at Reston Parkway, Monroe Street (Herndon), VA 28, Dulles Airport and VA 606. Direct access will be provided to Dulles Airport terminal.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
Eisenhower Metrorail Station									
TIP ID: 6028 Agency ID: T1835/ALEX00 Title: Eisenhower Metrorail Station			Complete:		Total Cost:		\$4,651		
Facility: Eisenhower Metrorail Station	PRIV	0/0/0	350 c						
From: Eisenhower Ave. and Swamp Fox Rd	Sect. 5309	80/20/0	730 c	1,050 c					1,050
To:	Urban Flex	80/18/2	2,300 c						
Total Funds:									1,050

Description: This project will fund the rebuilding of the bus loop and plaza surrounding the Eisenhower Metrorail station to improve transit services and to be consistent with surrounding land uses.

Eisenhower Valley Transit Improvements									
TIP ID: 6255 Agency ID: 77378 Title: Eisenhower Avenue Widening			Complete:		Total Cost:		\$6,787		
Facility: Eisenhower Avenue	AC	80/20/0	2,187 c						2,187
From: VA Holland Road	STP/E	80/20/0	1,202 b						1,202
To: VA Mill Road	STP/MG	80/20/0	-544 a	99 b					1,900
			1,801 c						
Total Funds:									5,289

Description: Reconstruction with added capacity

Franconia-Springfield Parkway Park-and-Ride Lots									
TIP ID: 6281 Agency ID: T1120 Title: Springfield CBD Commuter Parking			Complete:		Total Cost:		\$30,423		
Facility:	AC	80/20/0	24,088 c						24,088
From:	AC Conversion	80/20/0			5,127 c				5,127
To:	AC Conversion	80/20/0		8,079 c					8,079
	CMAQ	80/20/0	2,100 c						2,100
Total Funds:									39,394

Description: Springfield CBD Commuter Parking

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

	Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
Loudoun County Park and Ride Lots, Construct											
TIP ID: 4216 Agency ID: 79679		Title: Loudoun County Park-and-Ride Lot (Lowes Island)					Complete:		Total Cost:		\$425
Facility:	Park and Ride Lot	AC	80/20/0	118 c	61 c					61	
From:	Lowes Island										
To:		AC Conversion	80/20/0	45 c	24 c	61 c				85	
		CMAQ	80/20/0	27 c	29 c					29	
Total Funds:										175	

Description: Lease commuter parking spaces at Great Falls Plaza

This lot is served by the County's Commuter Bus Service. This project will enable funding for several years while a permanent, non-leased site is located.

Paratransit Vehicles											
TIP ID: 5906 Agency ID: AGPW001		Title: Paratransit vehicles					Complete:		Total Cost:		
Facility:		Sect. 5310	80/0/20	299 c	90 c					90	
From:											
To:											
Total Funds:										90	

Description:

TIP ID: 5905 Agency ID: ECHO001		Title: Paratransit vehicles					Complete:		Total Cost:		
Facility:		Sect. 5310	80/0/20	102 c	60 c					60	
From:											
To:											
Total Funds:										60	

Description:

PRTC - Captial Cost of Contracting											
TIP ID: 5601 Agency ID: PRTC0004		Title: PRT - Preventative Maintenance					Complete:		Total Cost:		
Facility:		Sect. 5307	80/0/20	5,095 c	2,610 c	2,610 c	2,610 c	2,610 c	2,610 c	15,660	
From:											
To:		Sect. 5337 - SGR	80/0/20	1,917 c	1,008 c	1,008 c	1,008 c	1,008 c	1,008 c	6,048	
Total Funds:										21,708	

Description: Maintenance of the Omniride and Omnilink services.

PRTC Bus Shelter Programs											
TIP ID: 5304 Agency ID: PRTC0001		Title: PRTC Bus Shelter Program					Complete:		Total Cost:		\$846
Facility:	Bus Shelters	Sect. 5307	80/20/0	64 a	27 a	27 a	27 a	27 a	27 a	162	
From:	Prince William, Manassas, Manassas Park										
To:											
Total Funds:										162	

Description: Installation of bus shelters, pads, benches and access improvements.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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PRTC Security Enhancements

TIP ID: 5707	Agency ID: PRTC0006	Title: PRTC Security Enhancements	Complete:	Total Cost:	\$846
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Facility: PRTC Transit Center	Sect. 5307	80/20/0	64 c	27 c	27 c	27 c	27 c	27 c	27 c	162
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From:									
To:	Total Funds: 162								

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 Grouping for Transit Vehicles

TIP ID: 6331	Agency ID:	Title: Transit : Vehicles	Complete:	Total Cost:	\$27,559
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Facility: AC	80/20/0	28,926 c				28,926
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From: AC Conversion	85/15/0	8,533 c	1,317 c	8,414 c	18,264
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To: CMAQ	80/20/0	1,315 c				1,315
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RSTP	80/20/0	210 c				210
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					Total Funds: 48,715
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Description:

TIP Grouping project for Construction: Rail

TIP ID: 6306	Agency ID:	Title: Rail Construction	Complete:	Total Cost:	\$220
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Facility: AC	90/10/0	5 c				5
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From:					
To:	Total Funds: 5				

Description: Grouped Rail Construction Projects

TIP Grouping project for Transit Access

TIP ID: 6333	Agency ID:	Title: Transit : Access	Complete:	Total Cost:	\$22,500
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Facility: AC	85/15/0	14,255 c				14,255
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From:						
To: AC Conversion	80/20/0	5,249 c				5,249

					Total Funds: 19,504
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Description:

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
TIP Grouping project for Transit Amenities										
TIP ID: 6328	Agency ID:	Title: Aminities					Complete:	Total Cost:	\$9,364	
Facility:	AC	80/20/0	4,700 c							4,700
From:										
To:	AC Conversion	90/10/0			2,222 c	958 c	524 c	3,704		
	CMAQ	85/15/0	2,374 c							2,374
									Total Funds: 10,778	

Description:

Transit: Engineering										
TIP ID: 6329	Agency ID:	Title: Transit Engineering					Complete:	Total Cost:	\$500	
Facility:	RSTP	80/20/0	500 a							500
From:										
To:										
									Total Funds: 500	

Description:

Transit: Ridesharing										
TIP ID: 6330	Agency ID:	Title: Transit Ridesharing					Complete:	Total Cost:	\$20,431	
Facility:	AC	80/20/0	20,554 a							20,554
From:										
To:	AC Conversion	85/15/0			4,739 a	4,850 a	4,917 a	14,506		
	CMAQ	80/20/0	5,143 a							5,143
									Total Funds: 40,203	

Description:

VRE - Administration / Studies / Training										
TIP ID: 4802	Agency ID: VRE0002	Title: Fare Collection System/Comm. Improvements					Complete: 2030	Total Cost:	\$18,728	
Facility:	Sect. 5309	80/20/0	1,800 c							1,800
From: Systemwide										
To:										
									Total Funds: 1,800	

Description: Ongoing maintenance of the fare collection equipment and the next generation of fare equipment. Fare Collection III

TIP ID: 4277	Agency ID: VRE0003	Title: Security Enhancements Systemwide					Complete: 2040	Total Cost:	\$2,100	
Facility:	Sect. 5307	80/20/0	200 c	100 c	100 c	100 c	100 c	100 c	600	
From: Systemwide										
To:										
									Total Funds: 600	

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

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
TIP ID: 4489 Agency ID: VRE0008 Title: Grant and Project Management			Complete:		Total Cost:		\$2,450			
Facility: System Wide	Sect. 5307	80/20/0	1,246 a	650 a	650 a	650 a	650 a	650 a	650 a	3,900
From: Northern Virginia										
To:										
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.									Total Funds: 3,900	

VRE - Rolling Stock Acquisition

TIP ID: 4818 Agency ID: VRE0001 Title: Rolling Stock Modifications and Overhauls			Complete:		Total Cost:		\$35,765			
Facility:	Sect. 5307	80/16/4	483 c							
From: Systemwide										
To:	Sect. 5309	80/16/4	2,283 c							
	Sect. 5337 - SGR	80/10/10	4,900 c	2,000 c						2,000
									Total Funds: 2,000	

Description: Technological developments and safety mandates from the Federal Railroad Administration (FRA), may require ongoing improvements to the VRE fleet. 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: 4534 Agency ID: VRE0009 Title: Rolling Stock Acquisition			Complete:		Total Cost:		\$58,761			
Facility: VRE Rolling Stock	Sect. 5307	80/20/0	3,574 c							
From: Systemwide										
To:	Sect. 5307	80/10/10	6,545 c	5,750 c	4,675 c	4,675 c	4,675 c	4,675 c	4,675 c	29,125
	Sect. 5309-FG	80/20/0	5,135 c							
	Sect. 5337 - SGR	80/10/10	13,793 c	4,146 c	1,931 c	1,931 c	1,931 c	1,931 c	1,931 c	13,801
									Total Funds: 42,926	

Description: VRE has purchased from Sumitomo 11 cab cars (base order), 50 cab and trailers (option order) and an additional 10 cars. In addition, VRE has contracted with Motive Power for 25 locomotives and will be adding additional as funding becomes available. This project includes funding plus a new procurement of up to 42 railcars. for debt service of the rolling stock, spec development and construction oversight.,plus a new procurement of up to 42 railcars.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
VRE - Stations and Facilities										
TIP ID: 6404	Agency ID:	Title: VRE Stations and Facilities	Complete:				Total Cost:			
Facility: AC	80/20/0		950 c						950	
From: AC	90/10/0	24,089 c								
To: AC Conversion	80/15/0			3,823 c	4,923 c				8,746	
	CMAQ	80/20/0	20,912 c						20,912	
Total Funds:									30,608	

Description: Additions of 2nd platforms, signage, related improvements at various VRE stations

TIP ID: 6320	Agency ID: T10671	Title: VRE Rippon Platforms	Complete:				Total Cost: \$10,890			
Facility: US 1	AC	100/0/0			3,034 c				3,034	
From: Farm Creek Drive	AC Conversion	80/20/0				1 c			1	
To: Rippon Blvd.	CMAQ	80/20/0	2,100 a		5,755 c				7,855	
Total Funds:									10,890	

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 desing and construction of a second, 650 platform, canopy and elevator.

TIP ID: 4310	Agency ID: VRE0011	Title: VRE Stations and Facilities	Complete:				Total Cost: \$4,612			
Facility: VRE Stations and Facilities	Sect. 5307	80/20/0	100 c	107 c	107 c	107 c	107 c	107 c	107 c	642
From: Districtwide	Sect. 5309	80/20/0	500 c							
To: Sect. 5337 - SGR	80/10/10	500 c	1,346 c	946 c	946 c	946 c	946 c	946 c	946 c	6,076
Total Funds:									6,718	

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 including Fredericksburg, Leeland Road, Brooke, Manassas, Manassas Park, Woodbridge, Rippon, Rolling Road, Broad Run, Burke and other stations to be determined.

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

	Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
VRE - Tracks and Storage Yards											
TIP ID: 4070	Agency ID: VRE0007	Title: Storage Yards Improvements					Complete: 2030	Total Cost: \$44,801			
Facility:	Sect. 5307	80/10/10	5,626 c	2,422 c	5,261 c	4,636 c	4,636 c			16,955	
From: Systemwide											
To:	Sect. 5309	80/10/10	262 c								
	Sect. 5337 - SGR	80/10/10	5,497 c	17,099 c						17,099	
Total Funds:										34,054	

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.

VRE Track Lease Improvements											
TIP ID: 5489	Agency ID: VRE0012	Title: VRE Track Lease Improvements					Complete:	Total Cost: \$229,971			
Facility: VRE Track	STP	80/10/10	28,560 c	15,603 c	15,748 c	16,378 c	17,033 c			64,762	
From: NoVA and District of Columbia											
To:											
Total Funds:										64,762	

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.

Appendix A: Grouping of Projects in Northern Virginia TIP

Grouping of projects allows flexibility and reduces paperwork for programming minor projects. For air quality non-attainment/maintenance areas, only those projects that are exempt from conformity requirements may be grouped. Projects eligible for a Categorical Exclusion (CE) may be grouped by function, work type, and/or geographic area. If a project cannot qualify for a CE or be considered exempt from air quality conformity, then it must be individually listed.

In the previous pages there are TIP group listings for projects administered by the Federal Highway Administration and the Federal Transit Administration, each with seven TIP project groupings. This appendix lists the projects with their estimated cost that could be programmed in each group.

Pages	Grouping	Title
V-37	Bridge Rehabilitation/Replacement/Reconstruction (CN)	Includes bridge construction projects such as: bridge or drainage structure rehabilitation, reconstruction or replacement when said work is on or adjacent to the same alignment.
V-38	Fail (CN)	Includes projects for rail/highway grade crossing improvements, regardless of funding source. Examples include: improvements to warning devices, crossing surfaces, construction of grade separation to replace existing at-grade railroad crossings at the same location.
V-39	Safety/ITS/Operational Improvements (CN)	Group would include safety improvement projects such as: those qualifying for HES/HSIP funding, shoulder improvements, increasing sight distance, traffic control devices, guardrails, median barriers, pavement resurfacing/rehabilitation, pavement marking, fencing, lighting improvements, intersection channelization signalization reconfiguration projects, traffic calming, improvements to crossovers or clear zones, addition/extension of turn lanes, extension of acceleration/deceleration lanes, drainage improvements, etc. Group would also include reconstruction or widening on or adjacent to same alignment, improvements to and modernization of rest areas, toll facilities, and weigh stations; ITS activities; or traffic operations improvement projects; etc.
V-66	Transportation Enhancement Byway Other Non-traditional Transportation Projects (CN)	Includes projects with scopes of work eligible for funding under the transportation enhancement program national scenic byway programs, regardless of funding source. Examples include: construction of interpretive pull-offs and overlooks; rehabilitation/restoration/reconstruction of historic buildings; tourist and welcome centers; transportation museums; pedestrian/bicycle facilities; parking facilities; wildflower plantings.

- V-74 ~~XXXXXX~~ **Preventive Maintenance and System Preservation (MT)** - Includes the following example of eligible work: Area wide programs for cleaning of drainage facilities, corrosion protection activities, and highway sign face cleaning; Any corrective, restorative, resurfacing, or rehabilitative/reconstruction of highway pavement which extends the service life of the pavement; Retrofitting of dowel bars; and Shoulder pulling and wedging for pavement edge drop-off mitigation.
- V-74 ~~XXXXXX~~ **Preventive Maintenance for Bridges (MT)** - Includes the eligible bridge activities outlined in the December 20, 2005 memorandum (i.e. seal/replace/reconstruction of joints, deck overlays, painting, cathodic protection, debris removal, retrofit of fracture critical members and fatigue prone details, and some concrete repairs). Includes bridge safety inspections.
- V-74 **Traffic and Safety Operations (MT)** - Includes signs, traffic signals, pavement markings and markers, guardrail, replacement/preventive maintenance of roadway lighting, maintenance replacement upgrade of traffic calming devices, etc.
- V-74 ~~XXXXXX~~ **Transit Access** - Bicycle and pedestrian facilities
- V-74 ~~XXXXXX~~ **Transit Amenities** - Construction of small passenger shelters and information kiosks; plantings, landscaping, fencing, lighting improvements, sign removal, etc.
- V-75 ~~XXXXXX~~ **Transit Engineering** - Engineering to assess social, economic, and environmental effects of proposed action or alternatives
- V-75 ~~XXXXXX~~ **Transit Ridesharing** - Continuation of ride-sharing and van-pooling promotion activities at current levels
- V-75 ~~XXXXXX~~ **Transit Vehicles** - Purchase/lease of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet; rehabilitation of transit vehicles; and the purchase of support vehicles. Also includes the purchase of operating equipment for vehicles (e.g. radios, fareboxes, lifts, etc.).

Appendix A

Projects by Grouping

Northern Virginia MPO

Construction : Bridge Rehabilitation/Replacement/Reconstruction

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	17071	Alexandria RTE 95 - SECURING OF CONSULTANT FROM: MANAGEMENT, COORDINATION, SCHEDULING, ADMINISTRATION TO: AND COMMUNITY RELATIONS AT	0095	\$159,699,667
Primary	82135	Fairfax County Bridge Decks Replacement and Widening of Route 7 over DATR FROM: 0.564 Mile West of Tyco Road TO: 0.134 Mile West of Tyco Road (0.2600 MI)	0007	\$20,547,944
Primary	82131	Arlington County MAJOR BRIDGE REHABILITATION ON WASHINGTON BLVD/RT 27 @RT 110 FROM: 0.50 mi north of Columbia Pike TO: 0.60 mi to the interesectionewith Rte 12- Memorial Dr (0.2400 MI)	0027	\$20,052,369
Primary	77322	Fairfax County RTE 29 - BRIDGE REPLACEMENT OVER LITTLE ROCKY RUN FROM: 0.2 mi East of Pickwick Road (Mile Marker 229.2) TO: Union Mill Road (Mile Marker 229.6) (0.3600 MI)	LEE HIGHWAY (0029)	\$18,340,699
Primary	18860	Arlington County BRIDGE REPLACEMENT @ GLEBE RD/RT 120 & RT 50 IN ARLINGTON CO FROM: 0.07 MILES SOUTH ROUTE 50 TO: 0.06 MILES NORTH ROUTE 50 (0.1300 MI)	GLEBE ROAD (0120)	\$7,521,999
Primary	93805	Arlington County GLEBE RD/RT 120 & RT 50 Bridge - Interchange Improv FROM: .14 Miles South Route 50 TO: .08 Miles North Route 50 (0.2200 MI) All funding obligated based on current allocations/estimate	GLEBE ROAD (0120)	\$580,000
Primary	92567	Fairfax County Bridge Repairs/Rehab and Overlay, Rte 123 SB over I-66 FROM: 00.57 mile from Rte 655 TO: 00.67 mile to Rte 29/50 (0.1000 MI)	CHAIN BRIDGE ROAD (0123)	\$500,000
Primary	82132	Arlington County MAJOR BRIDGE REHABILITATION AT RTE 236 OVER I-395 FROM: DECK REPLACEMENT; SUPERSTRUCTURE & SUBSTRUCTURE REPAIRS TO: ON DUKE STREET	DUKE STREET (0236)	\$11,913,194
Primary	104406	Alexandria Major Bridge Rehab at Rte 7/King St over I-395 FROM: 0.3 mi W from I-395 TO: 0.3 mi E from I-395 (0.6000 MI)	KING STREET (0395)	\$8,889,744
Secondary	95636	Arlington County Bridge Rehabilitation Carlin Springs Road at Geo Mason Dr. FROM: Carlin Springs Road TO: George Mason Dr	CARLIN SPRINGS ROAD (BR00)	\$2,538,272
Secondary	104434	Arlington County N Meade St Bridge Safety Improvement FROM: 17th Street TO: 14th Street (0.5000 MI)	N MEADE STREET/N FORT MYER DRIVE (6852)	\$5,300,000
Secondary	84385	Fairfax County BEACH MILL ROAD - RTE 603 - BR. OVER NICHOLS RUN FROM: 0.55 MI W. OF RTE 674 (SPRINGVALE RD) TO: 0.45 MI W. OF RTE 674 (SPRINGVALE RD) (0.1000 MI)	BEACH MILL ROAD (0603)	\$535,824
Secondary	103781	Fairfax County Bridge Replacement at Beach Mill Rd over Nichols Br FROM: 0.55 Mi W of Rte 674 (Springvale Rd) TO: 0.45 Mi W of Rte 674 (Springvale Rd) (0.1000 MI) All funding obligated based on current allocations/estimate	BEACH MILL ROAD (0603)	\$1,246,248

Appendix is for informational purposes only.

Secondary	82215	Fairfax County	COMPTON ROAD (0658) COMPTON RD. - RTE. 658 - BRIDGE REHAB. OVER LITTLE ROCKY RUN FROM: 0.12mi W INT Rte 8361 TO: 0.06mi E INT Rte 8617 (0.1100 MI) All funding obligated based on current allocations/estimate	\$158,950
Secondary	97219	Fairfax County	GUINEA ROAD (0651) GUINEA ROAD - ROUTE 651 - REPLACE CULVERT OVER LONG BRANCH FROM: 0.066 mi. S. of Long Branch TO: 0.047 mi. N. of Long Branch (0.1100 MI)	\$4,734,299
Secondary	102691	Fairfax County	HUNTER MILL ROAD (0674) Bridge Replacement at Hunter Mill Rd over Difficult Run FROM: 0.15 Mi S Lawyers Station Rd TO: 0.21 Mi S Lawyers Station Rd (0.0600 MI) All funding obligated based on current allocations/estimate	\$2,153,221
Secondary	76247	Fairfax County	TOWLSTON ROAD (0676) TOWLSTON RD - RT 676 - REPLACE BRIDGE OVER ROCKY RUN FROM: BRIDGE REPLACEMENT OVER ROCKY RUN TO: (0.15 MILE FROM ROUTE 738) STRUCTURE # 6137 (0.2000 MI)	\$593,000
Secondary	87728	Fairfax County	TWIN LAKES DRIVE (3546) TWIN LAKES DR BRIDGE REHABILITATION OVER JOHNNY MOORE CREEK FROM: 0.53 MILES EAST OF ROUTE 659 TO: 0.50 MILES WEST OF RTE 645 (0.0680 MI)	\$1,446,276
Secondary	84383	Fairfax County	WALKER ROAD (0681) WALKER RD - RTE 681 - REPLACE BRIDGE OVER PINEY RUN FROM: 0.3 Mi. N of Route 743 (Colvin Run Road) TO: 0.4 Mi N of Route 743 (Colvin Run Road) (0.1000 MI)	\$378,215
Secondary	82214	Fairfax County	WALNEY ROAD (0657) WALNEY RD - RT 657 - BRIDGE REHAB OVER FLATLICK BRANCH FROM: 0.42mi S INT Rte 6215 TO: 0.03mi N INT Rte 6755 (0.1000 MI)	\$833,740
Secondary	104103	Fairfax County	WALNEY ROAD (0657) WALNEY RD - RTE 657 - BRIDGE REPLACEMENT AND WIDENING - D/B FROM: .083 MI. South of Flatlick Branch TO: 0.033 MI. North of Dallas St (0.5850 MI) All funding obligated based on current allocations/estimate	\$15,014,540
Secondary	101292	Loudoun County	ARNOLD LANE & SAWMILL LANE (0685) Replace 2 Bridges on Rte 685 & Rte 686 over Piney Run FROM: 0.33 Mi W from Rte 671 on Rte 686 TO: 0.7 Mi W from Rte 671 on Rte 685	\$160,000
Secondary	99678	Loudoun County	FOREST MILLS RD (0727) Bridge Replace. Forest Mills Road Over Trib. of Crooked Run FROM: 0.00 TO: 0.00	\$2,574,556
Secondary	85428	Loudoun County	GLEEDSVILLE ROAD (0650) Reconstr. & widen existing bridge and approaches (Str.#6041) FROM: 0.12 miles south of Sycolin Creek TO: 0.10 miles north of Sycolin Creek (0.2200 MI)	\$3,123,971
Secondary	90519	Prince William County	ADEN ROAD (0646) RTE 646 - REPLACE BRIDGE OVER NORFOLK SOUTHERN RAILROAD FROM: OVER NORFOLK SOUTHERN RAILROAD TO: OVER NORFOLK SOUTHERN RAILROAD	\$5,827,654
Urban	89891	Fairfax	CHAIN BRIDGE ROAD (0123) Chain Bridge Road (Rte. 123) Bridge replacement FROM: Meadow Bridge Lane TO: Kenmore Drive	\$5,522,828
Urban	17689	Manassas	NOKESVILLE ROAD (0028) BUILD INTERCHANGE-RT 28/WELLINGTON RD&ELIMINATE @GRADE XING FROM: 0.252 MILE WEST ROUTE 674 (WELLINGTON ROAD) TO: 0.251 MILE EAST ROUTE 674 (WELLINGTON ROAD)	\$22,484,953
Construction : Bridge Rehabilitation/Replacement/Reconstruction Total				\$322,672,163

Construction : Rail

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Secondary	81072	Prince William County	RIXLEW LANE (0668)	\$0

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RTE 668 - INSTALL NO RIGHT TURN ADVANCED FLASHER
 FROM: ON WELLINGTON TO BE INTERCONNECTED WITH RAILROAD SIGNAL TO: 209 FEET NORTH OF ROUTE 674

Secondary	100434	Prince William County	RT. 821 / BETHLEHEM RD (0821)	\$220,000
Rt. 821 - Install New Flashing Lights and Gates				
FROM: .82 Mi. N Rt. 674 TO: At NSRR Crossing #714359C				
All funding obligated based on current allocations/estimate				

Construction : Rail Total \$220,000

Construction : Safety/ITS/Operational Improvements

System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	102522	Northern Virginia District-wide	VARIOUS INTERSTATES & APPROACH ROUTES (0000)	\$305,405
UPGRADE OVERHEAD GUIDE SIGNS				
FROM: NRO WIDE TO: NRO WIDE				
Interstate	105241	Arlington County	0066	\$100,000
AIR RIGHTS PILOT PROJECT LEASING AIRSPACE ABOVE I-66				
FROM: North Washington Street TO: North Lynn Street (5.0000 MI)				
All funding obligated based on current allocations/estimate				
Interstate	105364	Arlington County	0066	\$312,000
I-66 Corr Congest Improv Roslyn Tunnel Safety Improvments				
FROM: East Portal - Rosslyn Tunnel TO: West Portal - Rosslyn Tunnel (1.0000 MI)				
All funding obligated based on current allocations/estimate				
Interstate	96105	Fairfax County	I-66 (0066)	\$20,066,412
ARRA - I66 Pavement				
FROM: Rte 50 TO: I495 (5.6000 MI)				
LINK WITH UPC 97216. All funding obligated based on current allocations/estimate				
Interstate	97216	Fairfax County	I-66 (0066)	\$28,279,877
ARRA-C I66 Pavement				
FROM: Rte 50 TO: I-495 (5.6000 MI)				
LINK WITH 96105				
Interstate	97383	Fairfax County	INTERSTATE 66 (0066)	\$157,520
Upgrade Signal Hardware at Rte 7 and I-66 EB Off-Ramp				
FROM: EB Off-Ramp I-66 TO: Rte 7 Leesburg Pike				
LINK WITH UPC 86628,95496,96998,97004,97006				
Interstate	97586	Multi-jurisdictional: Northern Virginia	0066	\$2,500,000
I-66 MULTI MODAL STUDY				
FROM: Interstate 66 (DC Line) TO: Interstate 495 (Capital Beltway) (16.5000 MI)				
All funding obligated based on current allocations/estimate				
Interstate	89666	Northern Virginia District-wide	I-66 (0066)	\$142,073
I-66 Gore Areas Upgrade of Pavement Markings				
FROM: US 15 TO: Rte 110 in Arlington Co.				
LINK WITH UPC 77586,89449,89534,89657,89663,89664				
Interstate	98017	Northern Virginia District-wide	0066	\$38,566,207
I-66 Active Traffic Management Project				
FROM: I-66 MM 40 (East of US15) TO: I-66 MM 75 DC Line, Potomac River; Roosevelt Bridge (35.0000 MI)				
Interstate	90159	Fairfax County	SPRINGFIELD INTERCHANGE (0095)	\$6,500,000
I-95 Interchange Improvements Phase VIII Support				
HOV Roadways Between Routes i-95/I-395/I-495 (1.3000 MI)				
Interstate	89664	Northern Virginia District-wide	0095	\$78,481
I-95 Gore Areas Upgrade of Pavement Markings				
FROM: Russell Road TO: Route 123				
LINK WITH UPC 77586,89449,89534,89657,89663,89666				
Interstate	105378	Northern Virginia District-wide	I-95 (0095)	\$600,000
I-95 Parking Management System - PE only				
FROM: Stafford / Prince William County line TO: Washington DC (29.0000 MI)				
Interstate	94105	Prince William County	I-95 (0095)	\$40,040,647
7.05 MI Grade,Drain,Asp. Pave, Signs,Lighting & Incid.				

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FROM: 0.55 M. S. of Dumfries Road TO: 0.24 M. N. od Peince William County Pkwy
LINK WITH UPC 81412

Interstate	102578	Prince William County	TELEGRAPH ROAD (0095)	\$7,062,370
		Telegraph Road P&R access improvements FROM: 0.20 Mi South of Caton Hill Road TO: 0.37 Mi North of Caton Hill Road (0.5700 MI)		
Interstate	69132	Arlington County	0395	\$2,007,366
		RTE 395 - INCIDENT MANAGEMENT FROM: 14TH STREET BRIDGE TO: VA 7 / ALEXANDRIA CITY LIMITS All funding obligated based on current allocations/estimate		
Interstate	103590	Arlington County	I-395 (0395)	\$1,821,041
		I-395 Ramp Metering ITS Systems Upgrade FROM: Edsall Road TO: Boundary Channel Drive (8.5600 MI)		
Interstate	103591	Arlington County	I-395 (0395)	\$9,950,000
		I-395 Gate ITS Systems Upgrade FROM: Edsall Road TO: Boundary Channel Drive (8.5600 MI)		
Interstate	105363	Multi-jurisdictional: Northern Virginia	0395	\$300,000
		I-395 Corr Congest Improv upgrade ramp metering FROM: Edsall Road TO: Boundary Channel Drive ()		
Interstate	89663	Northern Virginia District-wide	0395	\$45,543
		I-395 Gore Areas Upgrade of Pavement Markings FROM: Rte 648 in Fairfax County TO: George Washington Parkway		
Interstate	105130	Fairfax County	0495	\$20,000,000
		I-495 NORTHERN SECTION SHOULDER USE FROM: South of Old Dominion Drive overpass TO: George Washington Memorial Parkway (1.8000 MI)		
Interstate	89657	Northern Virginia District-wide	0495	\$13,758
		I-495 Gore Areas Upgrade of Pavement Markings at Rte 613		
Interstate	52725	Northern Virginia District-wide	CM00	\$3,004,000
		CLEAN AIR PARTNERS (FORMERLY ENDZONE REGIONAL PUBLIC EDUCATION CAMPAIGN) All funding obligated based on current allocations/estimate		
Interstate	52726	Northern Virginia District-wide	CM00	\$4,875,025
		COMMUTER CONNECTIONS OPERATION CENTER All funding obligated based on current allocations/estimate		
Interstate	87396	Northern Virginia District-wide	CMPO	\$49,423,435
		REGION TRANSP MGMT PLAN FROM: Congestion Management Plan TO: Congestion Management Plan Parent UPC linked with Child UPC 88636		
Interstate	72835	Northern Virginia District-wide	HOVE	\$2,700,000
		HOV LANE ENFORCEMENT DISTRICTWIDE		
Interstate	61247	Northern Virginia District-wide	STC0	\$16,000,217
		ATMS SYSTEM MAINTENANCE / INTEGRATION FROM: OpenTMS / ASSIST SYSTEMS ADMN, MAINTENANCE, AND INTEGRATION TO: @ PSTOC AND THROUGHOUT		
Miscellaneous	76235	Northern Virginia District-wide		\$1,000,000
		NVTA - 2020 PLAN UPDATE		
Miscellaneous	102841	Alexandria	N BEAUREGARD, COMMONWEALTH, HOWARD AND	\$275,000
		City of Alexandria - SRTS - crossing improvements		

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FROM: Multiple TO: Multiple

Miscellaneous	97909	Fairfax County Public Safety Announcement Points (PSAP) Fairfax County Northern Region	0000	\$83,108
Miscellaneous	102848	Fairfax County Fairfax County - SRTS - Terra Centre ES - Crossing Imp. FROM: Marshall Pond Road TO: Marshall Pond Road	BURKE CENTRE PARKWAY (0000)	\$150,000
Miscellaneous	102849	Falls Church City of Falls Church - SRTS - Mt. Daniel ES - Sidewalks etc. FROM: Grove Ave TO: NCL	N WEST STREET (0000)	\$372,300
Miscellaneous	102850	Falls Church City of Falls Church - SRTS - Henderson MS - Ped safety imp. FROM: 7130 Leesburg Pike TO: 7130 Leesburg Pike	LEESBURG PIKE (0000)	\$100,000
Miscellaneous	94638	Loudoun County ARRA - Loudoun Misc.LED Signals/Ped Countdowns/Power Sources FROM: LOUDOUN COUNTY WIDE TO: LOUDOUN COUNTY WIDE Waiting Financial Closure	0000	\$414,376
Miscellaneous	102851	Manassas Park City of Manassas Park - SRTS - Manassas Park MS - Trail FROM: Industry Drive TO: Blooms Quarry Road	EUCLID AVE (0000)	\$903,000
Miscellaneous	81410	Northern Virginia District-wide DISTRICTWIDE ROADWAY SAFETY ASSESSMENT - NOVA DISTRICT FY07 HSIP PROJECT All funding obligated based on current allocations/estimate	0000	\$0
Miscellaneous	81411	Northern Virginia District-wide DISTRICTWIDE RUMBLE STRIPS - NOVA DISTRICT FY07 HSIP PROJECT	0000	\$0
Miscellaneous	81412	Northern Virginia District-wide DISTRICTWIDE SHOULDER IMPROVEMENT - NOVA DISTRICT FY07 HSIP PROJECT	0000	\$0
Miscellaneous	81414	Northern Virginia District-wide DISTRICTWIDE TRAFFIC SIGNALS AND ITS - NOVA DISTRICT FY07 HSIP PROJECT	0000	\$0
Miscellaneous	102852	Vienna Town of Vienna - SRTS - Cunningham Pk ES - Sidewalks FROM: Harmony Drive TO: Lullaby Lane	HARMONY DRIVE AND LULLABY LANE (0000)	\$300,000
Miscellaneous	90829	Fairfax County Columbia Pike Trail - Holmes Run to Powell Lane FROM: Holmes Run Stream Valley Park TO: Powell Lane (0.2500 MI)	COLUMBIA PIKE TRAIL IMPROVEMENTS (0244)	\$733,976
Miscellaneous	70632	Fairfax County TRAILS PROJECTS AT VARIOUS LOCATIONS FROM: South Lakes Drive TO: Glade Drive (0.5000 MI)	SOAPSTONE DRIVE (4720)	\$1,661,660
Miscellaneous	102556	Falls Church CITYWIDE BUS STOP IMPROVEMENTS FROM: Citywide TO: Citywide	VARIOUS (9999)	\$132,001
Miscellaneous	T6527	Northern Virginia District-wide HSIP NoVA Districtwide	9999	\$0

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Various locations

Miscellaneous	94213	Arlington County Arlington Shared-Use Path Connections FROM: 0.19 Mi. N of Army Navy Drive TO: Army Navy Drive (0.1900 MI)	JOYCE STREET (BPTO)	\$830,263
Miscellaneous	101016	Northern Virginia District-wide I-395 Bridge Corrosion Survey - Edsall Rd to Four Mile Run FROM: 0.0 Mi N Rte 648 TO: 5.0 Mi N Rte 648 (5.0000 MI) All funding obligated based on current allocations/estimate	SHIRLEY MEMORIAL HIGHWAY (BR11)	\$2,200,000
Miscellaneous	70506	Arlington County BUS SHELTERS/SAFETY ENHANCEMENTS	BS00	\$610,000
Miscellaneous	97613	Arlington County Arlington Bus Shelter Contract Various Sites - Ph2 10 Bus Shelter Sites	VARIOUS (BS00)	\$190,000
Miscellaneous	89133	Fairfax County Design and Install Bus Shelters - Annual Contract FY08/09 Purchase & Installation of Bus Shelters at Various Locations Waiting financial closure	BS00	\$610,000
Miscellaneous	70602	Northern Virginia District-wide CONGESTION RELIEF PROJ - EXTEND EXISTING DOUBLE LTL'S TYTRAN INTERSECTIONS	CRPT	\$196,667
Miscellaneous	101293	Multi-jurisdictional: Northern Virginia MATOC Annual Support FROM: A REGIONAL TRANSPORTATION COORDINATION AND TO: COMMUNICATION PROGRAM - METROPOLITAN	RTCO	\$1,826,673
Miscellaneous	99179	Arlington County Traffic Signal Optimization - Phase 6 FROM: Arlington County Wide TO: Arlington County Wide LINK WITH UPC 70625	ARLINGTON COUNTY (TS00)	\$0
Miscellaneous	70625	Northern Virginia District-wide TRAFFIC SIGNAL OPTIMIZATION FROM: Arlington County Wide TO: Arlington County Wide LINK WITH UPC 99179	ARLINGTON COUNTY (TS00)	\$544,000
Miscellaneous	87493	Arlington County Transportation System Management & Communications Plant Upgr Countywide All funding obligated based on current allocations/estimate	TSM0	\$1,010,000
Miscellaneous	94591	Arlington County ARRA TSM and Communications Plant Upgrade - PH 1 FROM: County Wide TO: County Wide LINK WITH UPC 95559	COUNTY WIDE (TSMO)	\$4,193,476
Miscellaneous	94652	Arlington County TSM Fiber Optic Plant Upgrades - PH2A Construction FROM: County Wide TO: County Wide All funding obligated based on current allocations/estimate	COUNTY WIDE (APPROX. 100 SIGNALS IN PHASE 2)	\$8,643,112
Miscellaneous	95559	Arlington County ARRA-C TSM and Communications Plant Upgrade - PH 1 FROM: Countywide TO: Countywide LINK WITH UPC 94591	COUNTYWIDE (TSMO)	\$0
Miscellaneous	101689	Arlington County TSM Fiber Optic Plant Upgrades - PH3 Construction FROM: County Wide TO: County Wide	COUNTY WIDE (APPROX. 93 SIGNALS IN PH3) (TSMO)	\$5,115,207
Miscellaneous	70752	Northern Virginia District-wide NORTHERN VIRGINIA VANPOOL INCENTIVES PROGRAM	VP00	\$1,817,300

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REGIONWIDE

Primary	72898	Arlington County	0001	\$1,946,000
		RTE 1 - BUS RAPID TRANSIT RELATD IMPR (TRF SIGNALS) FROM: ALEXANDRIA CORPORATE LIMITS TO: PENTAGON (1.8000 MI)		
Primary	67772	Fairfax County	0001	\$1,408,118
		RTE 1 - INSTALL CROSSWALKS - PE Only FROM: ROUTE 7100 TO: ROUTE 1332 (HUNTINGTON AVENUE)		
Primary	89866	Fairfax County	JEFFERSON DAVIS HIGHWAY (0001)	\$396,609
		Traffic Signal Upgrade to LED's & Install UPS FROM: Prince William County Line TO: Fairfax County Line		
Primary	94867	Fairfax County	RICHMOND HWY (0001)	\$138,480
		Upgrade Existing Signal at Richmond Hwy and Ladson Lane FROM: Richmond Hwy (Rt 1) TO: Ladson Lane (Rt 921)		
Primary	98427	Fairfax County	US 1 RICHMOND HIGHWAY (0001)	\$255,395
		Upgrade Signal and Ped Facilities on US 1 at Rt 630 FROM: SR 630 Quander Road/Fairhaven Avenue TO: SR 630 Quander Road/Fairhaven Avenue		
Primary	98753	Fairfax County	RICHMOND HIGHWAY (0001)	\$3,880,000
		PE Only - Rte 1 Install Crosswalks - Ph2 @ Various Sites FROM: Route 7100 TO: Route 1332 (Huntington Avenue) All funding obligated based on current allocations/estimate		
Primary	99054	Fairfax County	RICHMOND HWY (0001)	\$3,405,000
		Rte 1 - Install Crosswalks - RW Phase 1 FROM: 0.025 Miles North of Belford Drive TO: 0.134 Miles West of Lukens Lane		
Primary	92999	Prince William County	JEFFERSON DAVIS HWY/FULLER HEIGHTS/FULLER	\$8,542,785
		Rt.1-Fuller Heights Road-Fuller Road relocation proje. FROM: Intersection Improvements at Rt. 1 /Rt. 619 TO: Intersection Improvements at Rt. 1/Rt. 619 (0.2000 MI)		
Primary	94861	Prince William County	JEFFERSON DAVIS HIGHWAY (0001)	\$379,411
		Upgrade Existing Signal at Jeff Davis Hwy and Featherstone FROM: Jefferson Davis Highway TO: Featherstone Road		
Primary	100649	Prince William County	US 1 (0001)	\$491,970
		Construct Channelization, Ped Facilities on US 1 FROM: Prince William Pkwy/ Longview Drive TO: Prince William Pkwy/ Longview Drive		
Primary	100472	Leesburg	EAST MARKET STREET (0007)	\$5,500,000
		LEESBURG SUPPLEMENTAL PARK & RIDE FACILITY Intersection, Battlefield Parkway		
Primary	94859	Loudoun County	HARRY BRYD HWY (0007)	\$216,836
		Upgrade Existing Signal at Harry Bryd Hwy and Sterling Blvd FROM: Harry Bryd Hwy TO: Sterling Boulevard Waiting Financial Closure		
Primary	98436	Loudoun County	BUS 7 MAIN STREET (0007)	\$144,528
		Upgrd Sgnl+Ped Xing @ BUS 7 Main St & SR 722 Maple St FROM: SR 722 Maple Street TO: SR 722 Maple Street		
Primary	100700	Loudoun County	HARRY FLOOD BYRD HWY (0007)	\$371,185
		Rebld/Upgrd Existing Traf Signal @ SR 7 & Palisade/Ridgetop FROM: SR 1795 Palisade Pkwy TO: SR 1790 Ridgetop Circle (0.1300 MI)		
Primary	70587	Loudoun County	CHARLES TOWN PIKE (0009)	\$20,523,358
		TOWN OF HILLSBORO TRAFFIC CALMING MEASURES IN LOUDOUN COUNTY		

Appendix is for informational purposes only.

FROM: 0.1 Mi. N Rte. 719, Stony Point Rd TO: 0.1 Mi. S. Rte. 690, Hillsboro Rd (0.6500 MI)

All funding obligated based on current allocations/estimate

Primary	86523	Loudoun County	CHARLES TOWN PIKE (0009)	\$45,544
		Install Guardrail		
		FROM: .5 mile west of Sagle Road, Route 687 TO: .1 mile west of Sagle Road, Route 687 (0.4000 MI)		
		Waiting financial closure		
Primary	68760	Loudoun County	0015	\$11,269,158
		VILLAGE OF LUCKETTS - SAFETY IMPROVEMENTS IN LOUDOUN COUNTY		
		FROM: 0.39 MILE SOUTH LUCKETTS RD/STUMPTOWN RD (RTE 662) TO: 0.23 MILE NORTH LUCKETTS		
Primary	86333	Fairfax County	CENTREVILLE ROAD (0028)	\$4,075,943
		VA 28 SB to I-66 EB - EXTEND LEFT TURN LANES		
		FROM: 0.04 MI. South of I-66 East Ramp TO: 0.27 MI. NORTH of I-66 East Ramp (0.3130 MI)		
		Child UPC linked with Parent UPC 88639		
Primary	79275	Arlington County	LEE HWY (0029)	\$1,000,000
		PRE-EMPT SIGNALS FOR EMERG VEHICLES FALLS CHURCH TO ROSSLYN		
		FROM: FALLS CHURCH CORP. LIMIT TO: ROSSLYN METRO STATION (5.0000 MI)		
Primary	100634	Arlington County	LEE HIGHWAY (CUSTIS TRAIL) (0029)	\$298,131
		Upgrade signs, markings, crosswalks and signals on Lee Hwy		
		FROM: N. Lynn Street TO: S. Four Mile Run		
Primary	94865	Fairfax County	LEE HIGHWAY (0029)	\$217,969
		Upgrade Existing Signal at Lee Hwy and Graham Rd		
		FROM: Lee Highway (Rt 29) TO: Graham Road (Rt 1720)		
Primary	98429	Fairfax County	USS 29 LEE HIGHWAY (0029)	\$302,076
		Upgrd Sgnl+Ped Xing @ US 29 Lee Hwy & SR 699 Prosperity Av		
		FROM: SR 699 Prosperity Avenue TO: SR 699 Prosperity Avenue		
Primary	100648	Fairfax County	LEE HWY (US 29) (0029)	\$1,438,428
		Intersection improvements at Lee and Nutley		
		FROM: Lee Hwy (US 29) Mile Marker 236.958 TO: Nutley St (Rte 243) Mile Marker 237.208 (0.2500 MI)		
Primary	103465	Prince William County	PRIMARY ROUTES 29/15 AND 215 (VINT HILL ROAD)	\$500,000
		Route 29 & Buckland Area Transportation Improvement Study		
		FROM: MP 212.25 Route 29/Route 215 intersection Bev Mill Rd. TO: MP 218.87 I66/Rte.29 interchange (6.3000 MI)		
		All funding obligated based on current allocations/estimate		
Primary	96750	Arlington County	ARLINGTON BLVD (0050)	\$495,000
		Install Curb & Gutter, Sidewalks and Upgrade Signal on US 50		
		FROM: Park Drive TO: 500'away from Intersection		
Primary	96751	Arlington County	ARLINGTON BLVD (0050)	\$473,000
		Install Curb & Gutter, Sidewalk and Upgrade Signal on US 50		
		FROM: Irving Street TO: 500' away from intersection		
Primary	100640	Arlington County	ARLINGTON BLVD (0050)	\$478,000
		Redesign intersection of Arlington Blvd and Manchester		
		FROM: Arlington Blvd TO: Manchester		
Primary	90212	Fairfax County	ARLINGTON BLVD (0050)	\$155,126
		Install Roadway Lighting on Arlington Blvd		
		at Graham Road		
Primary	98428	Fairfax County	US 50 LEE JACKSON MEMORIAL HWY (0050)	\$300,000
		Upgrd Sgnl+Ped Xing @ US 50 & SR 657 Centerville/Walney Rd		
		FROM: SR 657 Centerville Rd/ Walney Rd TO: SR 657 Centerville Rd/ Walney Rd		
		Waiting Financial Closure		
Primary	68823	Loudoun County	0050	\$16,156,791
		RTE 50 - CONSTRUCT 4 ROUNDABOUTS AT GILBERTS CORNER		

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AT ROUTE 15 (1.2800 MI)

Primary	68825	Loudoun County	0050	\$7,222,410
		RTE 50 - TRAFFIC CALMING - VILLAGE OF ALDIE FROM: 0.290 MILE WEST ROUTE 734 (SNICKERSVILLE TURNPIKE) TO: 0.111 MILE EAST ROUTE 631 (NEW MOUNTAIN		
Primary	90114	Multi-jurisdictional: Northern Virginia	0066	\$1,984,403
		DMS NEW INSTALLATION ON PRIMARY LEADING TO I-66 FROM: VA 234 Business. TO: VA 110.		
Primary	52284	Arlington County	GLEBE ROAD (0120)	\$3,232,795
		RTE 120 - NORTH GLEBE ROAD PEDESTRIAN CROSSINGS FROM: FAIRFAX DRIVE TO: NORTH CARLIN SPRINGS ROAD (0.4000 MI) All funding obligated based on current allocations/estimate		
Primary	73282	Arlington County	ROUTE 120, SOUTH GLEBE ROAD (0120)	\$800,000
		RTE 120-SOUTH GLEBE ROAD/I-395 INTERCHANGE AREA IMPROVEMENTS FROM: 0.03 Mi North of Four Mile Run Drive TO: 0.03 Mi South of Four Mile Run Drive/West Glebe Rd (0.3600 MI)		
Primary	100642	Fairfax County	OX ROAD (0123)	\$321,504
		Upgrade Traffic Singal @ SR 123-Ox Rd & Burke Cntr Pkwy FROM: Burke Centre TO: Burke Centre		
Primary	105183	Northern Virginia District-wide	GEORGETOWN PIKE (0193)	\$0
		PRIMARY GUARDRAIL UPGRADES - GEORGETOWN PIKE FROM: SR 7 - Leesburg Pike TO: SR 123 - Dolley Madison Blvd (11.7900 MI) LINK WITH UPC 70657		
Primary	104554	Prince William County	VINT HILL ROAD (0215)	\$300,000
		INTERSECTION IMPROVEMENT AT VINT HILL RD AND SUDLEY MANOR DR FROM: Route 1566 (Sudley Manor Drive) TO: Route 656 (Kettle Run Road) (0.2500 MI)		
Primary	71721	Prince William County	0234	\$639,957
		RTE 234 BUS - PROVIDE SIGNALIZED CROSSWALKS AT ALL MAJOR INTERSECTIONS (2.1200 MI)		
Primary	86517	Prince William County	DUMFRIES ROAD (0234)	\$779,271
		Route 234 - Partial Intersection Reconstruction and Upgrade FROM: 0.03 Miles West of Rte. 1 TO: 0.04 Miles South of Rte. 234		
Primary	90197	Prince William County	0234	\$1,024,759
		Construct Shared Use Path to existing Country Club Dr FROM: Rt 1450 (Country Club Dr) TO: 0.25 North of Rt 1450 (COuntry Club Dr)		
Primary	93000	Prince William County	WILLIAMSON BLVD (0234)	\$820,518
		Modify Right Turn Lane on Williamson Blvd. to Business 234 FROM: NB Route 234 Business (Sudley Rd) TO: 0.06 miles East of Route 234 Business (Sudley Rd.) LINK WITH UPC 81414,89866,91946,94868,95835,95837,95838		
Primary	94868	Prince William County	SUDLEY ROAD (0234)	\$223,073
		New Signal at Bus 234 and Williamson Rd FROM: Williamson Blvd TO: Coverstone LINK WITH UPC 81414,89866,91946,93000,95835,95837,95838		
Primary	97381	Prince William County	SUDLEY ROAD (0234)	\$62,940
		Improve Signs and Markings Conspicuity on Rte 234 FROM: I-66 WB on-ramp/Vandor Lane (route F-335) TO: I-66 WB on-ramp/Vandor Lane (route F-335) LINK WITH UPC T6527,94859,94861,94863,94865,94866,94867,97671,97672,97674,97675		
Primary	97671	Prince William County	SUDLEY RD (0234)	\$189,752
		BUS 234_SR 668 signal upgrade to improve visibility & safety FROM: SR668-Rixlew Lane TO: SR 668-Rixlew Lane LINK WITH UPC'S T6527,94859,94861,94863,94865,94866,94867,97381,97672,97674,97675. Waiting Financial Closure		
Primary	97674	Prince William County	SUDLEY RD (0234)	\$200,248
		BUS234_SR 1581 signal upgrade to improve visibility & safety		

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		FROM: SR 1581-Irongate Way (South) TO: SR 1581-rongate Way (South)		
		LINK WITH UPC'S T6527,94859,94861,94863,94865,94866,94867,97381,97672,97675,97671		
Primary	93569	Fairfax County	LITTLE RIVER TPK (0236)	\$726,165
Route 236 - Install sidewalk and pedestrian crossing				
FROM: 0.024 Miles West of Route 649 TO: 0.140 Miles East of Route 649 (0.1640 MI)				
Primary	102894	Fairfax County	LITTLE RIVER TURNPIKE (0236)	\$18,000,000
INTERSECTION IMPROVEMENTS - RTE 236 AND BEAUREGARD ST				
FROM: At Intersection with TO: Beauregard Street				
Primary	104906	Fairfax County	NORTH KINGS HIGHWAY (0241)	\$900,000
Site Stabilization at N. Kings Hwy & Kathryn St				
FROM: 0.1 Mi N Rte 611 Telegraph Rd TO: 0.16 Mi N Rte 611 Telegraph Rd (0.0600 MI)				
Primary	52459	Arlington County	COLUMBIA PIKE (0244)	\$4,965,000
COLUMBIA PIKE STREETScape-S WAKEFIELD ST TO FOUR MILE RUN DR				
FROM: SOUTH WAKEFIELD STREET TO: FOUR MILE RUN DRIVE (0.4000 MI)				
All funding obligated based on current allocations/estimate				
Primary	80359	Arlington County	0244	\$1,990,000
RTE 244 - COLUMBIA PIKE MULTI-MODAL CORRIDOR IMPROVEMENTS				
FROM: FAIRFAX COUNTY LINE TO: WASHINGTON BOULEVARD (3.8000 MI)				
All funding obligated based on current allocations/estimate				
Primary	85682	Arlington County	COLUMBIA PIKE (0244)	\$3,550,000
INSTALL BUS SHELTERS, PADS & IMPROVEMENTS ON COLUMBIA PIKE				
Capital				
Primary	90199	Arlington County	COLUMBIA PIKE (0244)	\$317,259
Install Roadway Lighting on Columbia Pike				
FROM: S. Dinwiddie St TO: S Buchanan St (0.3000 MI)				
All funding obligated based on current allocations/estimate				
Primary	90200	Arlington County	COLUMBIA PIKE (0244)	\$600,528
Install Roadway Lighting on Columbia Pike				
FROM: George Mason Drive TO: Glebe Road (0.5300 MI)				
Primary	90202	Arlington County	COLUMBIA PIKE (0244)	\$691,505
Install Roadway Lighting on Columbia Pike				
FROM: Glebe Road TO: S Wayne St (0.5900 MI)				
Primary	97675	Fairfax County	COLUMBIA PIKE (0244)	\$179,076
SR 244_SR 620 signal upgrade to improve visibility & safety				
FROM: SR 620-Braddock Rd TO: SR 620-Braddock Rd				
Primary	100471	Fairfax County	COLUMBIA PIKE (0244)	\$40,000,000
Columbia Pike Streetcar Project				
FROM: Pentagon City -Arlington County TO: Skyline Drive area in Fairfax County				
Primary	81328	Fairfax County	0267	\$1,402,000
DULLES TOLL ROAD TRANSITION				
LEGAL & FINANCIAL ADVISORY SERVICES				
Primary	82839	Fairfax County	0267	\$25,000,164
FAIRFAX COUNTY DULLES CONGESTION MITIGATION PROJECTS				
FROM: TRANSIT OPS, TDM, COMMUNICATIONS, INCIDENT MGMT, MOT TO: & LNO/ITS ALONG RT 7, RT 123 &				
Primary	90213	Fairfax County	DULLES TOLL ROAD (0267)	\$652,102
Redesign intersection of Rt 267 to Rt 7100 SB				
FROM: Dulles Toll Road Ramp TO: Fairfax County Parkway SB				
All funding obligated based on current allocations/estimate				
Primary	104002	Fairfax County	FAIRFAX COUNTY PKWY (0286)	\$511,000
SR 286 Install High Tension Cable "Guardrail" in Median				

FROM: SR 7412 Walnut Branch Rd (Mile Post 21.28) TO: SR 828 Wiehle Av (Mile Post 22.60) (1.3200 MI)

All funding obligated based on current allocations/estimate

Primary	101017	Fairfax County	FRANCONIA SPRINGFIELD PKWY (0289)	\$417,825
		SR 289 (Old 7900) Upgrade & Install median Guardrail		
		FROM: MP 2.00: I-95_HOV/SR 617 Backlick Rd TO: MP 0.00: SR 286 Fairfax County Pkwy/SR 638 Rolling Rd (2.0000 MI)		
Primary	18863	Arlington County	OLD DOMINION DRI (0309)	\$1,487,000
		ARLINGTON COUNTY - SIDEWALKS/OTHER PEDESTRIAN IMPROVEMENTS		
		FROM: Lee Highway TO: Fairfax County Line (1.5000 MI)		
Primary	58599	Loudoun County	HARRY BYRD HIGHWAY (6007)	\$36,376,618
		RTE 7 - CONSTRUCT WB CLIMBING LANE		
		FROM: Route 9 (Mile Marker 32.4) TO: West Market St (Mile Marker 35.0) (2.5700 MI)		
Primary	99256	Loudoun County	HARRY BYRD HIGHWAY (6007)	\$17,680,704
		SYCOLIN ROAD OVERPASS OF ROUTE 7/15 BYPASS IN LEESBURG		
		FROM: 0.096 Mi North of Hope Parkway TO: 0.016 Mi North of Gateway Drive (0.3740 MI)		
Primary	78210	Northern Virginia District-wide	CM00	\$25,461,570
		NORTHERN VIRGINIA TERMS		
		FROM: FUNDING FOR TRANSPORTATION EMISSION REDUCTION MEASURES FOR TO: NORTHERN VIRGINIA REGION		
Primary	100638	Arlington County	WILSON BLVD, CLARENDON BLVD (CP00)	\$2,607
		Upgrade signals at five major arterials in Arlington		
		FROM: Various TO: Various		
Primary	80438	Northern Virginia District-wide	ITSO	\$0
		INSTALLATION OF CLOSED CIRCUIT TELEVISION		
		VARIOUS LOCATIONS IN TYSONS CORNER		
Primary	52472	Fairfax County	R000	\$9,184
		ACCOTINK GATEWAY CONNECTOR TRAIL		
		FROM: KING ARTHUR DRIVE TO: WAKEFIELD PARK		
Primary	105398	Northern Virginia District-wide	US 29, US 50, US 7, SC 236 (SMRT)	\$500,000
		I66 Corr Tech Adv-29, 50, 7, 236 Signal Comm Cam - Arl to 15		
		FROM: US 15 TO: DC Line		
Primary	105400	Northern Virginia District-wide	RT 28, RT 234, RT 286, RT 294 (SMRT)	\$450,000
		I66 & I95 Corr Tech Adv-28, 234, 286, 294 Signal Comm Cam -		
		FROM: I-95 TO: I-66		
Primary	105401	Northern Virginia District-wide	US 1 (SMRT)	\$400,000
		I95 Corr Tech Adv-US 1 Signal Comm Cam - Alex to Staff		
		FROM: Alexandria Line TO: Stafford Line		
Primary	77184	Northern Virginia District-wide	STOS	\$15,820,074
		NOVA SIGNAL TIMING OPTIMIZATION & SYSTEM OPERATIONS		
		NORTHERN VIRGINIA DISTRICTWIDE		
		All funding obligated based on current allocations/estimate		
Public Transportation	70761	Arlington County	9999	\$0
		RTE 9999 - ACCESS IMPROVEMENTS AT ROSSLYN METRO STATION		
		NEAR NORTH LYNN STREET & 19TH STREET		
Public Transportation	84318	Arlington County	9999	\$0
		Ballston Metrorail Station Safety/Station Access Improvemen		
		Ballston Metrorail Station Safety/Station Access Improvemen		
Secondary	82577	Arlington County	HAYES STREET (6605)	\$9,803,563

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PENTAGON CITY MULTIMODAL IMPROVE-INTERSECTION & STREETScape
FROM: ARMY NAVY DRIVE TO: 15TH STREET

Secondary	70762	Arlington County	N. LYNN STREET, CUSTIS TRAIL, & I66 EXIT-RAMP. (0029) RTE 9999 - ROSSYLN CIRCLE IMPROVEMENTS (MPO PROJECT) FROM: EB Lee Highway. N. Lynn St. At N. Lynn Street Intersection TO: WB Lee Highway. Oak Street. All funding obligated based on current allocations/estimate	\$1,000,000
Secondary	95718	Fairfax County	7100 GEC Oversight of Fairfax County Parkway Extension Project FROM: Fullerton Road TO: Rolling Road	\$2,722,000
Secondary	81293	Fairfax County	BACKLICK ROAD (0617) RTE 617 - CONSTRUCT PEDESTRIAN SIDEWALK FROM: ROUTE 1467 Cabin John Rd TO: 0.09 Miles North of ROUTE 1467 (0.0900 MI)	\$105,555
Secondary	97672	Fairfax County	BARON CAMERON AVE (0606) SR 606_SR 4725 signal upgrade to improve visibility & safety FROM: SR-4725 Village Rd TO: SR-4725 Village Rd	\$178,923
Secondary	93570	Fairfax County	BRADDOCK ROAD (0620) Mod. Signal and Add LTLs on Braddock Road FROM: Intersection at TO: Ravensworth Road Waiting financial closure	\$1,282,109
Secondary	94866	Fairfax County	BRADDOCK ROAD (0620) Upgrade Existing Signal at Braddock Road and Queensberry Ave FROM: Braddock Road (Rt 620) TO: Queensberry Ave (Rt 3247) LINK WITH UPC'S T6527,94859,94861,94863,94865,94867,97381,97671,97672,97674,97675	\$202,106
Secondary	97004	Fairfax County	BRADDOCK ROAD (0620) Upgrade trfc sgnl @ SR 620-Braddock/New Braddock & SR 659 FROM: New Braddock Road TO: Union Mill Road LINK WITH UPC 86628,95496,96998,97006,97383	\$267,236
Secondary	97673	Fairfax County	BURKE CENTER PKWY (0643) SR 643_SR 6493 signal upgrade to improve visibility & safety FROM: SR 6493-Burke Common Rd TO: SR 6493-Burke Common Rd Waiting Financial Closure	\$211,962
Secondary	98430	Fairfax County	BURKE CENTRE PKWY (0643) Upgrade Signal and Ped Facilities at SR 643 @ SR 645 FROM: Burke Lake Rd TO: Lee Chapel Rd	\$300,000
Secondary	90214	Fairfax County	DULLES TOLL ROAD (0267) Redesign intersection of Rt 267 to Rt 7100 NB FROM: NB Ramp Rt 267 TO: NB Rt 7100	\$688,719
Secondary	105288	Fairfax County	FLINT HILL ROAD (0000) FAIRFAX COUNTY - SRTS - FLINT HILL ES - INTERSECTION IMP FROM: FLINT HILL ROAD TO: VALE ROAD	\$235,000
Secondary	95496	Fairfax County	FRANCONIA ROAD (0644) Upgrade Traffic Signal at Franconia Rd and Commerce St FROM: Route 644 TO: Commerce Street/ Loisdale Rd (Route 789) LINK WITH UPC 86628,96998,97004,97006,97383. Waiting Financial Closure	\$66,991
Secondary	70590	Fairfax County	GALLOWS RD. (RTE 650) (BT00) Gallows Road ON-ROAD BIKE LANES FROM: W & OD Trail TO: Old Courthouse Rd. (Rte 677) (1.5300 MI)	\$1,356,273
Secondary	105286	Fairfax County	GRAHAM ROAD (0000) FAIRFAX COUNTY - SRTS - GRAHAM ROAD ES - CROSSING IMP. FROM: OAKLAND AVE/GRAHAM ROAD TO: OAKLAND AVE/GRAHAM ROAD (0.1000 MI)	\$165,000
Secondary	92143	Fairfax County	LEE ROAD (0661)	\$3,341,533

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12

EXTEND BOX CULVERT TO WIDEN LEE ROAD

FROM: 0.3 mile North of Int. Willard Road TO: 0.5 mile South of Int. Route 50 (0.2110 MI)

Secondary	86514	Fairfax County	LOISDALE ROAD (0789)	\$476,750
			Shift the Median to the Right for left turn Realignment FROM: Loisdale Road TO: Loisdale Court (0.1000 MI)	
Secondary	100644	Fairfax County	OLD KEENE MILL RD (RT 644) (0644)	\$408,765
			Improve sight distance at Old Keene Mill Rd & Rte 638 FROM: Old Keene Mill Rd (Rt 644) TO: Rolling Rd (Rt 638)	
Secondary	94863	Fairfax County	OLD KEENE MILL ROAD (RT 644) (0644)	\$282,144
			Upgrade Existing Signal at Old Keene Mill Rd & Carrleigh Pkwy FROM: Old Keene Mill Road TO: Carrleigh Pkwy	
Secondary	103436	Fairfax County	ROLLING ROAD (0638)	\$400,000
			Traffic Signal @ Rolling Rd (Rte 638) & Hunter Village Dr. FROM: Hunter Village Dr. TO: Hunter Village Dr.	
Secondary	103318	Fairfax County	RTE 620 - BRADDOCK ROAD (0620)	\$4,069,797
			Braddock Rd @ Pleasant Valley Rd Intersection Improvement FROM: Rte 609 Pleasant Valley Road TO: Rte 609 Pleasant Valley Road	
Secondary	98422	Fairfax County	SR 602 RESTON PKWY (0602)	\$298,639
			Upgrd Sgnl+Ped Xing @ SR 602 Reston Pkwy @ SR 4721 Glade Dr FROM: SR 4721 Glade Drive TO: SR 4721 Glade Drive	
Secondary	98425	Fairfax County	SR 602 RESTON PKWY (0602)	\$357,741
			Upgrd Sgnl+Ped Xing @ SR602 Reston Pk & SR5320 SunriseValley FROM: SR 5320 Sunrise Valley Drive TO: SR 5320 Sunrise Valley Drive	
Secondary	98442	Fairfax County	SR 608 WEST OX ROAD (0608)	\$300,000
			Upgrd Sgnl+Ped Xing @ SR 608 West Ox & SR 7435 Post Forest FROM: SR 7435 Post Forest Drive TO: SR 7435 Post Forest Drive	
Secondary	98443	Fairfax County	SR 608 WEST OX ROAD (0608)	\$321,845
			Upgrd Sgnl+Ped Xing @ SR 608 West Ox Rd & SR 7700 Fair Lakes FROM: SR 7700 Fair Lakes Pkwy TO: SR 7700 Fair Lakes Pkwy All funding obligated based on current allocations/estimate	
Secondary	96998	Fairfax County	SR 620 BRADDOCK RD (0620)	\$887,857
			Intersection improvements @ Rte. 620/7783/659 FROM: SR 620 New Braddock Rd TO: Union Mill Road Rte 659	
Secondary	97006	Fairfax County	SR 650 GALLOWES ROAD (0650)	\$246,293
			Upgrade Sgnl+Ped Xing @ SR 650 Gallows & SR 709 Woodburn FROM: SR 709 Woodburn Rd TO: SR 709 Woodburn Rd	
Secondary	72695	Fairfax County	TRAP ROAD (0676)	\$307,021
			RTE 676 - FEASIBILITY & PE FOR PED ACCESS ACROSS DAATR FROM: WOLF TRAP NATIONAL PARK ENTRANCE TO: ROUTE 675 (BEULAH ROAD) (0.7500 MI)	
Secondary	102190	Fairfax County	TRAP ROAD (0676)	\$60,000
			RTE 676 - PEDESTRIAN ACCESS ACROSS DAATR FROM: WOLF TRAP NATIONAL PARK ENTRANCE TO: ROUTE 675 (BEULAH ROAD) (0.7500 MI)	
Secondary	102105	Fairfax County	WALNEY ROAD (0657)	\$390,243
			WALNEY ROAD - RTE 657 - WIDEN TO 4 LANES FROM: 0.311Mi S. Rte 6215 (Willard Road) TO: Int. of Rte 6215 (Willard Road) (0.3110 MI)	
Secondary	98281	Fairfax County	WALNEY ROAD (ROUTE 657) (0657)	\$403,744

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		Install Traffic Signal at Int of Walney Rd. and Willard Rd. FROM: Willard Road (Route 6215) TO: Willard Road (Route 6215) All funding obligated based on current allocations/estimate		
Secondary	103735	Fairfax County	WALNEY ROAD (ROUTE 657) (0657)	\$10,000
		Create new lane on exist RW @ NE cor Walney Rd & Dallas St FROM: Dallas Street (Route 745) TO: 249 ft north of Dallas St.		
Secondary	98283	Fairfax County	WIEHLE AVENUE (ROUTE 828) (0828)	\$390,416
		Upgrade Existing Traffic Signal_Wiehle Av & Center Harbor Rd FROM: Center Harbor (Route 7410) TO: Center Harbor (Route 7410)		
Secondary	100641	Loudoun County	CASCADES PARKWAY (1794)	\$378,200
		Install Signal and Redesign Intersection at Cascades Pkwy FROM: Cascades Parkway TO: Costco Plaza All funding obligated based on current allocations/estimate		
Secondary	84358	Loudoun County	EVERGREEN MILLS ROAD (0621)	\$4,294,051
		Route 621- Intersection Improvements at Route 772 FROM: 0.17 Mi S. of Ryan Road (Route 772) TO: 0.21 Mi N. of Ryan Road (Route 772) (0.3788 MI)		
Secondary	93568	Loudoun County	GUM SPRING ROAD (0659)	\$4,476,679
		Roadway improvements including align, lane, shldr, guardrail FROM: 0.06 Miles North of Cedar Ridge Blvd (Rte 2738) TO: 0.19 Miles North of Sweetwater Lane (0.7240 MI)		
Secondary	95503	Loudoun County	PALISADE PARKWAY (1795)	\$224,427
		Install Traffic Signal at Palisade Pkwy and Southbank St FROM: Route 1795 TO: Southbank Street/ Sonoma Way Waiting Financial Closure		
Secondary	100632	Loudoun County	RYAN ROAD (0772)	\$906,355
		Ryan Road Shared Use Path FROM: 0.161 Mi East of Belmont Ridge Road TO: 0.142 Mi West of Old Ryan Road (0.6380 MI)		
Secondary	100646	Loudoun County	STERLING BLVD (RT 846) (0846)	\$65,198
		Modify Traffic Signal at Rte 846 and Rte 636 FROM: Sterling Blvd (Rt 846) TO: Shaw Rd (Rt 636)		
Secondary	70736	Northern Virginia District-wide	HUNTINGTON AVE (1332)	\$198,475
		CONGESTION RELIEF PROJECT - HUNTINGTON METRO FROM: Intersection of Route 1332 (Huntington Avenue) TO: And Route 1346 (Fenwick Drive) Waiting financial closure		
Secondary	71723	Prince William County	0641	\$1,883,339
		RTE 641 - PROVIDE HANDICAP ACCESS FROM: East of Titania Way TO: Cricket Lane (0.9350 MI)		
Secondary	81296	Prince William County	3000	\$1,332,722
		RTE 3000 - CORRECT SUPERELEVATION FROM: OCCOQUAN RIVER TO: 1.02 MILE EAST OCCOQUAN RIVER (1.0200 MI)		
Secondary	105285	Prince William County	ANTIETAM ROAD (0000)	\$300,000
		PRINCE WILLIAM COUNTY - SRTS - ANTIETAM - SIDEWALK FROM: OLD BRIDGE ROAD TO: WOODFERN COURT (0.4000 MI)		
Secondary	71465	Prince William County	BALLSFORD ROAD (0621)	\$4,519,547
		ADD LTL ON RTE. 621, RTL ON RTE. 622, AND A TS. FROM: 0.17 Miles west of Rte. 622 TO: 0.12 Miles east of Rte. 622 (0.2900 MI)		
Secondary	100702	Prince William County	DALE BLVD (RT 784) (0784)	\$547,143
		Add Exclusive Left Turn Lane (with physical separator) FROM: Dale Blvd (Rt 784) TO: Ashdale Plaza (Shopping Complex) All funding obligated based on current allocations/estimate		
Secondary	86838	Prince William County	DALE BOULEVARD (0784)	\$563,600

Appendix is for informational purposes only.

Route 784 - Extend WB left turn lanes
 At Route 2480, Benita Fitzgerald Blvd. (0.1000 MI)
 All funding obligated based on current allocations/estimate

Secondary	99403	Prince William County	LOGMILL ROAD (0701)	\$5,000,000
			Improve Vertical Curve Alignment on Logmill Rd FROM: 1232 ft West of Parnell Court TO: 86 ft East of Meader Creek Lane (0.4290 MI)	
Secondary	96510	Prince William County	OLD BRIDGE RD (0641)	\$1,464,709
			Offset left turn lanes on Old Bridge Rd (Rte 641) at Harbor FROM: 0.101 Mile West of Harbor Drive (Rte 2101) TO: 0.093 Mile East of Harbor Drive (Rte 2101) (0.1940 MI)	
Secondary	90517	Prince William County	OLD BRIDGE ROAD (0641)	\$1,739,494
			RTE 641 - CONSTRUCT SIDEWALK ON NORTH SIDE OF ROAD FROM: Cricket Lane (Rte 2217)/Dillingham Square TO: Mohican Road (0.7000 MI)	
Secondary	93513	Prince William County	OLD BRIDGE ROAD (0641)	\$798,928
			Route 641 Old Bridge Road Vertical Alignment Improvements FROM: 0.199 miles West of Colby Drive TO: 0.013 miles East of Colby Drive (0.2120 MI)	
Secondary	95835	Prince William County	OLD BRIDGE ROAD (0641)	\$39,277
			Upgrade Signal and Lighting at Elysian Dr FROM: 500 ft East of Elysain Dr TO: 500 ft West of Elysian Dr (0.2000 MI) LINK WITH UPC 81414,89866,91946,93000,94868,95837,95838	
Secondary	95837	Prince William County	OLD BRIDGE ROAD (0641)	\$444,987
			Signal Upgrade and Lighting at SC 641 and SC 2116 FROM: Clipper Drive TO: 400 ft N and S of Clipper (0.2000 MI) LINK WITH UPC 81414,89866,91946,93000,94868,95835,95838. All funding obligated based on current allocations/estimate	
Secondary	95838	Prince William County	OLD BRIDGE ROAD (0641)	\$300,654
			Upgrade SR 641 @ SR 906 Signal FROM: Occoquan Road TO: 400 ft north of Occoquan Rd	
Secondary	98375	Prince William County	OLD BRIDGE ROAD SR 641 (0641)	\$1,097,800
			SR 641 @ SR 2410 Springwoods_Extnd WB Left Ln Upgrade Signal FROM: 0.05 W. of SR 2410 Springwoods Road TO: 0.107 E. of SR 2410 Springwoods Road (0.1570 MI)	
Secondary	98377	Prince William County	OLD BRIDGE ROAD SR 641 (0641)	\$680,000
			SR 641 @ SR 2220 Hedges Dr_Install Curb Ramp,Upgrade Sgnl FROM: 0.050Mi West of SR 2220 Hedges Run Dr TO: 0.056 Mi Ease of SR 2220 Hedges Run Dr (0.1060 MI)	
Secondary	98379	Prince William County	OLD BRIDGE ROAD SR 641 (0641)	\$1,087,250
			SR 641@SR 2199 Mohican Dr_Const offset Lft Lns, Upgrade Sgnl FROM: 0.056 MI West of Mohican Road SR 2199 TO: 0.146 MI East of Mohican Road SR 2199 (0.2020 MI)	
Secondary	98374	Prince William County	OLD BRRIDGE ROAD SR 641 (0641)	\$385,000
			SR 641 @ SR 2185 Antietam_Install Ped Xings & Move Bus Stop FROM: 0.04 West of SR 2185 Antietam Road TO: 0.052 Ease of SR 2185 Antietam Road (0.0920 MI)	
Secondary	98284	Prince William County	OPTIZ BOULEVARD (ROUTE 2000) (2000)	\$264,326
			Upgrade Existing Traffic Signal at Opitz Blvd & Gideon Dr FROM: Gideon Drive (Route 2068) TO: Gideon Drive (Route 2068)	
Secondary	100650	Prince William County	PANTHER PRIDE DRIVE (9341)	\$365,000
			Panther Pride Drive Sidewalk Construst FROM: 0.22 Mile West of Jefferson Hwy TO: 0.15 Mile West of Jefferson Hwy (0.0710 MI)	
Secondary	96752	Prince William County	SIGNAL VIEW DRIVE (2590)	\$499,991
			Construct Shared Use Path on Eastside of Signal View Drive FROM: Roseberry Farm Drive TO: Manassas Drive	
Secondary	98438	Prince William County	SR 1779 POTOMAC MILLS ROAD (1779)	\$320,351

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Upgrd Sgnl_Ped Xing @ SR 1779 Potomac Mill & SR 2068 Gideon
FROM: SR 2068 Gideon Drive TO: SR 2068 Gideon Drive

Secondary	98378	Prince William County	SR 641 OLD BRIDGE ROAD (0641)	\$479,386
			SR 641 @ SR 2418 Westridge Dr_Upgrade Sgnl FROM: 0.05 MI West of SR 2418 Westridge Drive/Rockwood Lane TO: 0.05 MI East of SR 2418 Westridge Drive/Rockwood	
Secondary	98380	Prince William County	SR 641 OLD BRIDGE ROAD (0641)	\$571,000
			SR 641 @ SR 2000 Smoketown Rd_Upgrade Signal, Xing & ADA Ramps FROM: 0.055 Mi West of SR 2000 Smoketown Road TO: 0.081 Mi East of SR 2000 Smoketown Road (0.1360 MI) All funding obligated based on current allocations/estimate	
Secondary	98371	Prince William County	SR 784 DALE BLVD (0784)	\$1,802,406
			Cnstr Offset Lft Lns,Upgrd Sgnl @ SR784 & SR 2053 Lindendale FROM: 0.108 Miles West of Lindendale Road/Quate Lane TO: 0.142 Miles East of Lindendale Road/Quate Lane (0.2500 MI)	
Secondary	98372	Prince William County	SR 784 DALE BLVD (0784)	\$1,619,550
			Add Dual Lft Trns onto SR1954 from SR 784,Upgrd Sgnls FROM: 0.09 Miles West of Kaiser Court/Hillendale Road TO: 0.01 Miles East of Kaiser Court/Hillendale Road ()	
Secondary	98376	Prince William County	SR 784 DALE BLVD (0784)	\$614,439
			Upgrade Signal at SR 784 Dale & SR 2025 Delaney Rd FROM: 0.02 Miles West of SR 2025 Delaney Road TO: 0.02 Miles East of SR 2025 Delaney Road (0.4000 MI) All funding obligated based on current allocations/estimate	
Secondary	98368	Prince William County	SR 784 DALE BOULEVARD (0784)	\$252,319
			Offset Lt Trn Lanes; modify/add signal phasing & lighting FROM: 0.14 Miles W of SR 2457 Cherrydale Dr on SR 784 TO: 0.13 Miles E of SR 2457 Cherrydale Dr/Barksdale St on SR	
Secondary	98370	Prince William County	SR 784 DALE BOULEVARD (0784)	\$623,008
			Upgrade Signal to Mast Arm & Add Ped Xing SR 784 & SR 1826 FROM: 0.035 Miles West of Forestdale Ave . TO: 0.019 Miles East of Forestdale Ave . (0.0540 MI)	
Secondary	97736	Prince William County	WASHINGTON STREET (0906)	\$338,217
			Town of Occoquan Pedestrian Safety Enhancement, VA FROM: 0.03 mi North of Edgehill Drive (Mile Marker 1.7) TO: West Locust Street (Mile Marker 1.8) (0.0569 MI)	
Urban	79791	Alexandria	0000	\$550,000
			ALEXANDRIA BUS SHELTERS VARIOUS LOCATIONS THRU OUT ALEXANDRIA	
Urban	79792	Alexandria	0007	\$764,202
			REBUILD KING STREET METRO PARKING LOT AND BUS LOADING AREA FROM: AT KING STREET METRORAIL TO: STATION PARKING LOT & BUS LOADING AREA	
Urban	82842	Alexandria	CHAMBLISS STREET (U000)	\$750,000
			Holmes Run Trail Chambliss Crossing FROM: Holmes Run Trail TO: Crossing Chambliss Street	
Urban	103633	Alexandria	CITYWIDE (0000)	\$298,341
			RIDESHARING ENHANCEMENTS FROM: citywide TO: citywide All funding obligated based on current allocations/estimate	
Urban	104023	Alexandria	CITYWIDE DASH BUSES (0000)	\$650,000
			Automatic Vehicle Location (AVL) System for DASH Buses FROM: Citywide TO: Citywide All funding obligated based on current allocations/estimate	
Urban	70599	Alexandria	DUKE STREET (0236)	\$810,126
			RTE 236 - CONGESTION RELIEF PROJECT FROM: Dove Street TO: Walker Street (2.6500 MI)	
Urban	81077	Alexandria	DUKE STREET (0236)	\$810,000

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CITYWIDE SIDEWALK CONNECTIONS

FROM: Oasis Dr. (Western City Limits) TO: S. Walker St. (0.5500 MI)

Urban	95657	Alexandria	DUKE STREET (0000)	\$842,089
			Duke Street Signal Upgrades with Ped Accommodations FROM: S. Walker St. TO: N PAXton St. (0.6000 MI)	
Urban	79793	Alexandria	HOLMES RUN TRAIL (U000)	\$5,650,000
			HOLMES RUN BIKE TRAIL FROM: RIPLEY STREET TO: HOLMES RUN PARKWAY	
Urban	8645	Alexandria	KING STREET (0007)	\$14,823,508
			RTE 7 - INTERSECTION IMPROVEMENTS AT BEAUREGARD FROM: CHESTERFIELD ROAD TO: NORTH HAMPTON DRIVE (0.7000 MI)	
Urban	99712	Alexandria	KING STREET STATION	\$11,196,000
			King Street Station Pedestrian Tunnel FROM: Duke Street TO: King Street	
Urban	85380	Alexandria	SOUTH PICKETT STREET (0000)	\$120,000
			Pedestrian Improvements to Edsall Rd and S. Pickett St FROM: Intersection with TO: Edsall Road	
Urban	87185	Alexandria	SRTS	\$0
			ALEXANDRIA - SRTS - BARRETT AND MASON ES AND MISC CROSSINGS FROM: Area improvements near Barrett ES/Mason ES TO: Crossing improvements within 1/2 mile of any ES or MS Linked with UPCs: 81509,87200,87317,90190,90678,93169, 93211,93213,93393,	
Urban	82841	Alexandria	U000	\$5,361,659
			RIDESHARING ENHANCEMENTS and TDM IN ALEXANDRIA FROM: Citywide TO: Citywide	
Urban	85755	Alexandria	U000	\$210,264
			Old Cameron Run Shared Use Path Study Only FROM: Telegraph Road TO: Mount Vernon Trail All funding obligated based on current allocations/estimate	
Urban	79794	Alexandria	VARIOUS (U000)	\$2,626,558
			Dedicated Transit Corridors - Study Only FROM: CITY-WIDE TO: CITY-WIDE	
Urban	102943	Alexandria	VARIOUS (0000)	\$310,000
			PARKING TECHNOLOGIES FROM: Citywide TO: Citywide	
Urban	103932	Alexandria	VARIOUS (0000)	\$1,820,518
			ITS Integration Phase II FROM: Citywide TO: Citywide All funding obligated based on current allocations/estimate	
Urban	70580	Alexandria	VARIOUS ROUTES (U000)	\$3,148,160
			ITS INTEGRATION - including King/Braddock/Quaker inter ITS improvements City-wide traffic control devices	
Urban	85374	Alexandria	WILKES STREET (0000)	\$160,151
			Wilkes Street Bicycle Safety Improvements at Intersections FROM: Various TO: Various	
Urban	81517	Dumfries	MAIN STREET (0001)	\$2,600,000
			RTE 1 - IMPROVEMENTS TO MAIN STREET FROM: TEBBS LANE TO: CURTIS DRIVE/GRAHAM PARK ROAD	
Urban	104056	Dumfries	POSSUM POINT ROAD (9999)	\$619,000

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17

Possum Point Road Drainage Improvements
 FROM: U.S. 1 TO: Eastern Corporate Limits (1.6000 MI)

Urban	16632	Fairfax	FAIRFAX BLVD (0029)	\$21,825,000
		Intersec & Drainage Impro At Fairfax Blvd (Rte 29/50 &123)		
		FROM: 0.266 mi.West of U.S. Rte 29/50 and Rte123 Interse TO: 0.379 mi. Easet of U.S.RTe29/50 and Rte 123 Inter. (0.9690		
Urban	100389	Fairfax	FAIRFAX BLVD (0050)	\$186,000
		Incident Management Corridor Intersections Improvement Proj.		
		FROM: Kamp Washington TO: Fairfax Circle		
Urban	100462	Fairfax	FAIRFAX BOULEVARD (0050)	\$250,000
		Installation of Traffic Signal- Route 50 at Draper Drive		
		FROM: Intersection of TO: Draper Drive		
Urban	71614	Fairfax	LEE HIGHWAY (0029)	\$8,527,853
		City of Fairfax, Kamp Washington Intersection Improvements		
		AT INTERSECTION OF ROUTES 29/50 & 236 (0.2800 MI)		
Urban	100423	Fairfax	ROBERTS ROAD (0000)	\$550,000
		Roberts Road Sidewalk Improvements		
		FROM: Main Street TO: Sager Road		
Urban	96754	Fairfax	UNIVERSITY DRIVE (0000)	\$613,753
		University Drive - Streetscape		
		FROM: Armstrong Street TO: School Street		
Urban	82838	Fairfax	VARIOUS (U000)	\$565,366
		TRAFFIC SIGNAL CONTROLLER UPGRADES IN FAIRFAX CITY		
		FROM: CITY-WIDE SIGNALS TO: CITY-WIDE SIGNALS		
		All funding obligated based on current allocations/estimate		
Urban	85378	Fairfax	VARIOUS (0000)	\$134,160
		Install Video Traffic Monitoring Cameras		
		FROM: City-wide TO: City-wide		
Urban	103038	Fairfax	VARIOUS (0000)	\$237,134
		Optimization of Traffic Signals in the City of Fairfax		
		FROM: Citywide TO: Citywide		
Urban	84554	Falls Church	CITY WIDE (0000)	\$468,212
		Traffic Signal Management System		
		FROM: Various Locations TO: Various Locations		
Urban	104131	Falls Church	CITYWIDE (0000)	\$303,556
		Video Monitoring of Closed Loop System		
		FROM: Citywide TO: Citywide		
Urban	102554	Falls Church	NORTH WASHINGTON STREET (0029)	\$785,000
		INTERSECTION IMPROVEMENTS		
		FROM: N. Washington Street TO: at Gresham Place		
		All funding obligated based on current allocations/estimate		
Urban	100689	Falls Church	ROOSEVELT STREET (0000)	\$330,000
		Add Ped Crossing at signalize intersection Roosevelt St		
		FROM: Roosevelt Street TO: Roosevelt Boulevard		
Urban	102555	Falls Church	SOUTH WASHINGTON STREET (0029)	\$350,000
		SOUTH WASHINGTON STREET RW IMPROVEMENTS		
		FROM: Rosemary Lane TO: Annannadale Road		
Urban	102552	Falls Church	VARIOUS (0000)	\$270,399

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SIGNAL HEAD CONVERSION TO LED AND ADD PED SIGNALS				
FROM: Various signals TO: citywide				
All funding obligated based on current allocations/estimate				
Urban	98475	Herndon	0000	\$166,653
Alt Fueled Vehicles - Dump Truck				
All funding obligated based on current allocations/estimate				
Urban	50100	Herndon	EAST ELDEN STREET (U000)	\$22,455,583
WIDEN E ELDEN ST FROM VAN BUREN ST TO FAIRFAX COUNTY PARKWAY				
FROM: VAN BUREN STREET TO: ECL OF HERNDON (0.6000 MI)				
Urban	89889	Herndon	HERNDON PARKWAY (0606)	\$100,000
Herndon Parkway Intersections				
FROM: Town wide TO: Town wide				
All funding obligated based on current allocations/estimate				
Urban	105284	Herndon	PARK AVENUE (0000)	\$497,696
TOWN OF HERNDON - SRTS - HERNDON ES - SIDEWALKS, PED SIGNAL				
FROM: VAN BUREN ST TO: GRANT ST (0.1000 MI)				
Urban	79812	Herndon	U000	\$345,194
W & OD TRAIL CROSSING IMPROVEMENTS				
FROM: Various Intersections TO: Various Intersections				
Urban	70603	Leesburg	0773	\$1,295,231
RTE 773 - EDWARDS FERRY ROAD - CONGESTION MITIGATION PROJECT				
FROM: INTERSECTION OF ROUTE 773 WITH ROUTE 15 TO: 0.02 MILE WEST OF INTERSECTION ON ROUTE 773				
Urban	94467	Leesburg	SOUTH KING STREET (0015)	\$1,025,000
ARRA - ROW Phase for the Rte 15 Widening				
FROM: South King Street TO: Greenway Drive				
Linked with UPC: 95614. All funding obligated based on current allocations/estimate				
Urban	95614	Leesburg	SOUTH KING STREET (0015)	\$0
ARRA-C ROW Phase for the Rte 15 Widening				
FROM: Greenway Dr TO: Masons Ln (0.9000 MI)				
Linked with UPC: 94467				
Urban	102904	Manassas	9999	\$181,000
Vehicle Monitoring System				
Urban	100483	Manassas	GRANT AVENUE (0234)	\$0
Variable Messaging Boards				
FROM: ECL TO: WCL				
All funding obligated based on current allocations/estimate				
Urban	100473	Manassas	RTE. 234 (0234)	\$1,043,515
Traffic Signal Improvements				
FROM: Dumfries Rd./Hastings Dr. Grant/Byrd-Bartow TO: Hastings Dr./Battlefield Dr.				
Urban	96719	Manassas	SUDLEY ROAD (0234)	\$418,000
Signal Improvements & Synchronization -Manassas				
FROM: North Corporate limit TO: Digges Road (0.7800 MI)				
Urban	82843	Manassas	U000	\$390,848
MANASSAS INCIDENT MANAGEMENT VARIABLE MESSAGE BOARDS				
NEW FY07 RSTP PROJECT				
Urban	76683	Manassas Park	MANASSAS DRIVE (U000)	\$2,329,650
INTERSECTION IMPROVEMENTS ON MANASSAS DRIVE				
AT EUCLID AVENUE				
Urban	94613	Manassas Park	MANASSAS DRIVE (0000)	\$300,000

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ARRA - ROW Phase - Intersection Improvements on Manassas Dr.
at Euclid Ave
All funding obligated based on current allocations/estimate

Urban	77170	Purcellville	0007	\$1,130,000
Purcellville - North 21st St Sidewalk Improv FROM: 100' Southeast of Branbury Glen Court TO: 100' Northwest of N 23rd Street (0.2800 MI) All funding obligated based on current allocations/estimate				
Urban	70578	Purcellville	MAIN STREET (0007)	\$10,188,000
INTERSECTION IMPROVEMENTS @ MAIN ST & MAPLE AVE-PURCELLVILLE At the intersection of Main Street and Maple Avenue				
Urban	105283	Vienna	COTTAGE ST (0000)	\$241,500
TOWN OF VIENNA - SRTS - VIENNA ES - SIDEWALKS, XWALKS, ADA FROM: LOCUST ST TO: MOORE ST (0.4000 MI)				
Urban	16634	Vienna	COTTAGE STREET (6925)	\$2,472,226
COTTAGE STREET RECONSTRUCTION, TOWN OF VIENNA FROM: WALKER STREET TO: PATRICK STREET (0.3250 MI) All funding obligated based on current allocations/estimate				
Urban	77402	Vienna	MAPLE AVENUE (0123)	\$1,167,475
RTE 123 - MAPLE AVENUE IMPROVEMENTS FROM: Lawyers Road TO: Western Town Limit (0.6400 MI)				
Urban	103851	Vienna	MAPLE AVENUE (0123)	\$621,000
Maple Avenue Streetscape Improvements PH II FROM: Lawyers Road TO: Western Town Limit (0.6400 MI)				
Urban	103858	Vienna	NUTLEY STREET (0243)	\$519,000
Traffic Signal Reconstruction - Nutley Street FROM: at Courthouse Road TO: at Courthouse Road				
Urban	95412	Vienna	VARIOUS (0000)	\$226,253
Design Signal Equipment (PE Only) FROM: Various TO: Various All funding obligated based on current allocations/estimate				

Construction : Safety/ITS/Operational Improvements Total \$798,107,234

Construction : Transportation Enhancement/Byway/Non-Traditional

System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Enhancement	97836	Arlington County	0110	\$572,500
Construction of a paved multi-use trail along Rte. 110 FROM: NORTH PENTAGON PARKING LOT TO: Memorial Bridge				
Enhancement	94683	Fairfax County	GUNSTON ROAD (0242)	\$0
Mason Neck Trail - C502 Phase II construction of the trail FROM: Entrance to Pohick Bay Drive (Rte. 721) TO: 300 ft. west of entrance to Gunston Hall Plantation (0.4000 MI) LINK WITH 50111,103305				
Enhancement	70318	Fairfax County	COLUMBIA PIKE STREETScape (0244)	\$461,250
COLUMBIA PIKE/JOHN MARR DRIVE STREETScape FROM: Backlick Road (Rte 617) TO: John Marr Dr. (Rte 2948) (0.4000 MI)				
Enhancement	103594	Fairfax County	OLD DOMINION DRIVE (0309)	\$150,000
McLean Gateway on Old Dominion Drive FROM: Old Dominion Drive TO: 500 ft. east of Longfellow St (Rte 1809) (0.1000 MI)				
Enhancement	15156	Arlington County	BPT1	\$345,684
FOUR MILE RUN TRAIL-SURVEY, ENGINEERING, FINAL PLAN & PERMIT FROM: PREPARATION & RW ACQUISITION FOR A 0.5 MILE LONG BICYCLE/ TO: PEDESTRIAN TRAIL W/ GRADE Waiting Financial Closure				
Enhancement	103275	Occoquan	EN00	\$0
Occoquan Riverfront Access Extension				

FROM: Riverfront Boardwalk and TO: Floating Docks

Enhancement	60035	Alexandria	EISENHOWER AVE. (EN01)	\$144,773
			IMPROVEMENTS AND EXPANSION OF EISENHOWER AVE MULTI-USE TRAIL FROM: CITY OF ALEXANDRIA DEPARTMENT OF RECREATION, PARKS AND TO: CULTURAL ACTIVITIES	
Enhancement	94586	Alexandria	EN01	\$750,000
			ARRA - Eisenhower Avenue Trail - Phase 1A / C502 FROM: South side of Eisenhower Avenue / under bridge TO: To North side of Eisenhower Avenue Waiting Financial Closure	
Enhancement	95558	Alexandria	EN01	\$0
			ARRA-C - Eisenhower Avenue Trail - Phase 1A / C502 FROM: Southside of Eisenhower Avenue/under bridge TO: Northside of Eisenhower Avenue	
Enhancement	90353	Quantico	EN01	\$0
			Potomac Avenue streetscape improvements FROM: Potomac Avenue TO: Potomac Avenue All funding obligated based on current allocations/estimate	
Enhancement	63584	Loudoun County	EN02	\$250,000
			LOUDOUN COUNTY - OATLANDS SCENIC VISTAS ACQUISITION OF SCENIC VISTAS ADJACENT TO OATLANDS PLANTATION	
Enhancement	94590	Herndon	EN03	\$960,000
			ARRA - Herndon Streetscape Utility Relocation Waiting Financial Closure	
Enhancement	75274	Arlington County	MEADE ST. (EN04)	\$110,594
			MEADE STREET - ARLINGTON BLVD BRIDGE PEDESTRIAN IMPROVEMENTS FROM: Intx w/ Fairfax Dr. TO: U.S. Marine Corps Memorial (0.3000 MI)	
Enhancement	78237	Arlington County	EN05	\$150,000
			ARLINGTON METRO STATION BICYCLE PARKING FROM: INSTALLATION AND REPLACEMENT OF BICYCLE LOCKERS AT TO: VARIOUS METRO LOCATIONS	
Enhancement	78239	Fairfax	EN05	\$157,560
			HISTORIC BLENHEIM ESTATE - City of Fairfax FROM: PRESERVATION, REHABILITATION AND CONVERSION OF THE TO: HISTORIC BLENHEIM ESTATE	
Enhancement	78240	Loudoun County	EN05	\$500,000
			LOUDOUN COUNTY - E. E. LAKES GENERAL STORE VISITOR CENTER FROM: REHABILITATION OF THE E. E. LAKES GENERAL STORE FOR USE AS TO: A VISITOR CENTER	
Enhancement	81771	Prince William County	EN06	\$0
			ARRA-C SEMPER FIDELIS MEMORIAL PARK TRAILS FROM: CONSTRUCTION OF PEDESTRIAN PATHWAYS AT THE NATIONAL TO: MUSEUM OF MARINE CORPS AND Link with UPC: 93206	
Enhancement	81772	Prince William County	EN06	\$183,750
			PRINCE WILLIAM COUNTY - SURVEY OF HISTORIC ROAD AT BUCKLAND FROM: ARCHAEOLOGY OF THE ROADS AND ROADHOUSES OF BUCKLAND, TO: INSTALLATION OF INTERPRETIVE	
Enhancement	93206	Prince William County	EN06	\$500,000
			ARRA - Semper Fidelis Memorial Park Trails Linked with UPC: 81771. Waiting financial closure	
Enhancement	87450	Arlington County	EN07	\$500,000
			Arlington County - Bicycle/Ped bridge over Four Mile Run FROM: Bicycle/Pedestrian Bridge over Four Mile Run TO: connecting Arlington Co. and City of Alexandria	
Enhancement	91245	Loudoun County	VILLAGE OF WATERFORD (EN08)	\$234,500
			Stabilization of Mill structure & bldg access improvements	

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Enhancement	94286	Fairfax County Fairfax County Civil War Bicycle Tour FROM: NA TO: NA	VARIOUS ROADS THROUGHOUT WEST CENTRAL	\$130,000
Enhancement	94287	Fairfax County Fairfax Lorton Cross County Trail FROM: Occoquan Regional Park TO: Laurel Hill Greenway	EN09	\$1,565,000
Enhancement	97837	Fairfax County Pohick Stream Valley Trail - Phase I FROM: Burke Lake Road (Rte 645) TO: Burke Rd (Rte 652) trail to Rolling Rd. VRE Station (0.8000 MI)	POHICK STREAM VALLEY TRAIL (EN10)	\$1,045,000
Enhancement	97838	Loudoun County Landscaping along Va. Scenic Byways / Waterford "Old School"	EN10	\$88,750
Enhancement	103595	Arlington County Potomac Yard - Four Mile Run Trail Connection FROM: Potomac Yards TO: At Four Mile Run All funding obligated based on current allocations/estimate	EN12	\$250,000
Enhancement	103596	Loudoun County Gilbert's Corner - Aldie Battlefield Land Acquisition	EN12	\$1,590,000
Enhancement	103593	Vienna Vienna Train Station - Pedestrian Safety Improvements FROM: Historic Vienna Trail Station TO: Mill St. N.E.	AYR HILL DRIVE & DOMINION RD, N.E. (EN12)	\$415,000
Enhancement	105295	Arlington County ROSSLYN-BALLSTON CORRIDOR ACCESSIBILITY IMPROVEMENTS, PH 1 FROM: Various TO: Various	MULTIPLE STREETS (EN13)	\$225,000
Enhancement	105292	Fairfax MASON TO METRO BICYCLE ROUTE FROM: George Mason University TO: Vienna/Fairfax-GMU Metrorail Station	MULTIPLE STREETS (EN13)	\$50,000
Enhancement	105266	Fairfax County RESTON BIKESHARE INFRASTRUCTURE SUPPORT FROM: Multiple Locations in Reston TO: Multiple Locations in Reston	MULTIPLE LOCATIONS (EN13)	\$500,000
Enhancement	105243	Prince William County Powells Creek Ped. Footbridge and Sidewalk FROM: Route 1 at Powells Creek Boulevard TO: Route 1 just north of Powells Creek (0.1300 MI)	JEFFERSON DAVIS HIGHWAY (EN13)	\$710,000
Enhancement	13776	Arlington County COLUMBIA PIKE/PENTAGON TRAIL FROM: 1.2 MILE 8-FOOT WIDE BICYCLE & PEDESTRIAN PATHS UTILIZING TO: OFF-ROAD TRAILS, SIDE ROADS, &	EN93	\$28,959
Enhancement	16087	Loudoun County MOUNT ZION CHURCH STABILIZATION FROM: PLAN, DESIGN & STABILIZE HISTORIC STRUCTURE, A LANDMARK TO: FOR BOTH FEDERAL & CONFEDERATE	EN95	\$466,500
Enhancement	17601	Lovettsville LOVETTSVILLE SHARED USE PATH FROM: 0.64 Miles South of Hammond Drive TO: Hammond Drive (0.6440 MI)	EN97	\$1,787,339
Enhancement	86354	Fairfax County McLean Streetscape - Phase II streetscape demonstration C502	CHAIN BRIDGE ROAD (EN98)	\$0

Appendix is for informational purposes only.

LINK WITH UPC 50110				
Enhancement	103305	Fairfax County	MASON NECK TRAIL, PHASE 2B (EN98)	\$0
Mason Neck Trail - C503 Phase 2B FROM: Pohick Bay Drive, Rte 721 (Ent. Pohick Bay Reg Park) TO: Ent. to Pohick Bay Reg Park Golf Course (1.9000 MI) LINK WITH UPC'S 50111,94683				
Enhancement	52043	Prince William County	EN99	\$747,000
PRINCE WILLIAM COUNTY - TURN THE MILL AROUND CAMPAIGN FROM: TO PRESERVE AND RESTORE THE STONE WALLS AND ENVIRONS OF TO: BEVERLEY MILL				
Enhancement	94462	Prince William County	EN99	\$0
Beverley Mill - C502 Site Improvements Waiting financial closure				
Interstate	91084	Fairfax County	CAPITAL BELTWAY - TMP - INCIDENT MGMT (0495)	\$0
Capital Beltway - TMP - Incident Management (IM) FROM: Capital Beltway - TMP - Incident Mgmt TO: Capital Beltway - TMP - Incident Mgmt LINK WITH UPC 68805,87771,91085,91086,91087				
Interstate	91085	Fairfax County	CAPITAL BELTWAY - TMP - TRANSIT (0495)	\$0
Capital Beltway - TMP - Transit FROM: Capital Beltway - TMP - Transit TO: Capital Beltway - TMP - Transit				
Interstate	91086	Fairfax County	CAPITAL BELTWAY - TMP - COMMUNICATIONS (0495)	\$0
Capital Beltway - TMP - Communications FROM: Capital Beltway - TMP - Communications TO: Capital Beltway - TMP - Communications				
Interstate	91087	Fairfax County	CAPITAL BELTWAY - TMP - LOCAL NETWORK	\$0
Capital Beltway - TMP - Local Network Operations - LNO FROM: Capital Beltway - TMP - Local Network Operations - LNO TO: Capital Beltway - TMP - Local Network Operations - LNO LINK WITH UPC 87771,91084,91085,91086				
Miscellaneous	93578	Prince William County	PRINCE WILLIAM PKWY (3000)	\$309,916
Install sidewalk and Ped Crossing on Prince William Pkwy FROM: 0.0371 MI.E OF Caton Hill Road Intersection-RTE 639 TO: 0.0174 MI.E OF Horner Corner Commuter Parking Lot				
Miscellaneous	99518	Arlington County	WASHINGTON BOULEVARD (CBS0)	\$2,387,500
Bikesharing Capital & Operations - Rosslyn-Ballston Corr. FROM: Various Locations TO: Clarendon Boulevard All funding obligated based on current allocations/estimate				
Miscellaneous	80434	Northern Virginia District-wide	POTOMAC HERITAGE NATIONAL SCENIC TRAIL (SLEN)	\$895,564
NORTHERN VA POTOMAC HERITAGE NATIONAL SCENIC TRAIL FY07 SAFETEA-LU EARMARK PROJECT				
Primary	96734	Dumfries	JEFFERSON DAVIS HIGHWAY (0001)	\$750,000
Multi-modal Enhancements - Dumfries FROM: Route 234 TO: Mainstreet (0.4300 MI)				
Primary	78241	Falls Church	BROAD STREET (0007)	\$231,250
CITY OF FALLS CHURCH - STREETSCAPING FROM: STREETSCAPING ALONG WEST BROAD ST. FROM CHANEL TERRACE TO: TO LEE ST. AND FROM VA. AVE.				
Primary	56454	Loudoun County	LOUDOUN STREET EAST (0007)	\$1,801,500
CONSTRUCTION OF 3.2 MILES OF MULTI-USE TRAIL FROM: Int. Rte 719 in Round Hill TO: Franklin Park (1.0100 MI)				
Primary	102935	Loudoun County	LEESBURG PIKE (0007)	\$10,000,000
Route 7 Bicycle and Pedestrian Bridge FROM: South Side of Route 7 in Vicinity of Dulles Town Center TO: North Side of route 7 in vVicinity of Int. of Rte 7/Countrysi				
Primary	70317	Arlington County	0050	\$687,500
ARLINGTON BOULEVARD TRAIL IMPROVEMENTS				

Appendix is for informational purposes only.

FROM: DESIGN A SHARED USE TRAIL BETWEEN PERSHING & TO: PIKE AND IMPROVEMENTS TO

All funding obligated based on current allocations/estimate

Primary	58601	Fairfax County	0050	\$5,701,745
		RTE 50 - PEDESTRIAN IMPROVEMENTS FROM: JAGUAR TRAIL TO: SEVEN CORNERS		
Primary	64766	Haymarket	WASHINGTON STREET (0055)	\$0
		Route 55 - Washington Street- Streetscape FROM: MADISON STREET TO: 0.093 MILES EAST OF ST. PAUL DRIVE (0.2140 MI) LINK WITH UPC 16637		
Primary	97735	Prince William County	WASHINGTON STREET (0055)	\$499,915
		Town of Haymarket Pedestrian Connections, VA FROM: Town of Haymarket TO: Town of Haymarket		
Primary	58598	Arlington County	0110	\$400,000
		RTE 110 - SOUTH BIKE TRAIL FROM: NORTH PENTAGON PARKING LOT TO: MEMORIAL BRIDGE All funding obligated based on current allocations/estimate		
Primary	62146	Arlington County	0120	\$72,000
		RTE 120 -XWALKS,PED SIGNLS,REFUGE AREAS,RECONST CURB CORNERS 26TH STREET & GLEBE ROAD (Route120) All funding obligated based on current allocations/estimate		
Primary	52041	Fairfax County	GEORGETOWN PIKE TRAIL (0193)	\$1,560,522
		Georgetown Pike Trail FROM: Applewood Lane TO: Innsbruck Avenue (1.2500 MI)		
Primary	56453	Fairfax County	GEORGETOWN PIKE (0193)	\$460,082
		0.086 MI. GRADE, DRAIN, SURFACE TREAT.; PARKING LOT FROM: Langley Forks Pull-off TO: ROUTE 123 DOLLY MADISON BLVD All funding obligated based on current allocations/estimate		
Primary	60337	Fairfax County	GEORGETOWN PIKE (0193)	\$493,896
		RTE 193 - GEORGETOWN PIKE MULTI-USE STONE SURFACED TRL, FROM: Falls Chase Court (Rte 10157) TO: Utterback Store Road (Rte 717) (0.3500 MI)		
Primary	93273	Loudoun County	0267	\$806,388
		Broadlands South/Moorefield Station Park & Ride Lease FROM: Broadlands South/Moorefield Station TO: Broadlands South/Moorefield Station		
Primary	63577	Fairfax County	BEULAH ROAD (0675)	\$292,975
		FAIRFAX COUNTY-NORTHRN VIENNA TRAIL-"WALK ALONG BEULAH"-PH I FROM: Meadowlark Road TO: Symphony Meadows Drive		
Primary	103262	Fairfax County	9999	\$520,000
		Tyson East Great Falls Sidewalk - CMAQ FROM: Tysons TO: Reston All funding obligated based on current allocations/estimate		
Primary	103265	Fairfax County	9999	\$344,158
		International Drive Greensboro Drive Sidewalk - CMAQ FROM: Tysons TO: Reston		
Primary	103276	Fairfax County	9999	\$120,000
		Tysons Blvd Galleria Drive Sidewalk - CMAQ FROM: Tysons TO: Reston		
Primary	103280	Fairfax County	9999	\$500,000
		Route 7 Route 123 North Sidewalk - CMAQ FROM: Tysons TO: Reston All funding obligated based on current allocations/estimate		
Primary	103281	Fairfax County	9999	\$500,000
		Route 7 Route 123 South Sidewalk - CMAQ		

		FROM: Tysons TO: Reston All funding obligated based on current allocations/estimate		
Primary	103282	Fairfax County Gosnell Road Old Courthouse Road Sidewalk - CMAQ FROM: Tysons TO: Reston	9999	\$292,161
Primary	103283	Fairfax County Gosnell Road East Sidewalk - CMAQ FROM: Tysons TO: Reston All funding obligated based on current allocations/estimate	9999	\$100,000
Primary	103284	Fairfax County Sunrise Valley Drive South - Soapstone - South Lakes - CMAQ FROM: Tysons TO: Reston	9999	\$450,000
Primary	103285	Fairfax County Sunrise Vally Drive North - Soapstone - South Lakes - CMAQ FROM: Tysons TO: Reston	9999	\$450,000
Primary	103286	Fairfax County Wiehle Ave Sunrise Valley Dr Station Entrance SW - CMAQ FROM: Tysons TO: Reston	9999	\$120,000
Primary	103294	Fairfax County Wiehle Avenue - Issac Newton Square - CMAQ FROM: Tysons TO: Reston	9999	\$100,000
Primary	104293	Fairfax County Tysons Metrorail Access Improvements FROM: Throughout rail corridor TO: Throughout rail corridor	VARIOUS ROADWAYS IN TYSONS (9999)	\$6,595,350
Primary	63578	Fairfax County CITY OF FAIRFAX - CROSS COUNTY TRAIL FROM: CONSTRUCTION OF THE CROSS COUNTY TRAIL FROM LAKE ACCONTINK TO: DAM TO HUNTER VILLAGE	EN02	\$2,228,954
Primary	63583	Loudoun County Landscaping along Sterling Boulevard FROM: LANDSCAPE IMPROVEMENTS TO: ALONG STERLING BLVD	EN02	\$237,500
Primary	65680	Loudoun County WATERFORD'S HISTORIC DISTRICT FROM: ACQUISTION OF PHILIP'S FARM PROPERTY AND CONSTRUCTION OF TO: AN INTERPRETIVE PULL-OFF	EN02	\$2,252,550
Primary	78238	Fairfax County FAIRFAX COUNTY - COLUMBIA PIKE/RTE 7 STREETSCAPING FROM: STREETSCAPE IMPROVEMENTS FROM COLUMBIA PIKE AND SEMINARY TO: ROAD ALONG THE COLUMBIA	EN05	\$262,500
Primary	81770	Fairfax County FAIRFAX COUNTY - MASON NECK PULL-OFF & INFORMATIONAL KIOSK FROM: E Side Gunston Rd (Rte 242) TO: Approx 0.25 mi S of Old Colchester Rd (Rte 611)	ON MEADOWOOD SPECIAL RECREATION AREA LAND	\$380,000
Primary	81777	Northern Virginia District-wide NOVA REGIONAL COUNCIL - BICYCLE/PEDESTRIAN GUIDE FOR CYCLISTS, PEDESTRIANS AND MOTORISTS	EN06	\$220,000
Primary	50110	Fairfax County LANDSCAPING AND PLANNING CHAIN BRIDGE ROAD LINK WITH UPC 86354	EN98	\$1,464,000
Primary	50111	Fairfax County 3 MILE TRAIL	EN98	\$1,650,000

Appendix is for informational purposes only.

		MASON NECK TRAIL LINK WITH 94683,103305		
Public Transportation	103734	Alexandria	PURCHASE DASH BUSES (0000)	\$8,500,000
		Purchase DASH Buses FROM: Purchase DASH Buses TO: Purchase DASH Buses		
Secondary	93146	Fairfax County	VARIOUS IN DULLES METRORAIL CORRIDOR (9999)	\$9,403,681
		Dulles Corridor Bicycle and Pedestrian Access - PE only FROM: Reston TO: Tyson's		
Secondary	104294	Fairfax County	VARIOUS ROADWAYS (9999)	\$6,291,000
		Reston Metrorail Access Group FROM: Reston Metro Station TO: Sunset Hills Road All funding obligated based on current allocations/estimate		
Secondary	104344	Loudoun County	0000	\$150,000
		WESTERN LOUDOUN PARK & RIDE LOTS		
Secondary	102931	Prince William County	GIDEON DRIVE (2068)	\$1,758,467
		Gideon Drive Sidewalk FROM: Dale Boulevard TO: 0.1 Mile S. of Opitz Boulevard (0.6977 MI)		
Secondary	100390	Prince William County	GLENKIRK ROAD (0675)	\$1,000,000
		Glenkirk Road Sidewalk Project FROM: Sterling Point Dr. TO: Linton Hall Road		
Secondary	102897	Prince William County	KETTLE RUN ROAD (0656)	\$2,455,414
		Kettle Run Road and Vint Hill Road Sidewalks FROM: 0.19 Mi. S of Vint hill Road TO: Int. of Vint Hill Road (0.1900 MI)		
Secondary	99519	Prince William County	PRINCE WILLIAM COUNTY PARKWAY (3000)	\$375,000
		Lease Commuter Parking Spaces-Potomac Mills/Woodbridge Area FROM: I-95 - Shirley Highway TO: Rte. 642		
Urban	96725	Alexandria	0007	\$280,000
		Bike racks on buses FROM: Bike Racks on DASH Buses TO: Citywide		
Urban	100421	Alexandria	BRADDOCK ROAD (0000)	\$1,150,000
		Braddock Road Metro Multi-modal Connections FROM: At Braddock Road Metro Station TO: At Braddock Road Metro Station		
Urban	103744	Alexandria	CITYWIDE (0000)	\$449,990
		Bicycle Sharing Initiative - FY'13 & '14 FROM: Citywide TO: Citywide All funding obligated based on current allocations/estimate		
Urban	100466	Alexandria	GEORGE WASHINGTON PARKWAY (0001)	\$250,000
		Bike Share Stations at Major Transit Stops FROM: NCL of Alexandria TO: SCL of Alexandria All funding obligated based on current allocations/estimate		
Urban	103457	Alexandria	METRORAIL STATIONS (0000)	\$130,000
		Bicycle Parking at Metrorail Stations FROM: Braddock Road Station TO: King Street Stations		
Urban	100422	Alexandria	MT. VERNON TRAIL (0001)	\$500,000
		Rebuilding Mt. Vernon Trail parallel to Abingdon Dr. FROM: Slaters Lane TO: Abingdon Dr.		
Urban	103560	Alexandria	VARIOUS (0000)	\$75,000

Appendix is for informational purposes only.

Bicycle Parking at Metrorail Stations
FROM: Metrorail Station TO: Metrorail Station

Urban	103561	Alexandria	VARIOUS (0000)	\$175,000
		Bike Share Stations at Metrorail Stations FROM: Metrorail Stations TO: Metrorail Stations		
Urban	104295	Fairfax	CHAIN BRIDGE ROAD (0123)	\$2,000,000
		RTE 123 - CHAIN BRIDGE RD PED & DRAINAGE IMPROVEMENTS FROM: North Street TO: Kenmore Drive (0.2400 MI)		
Urban	100475	Fairfax	FAIRFAX BOULEVARD (0050)	\$1,725,645
		Reconstruction of Route 50 FROM: Rebel Run Road TO: Fairfax Circle (0.6500 MI)		
Urban	102553	Falls Church	NORTH WASHINGTON STREET (0029)	\$350,000
		NORTH WASHINGTON STREET STREETSCAPE FROM: Broad Street TO: City Limits All funding obligated based on current allocations/estimate		
Urban	103632	Falls Church	ROOSEVELT STREET (0000)	\$300,000
		Roosevelt Street Sidewalk Improvements FROM: Roosevelt Blvd TO: Tuckahoe St		
Urban	102630	Falls Church	VARIOUS (9999)	\$0
		PEDESTRIAN AND BICYCLE IMPROVEMENTS Citywide		
Urban	70321	Herndon	EN03	\$3,038,750
		HISTORIC HERNDON REVITALIZATION FROM: STREETSCAPING AND PEDESTRIAN/BIKE IMPROVEMENTS WITHIN TO: THE TOWN HALL SQUARE		
Urban	104328	Herndon	HERNDON PARKWAY (U000)	\$1,500,000
		HERNDON METRORAIL INTERMODAL ACCESS IMPROVEMENTS FROM: Van Buren Street TO: 1.0 Mi. East of Van Buren Street (1.0000 MI)		
Urban	81773	Leesburg	VARIOUS LOCATIONS (EN06)	\$2,398,900
		TOWN OF LEESBURG - REPLACEMENT OF WOOD/METAL STREETLIGHTS Downtown Leesburg		
Urban	102675	Manassas	NOKESVILLE ROAD (0028)	\$141,453
		Route 28 Overpass Landscaping FROM: 0.252 MILE WEST ROUTE 674 (WELLINGTON ROAD) TO: 0.251 MILE EAST ROUTE 674 (WELLINGTON ROAD) All funding obligated based on current allocations/estimate		
Urban	81774	Purcellville	NORTH 23RD STREET (EN06)	\$3,328,700
		TOWN OF PURCELLVILLE - STREETSCAPING IMPROVEMENTS FROM: Business Route 7 (Main Street) TO: Int. North 21st Street (0.1300 MI)		
Urban	104907	Vienna	BEULAH ROAD (0000)	\$74,877
		WALK TO DOWNTOWN - BEULAH ROAD FROM: CHURCH STREET TO: 0.04 MI. SE OF CHURCH STREET		
Urban	104325	Vienna	COURTHOUSE ROAD (0000)	\$226,500
		SIDEWALKS TO METRORAIL - COURTHOUSE ROAD FROM: 0.03 MI. W OF MOOREFIELD RD TO: NUTLEY STREET (0.1000 MI)		
Urban	96717	Vienna	EAST STREET (0000)	\$119,160
		Walk to Downtown Initiative FROM: Maple Avenue TO: Church Street		
Urban	104370	Vienna	OLD COURTHOUSE ROAD NW (0000)	\$550,000

Appendix is for informational purposes only.

OLD COURTHOUSE ROAD NW IMPROVEMENTS
FROM: FAIRWAY DRIVE TO: TOWN LIMITS

Urban	104326	Vienna	TAPAWINGO RD AND COTTAGE ST (0000)	\$945,400
			SIDEWALKS TO METRORAIL - TAPAWINGO RD SW & COTTAGE ST FROM: WARE STREET SW TO: PLUM STREET SW (0.5850 MI)	
Urban	100428	Vienna	VARIOUS (0243)	\$642,510
			Sidewalks to METRORAIL - Town of Vienna FROM: Within One Mile TO: of Vienna Metrorail Station	

Construction : Transportation Enhancement/Byway/Non-Traditional Total \$111,992,532

Maintenance : Preventive Maintenance and System Preservation

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14719		Northern Virginia District-wide 0000		\$0
			STIP-MN NOVA: Preventive MN and System Preservation		

Maintenance : Preventive Maintenance and System Preservation Total \$0

Maintenance : Preventive Maintenance for Bridges

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14718		Northern Virginia District-wide 0000		\$0
			STIP-MN NOVA: Preventive MN for Bridges		

Maintenance : Preventive Maintenance for Bridges Total \$0

Maintenance : Traffic and Safety Operations

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14717		Northern Virginia District-wide 0000		\$0
			STIP-MN NOVA: Traffic and Safety Operations		

Maintenance : Traffic and Safety Operations Total \$0

Transit : Access

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Primary	T8523		Prince William County 0028		\$22,500,000
			VRE Broad Run Parking Garage FROM: Broad Run VRE Station TO: Broad Run VRE Station		

Transit : Access Total \$22,500,000

Transit : Amenities

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Primary	97678		Loudoun County DULLES GREENWAY (0267)		\$1,733,211
			Canopy for Dulles North Transit Center Rider Queuing Area FROM: At Dulles North Transit Center TO: Interchange of Dulles Greenway and Rte 606 Old Ox Road All funding obligated based on current allocations/esimate		
Public Transportation	T207		Fairfax County 0000		\$2,200,000
			Springfield Mall Transit Store FROM: Transit Store Facilities TO: Transit Store Facilities		
Public Transportation	50007		Fairfax County RTE 0050 (0050)		\$1,510,539
			SEVEN CORNERS TRANSIT TRANSFER CENTER FROM: SEVEN CORNERS TO: SEVEN CORNERS		

Public Transportation	T1838		Arlington County 9999		\$0
			Arlington - Clarendon and Crystal City Canopies		

Rail	T8522	Fairfax County	0001	\$3,920,000
		VRE Lorton Platform Extension		
		FROM: Lorton VRE Station TO: Lorton VRE Station		

Transit : Amenities Total				\$9,363,750
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Transit : Engineering

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Urban	100492	Alexandria	KING STREET (0007)	\$500,000
		Transit Analysis Study		
		FROM: Braddock Road TO: George Washington Parkway		

Transit : Engineering Total				\$500,000
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Transit : Ridesharing

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Public Transportation	T100	Arlington County	DRPT	\$19,230,351
		Commuter Assistance Program		
		Commuter Assistance Program		

Public Transportation	T1833	Northern Virginia District-wide	PRTC	\$1,200,000
		PRTC Commuter Assistance Program		
		PRTC Commuter Assistance Program		

Transit : Ridesharing Total				\$20,430,351
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Transit : Vehicles

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	12878	Multi-jurisdictional: Northern Virginia		\$16,358,667
		WMATA REPLACEMENT BUSES		
		FROM: WMATA - REPLACEMENT BUSES TO: NORTHERN VIRGINIA DISTRICT		

Miscellaneous	T158	Prince William County	DRPT	\$4,700,000
		Bus Replacement (OmniRide Express Commuter Buses)		

Urban	98899	Alexandria	PURCHASE BUSES FOR DASH (0000)	\$6,500,000
		Purchase Buses - Federal		
		FROM: Purchase Buses for DASH TO: Purchase Buses for DASH		
		All funding obligated based on current obligations/estimate		

Transit : Vehicles Total				\$27,558,667
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Northern Virginia MPO Total				\$1,313,344,697
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**WASHINGTON
METROPOLITAN AREA
TRANSIT AUTHORITY**

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
Transit										
Maintenance Equipment										
TIP ID: 5861 Agency ID: Title: Maintenance Equipment										
Facility:	Local	0/0/100	17,039 e	453 e	42,635 e	58,414 e	41,428 e	35,820 e	15,805 e	194,554
From:	PRIIA	50/0/50	261,624 e	24,290 e	27,144 e	20,409 e				71,843
To:	Sect. 5307	80/0/20	7,194 e	3,145 e	11,272 e	1,788 e	3,665 e			19,869
	Sect. 5309	80/0/20	3,864 e							
	Sect. 5337 - SGR	80/0/20	13,109 e	12,871 e	1,406 e	3,833 e	3,627 e	9,512 e	12,224 e	43,473
	Sect. 5339	80/0/20			1,761 e	1,761 e				3,522
									Total Funds: 333,260	

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.

Maintenance Facilities										
TIP ID: 5867 Agency ID: Title: Facilities Maintenance Support – Systemwide Support Equipment, Environmental Compl Projects and Adm Support										
Facility:	DHS	100/0/0		6,805 e						6,805
From:	FSG	100/0/0	5,200 e							
To:	Local	0/0/100	35,051 e	32,335 e	9,813 e	5,519 e	5,792 e	6,651 e	7,830 e	67,940
	PRIIA	50/0/50	30,762 e	15,861 e						15,861
	Sect. 5307	80/0/20	1,395 e	1,500 e	6,827 e	3,165 e	2,500 e	3,000 e	3,000 e	19,991
	Sect. 5309	80/0/20	1,999 e							
	Sect. 5337 - SGR	80/0/20		3,808 e						3,808
									Total Funds: 114,406	

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.

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source		Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
TIP ID: 5866 Agency ID:		Title: Rail Yards - Systemwide Maintenance, Expansion, Rehabilitation and Replacement								
Facility:	Local	0/0/100	3,000 e							
From:										
To:	PRIIA	50/0/50	121,586 e	26,793 e		21,568 e	13,231 e			61,592
	Sect. 5307	80/0/20			31,665 e					31,665
	Sect. 5337 - SGR	80/0/20		177 e						177
Total Funds:										93,434

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: 5857 Agency ID:		Title: Bus Garages - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement								
Facility:	Local	0/0/100	106,747 e	42,513 e	72,689 e	42,866 e	18,852 e	11,469 e	8,000 e	196,389
From:										
To:	PRIIA	50/0/50	18,879 e							
	Sect. 5307	80/0/20	113,188 e			5,000 e	19,189 e	13,032 e	8,500 e	45,721
Total Funds:										242,110

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.

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
Project Management and Support										
TIP ID: 5863 Agency ID: Title: Credit Facility										
Facility:	Local	0/0/100	14,040 e	2,500 e	2,500 e	2,500 e	3,500 e	2,500 e	2,500 e	16,000
From:	Sect. 5307	80/0/20		750 e	1,000 e	1,000 e		1,500 e		4,250
To:	Sect. 5339	80/0/20							1,500 e	1,500
									Total Funds:	21,750

Description: Provides funds to maintain a line of credit to meet cash flow needs.

Rail System Infrastructure Rehabilitation										
TIP ID: 5856 Agency ID: Title: Rail Line Segment Rehabilitation										
Facility:	Local	0/0/100	12,651 e	11,348 e	59,264 e	27,250 e				97,862
From:	PRIIA	50/0/50	189,692 e	49,369 e		43,670 e	40,582 e	45,722 e	64,632 e	243,975
To:	Sect. 5307	80/0/20	11,482 e		20,968 e					20,968
	Sect. 5309	80/0/20	159,162 e							
	Sect. 5337 - SGR	80/0/20	44,774 e	9,220 e		4,750 e	9,000 e	4,873 e		27,842
									Total Funds:	390,647

Description: Provides funds for rehabilitation of segments of Metrorail system, particularly the Red, Orange and Blue lines.

Systems and Technology										
TIP ID: 5858 Agency ID: Title: Systems and Technology										
Facility:	Local	0/0/100	149,314 e	125,552 e	91,361 e	82,224 e	69,312 e	58,602 e	61,300 e	488,351
From:	Sect. 5307	80/0/20	30,784 e		24,717 e	7,270 e	3,075 e	2,846 e	10,691 e	48,599
To:	Sect. 5309	80/0/20	80,725 e							
	Sect. 5309-SGR	80/0/20	1,875 e							
	Sect. 5337 - SGR	80/0/20	14,826 e	21,235 e			6,872 e	38,035 e	23,784 e	89,925
									Total Funds:	626,875

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.

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
Track & Structures										
TIP ID: 5859 Agency ID: Title: Track and Structures										
Facility:	Local	0/0/100	5,941 e					64 e	64	
From:										
To:	PRIIA	50/0/50	211,493 e	46,837 e	26,106 e	4,584 e	50,628 e	63,402 e	56,798 e	248,354
	Sect. 5309	80/0/20	1,997 e							
	Sect. 5337 - SGR	80/0/20	31,542 e	22,067 e	42,472 e	66,738 e	28,491 e	18,138 e	28,513 e	206,417
									Total Funds: 454,836	

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.

Vehicles/ Vehicle Parts										
TIP ID: 5855 Agency ID: Title: MetroAccess and Service Vehicles										
Facility:	Local	0/0/100	1,589 e		20,861 e	21,937 e		24,319 e	67,118	
From:										
To:	Sect. 5307	80/0/20	70,455 e	19,407 e			22,907 e		25,119 e	67,433
	Sect. 5309	80/0/20	11,545 e							
									Total Funds: 134,551	

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.

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source		Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
TIP ID: 5854 Agency ID:		Title: Buses - Replacement, Rehabilitation, Expansion, & Enhancements								
Facility:	CMAQ	80/0/20	5,278 e	540 e	8,144 e	808 e	6,911 e	7,399 e	4,500 e	28,302
From:	Local	0/0/100	25,624 e	1,953 e	71,624 e	202 e	1,728 e	5,211 e	38,483 e	119,200
To:	PRIIA	50/0/50	39,923 e							
	Sect. 5307	80/0/20	438,274 e	151,727 e	50,866 e	121,600 e	124,866 e	156,046 e	132,212 e	737,317
	Sect. 5337 - SGR	80/0/20		4,278 e	4,283 e	4,283 e	4,283 e	4,283 e	4,283 e	25,693
	Sect. 5339	80/0/20	12,162 e	12,183 e	10,438 e	10,438 e	12,199 e	12,199 e	10,699 e	68,155
Total Funds: 978,666										

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: 5853 Agency ID:		Title: Rail Cars - Replacement, Rehabilitation, Expansion, & Enhancements								
Facility:	Local	0/0/100	11,609 e		72,955 e	214 e				73,169
From:	PRIIA	50/0/50	226,865 e	91,359 e	265,950 e	209,769 e	172,539 e	158,438 e	141,875 e	1,039,928
To:	Sect. 5307	80/0/20	15,241 e			21,485 e				21,485
	Sect. 5309	80/0/20	20,719 e							
	Sect. 5337 - SGR	80/0/20	20,236 e	24,895 e	22,277 e	23,098 e	25,663 e	1,426 e	36,439 e	133,798
Total Funds: 1,268,380										

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.

**NATIONAL CAPITAL REGION
TRANSPORTATION
PLANNING BOARD**

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
Human Service Transportation Coordination									
Enhanced Mobility of Seniors and Individuals with Disabilities									
TIP ID: 6366	Agency ID:	Title: Enhanced Mobility of Seniors and Individuals with Disabilities						Complete:	

Facility:	Sect. 5310	100/0/0	5,638 e	2,832 e	2,832 e	2,832 e	2,832 e	2,832 e	2,832 e	16,992
From:										
To:	Total Funds: 16,992									

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.

Transit									
TIGER – Priority Bus Transit in the National Capital Region									
TIP ID: 5776	Agency ID:	Title: Maryland State Highway Administration: Priority Bus Transit Enhancements						Complete:	

Facility:	ARRA/TIGER	100/0/0	2,734 c	661 c	145 c					806
From:										
To:	Total Funds: 806									

Description: This project will install queue jump lanes, real-time bus information, and miscellaneous bus stop and shelter improvements along University Boulevard, US Route 1, and Viers Mill Road.

TIP ID: 5775	Agency ID:	Title: DDOT: Bus Corridor TSP and Real-Time Information						Complete: 2011	
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Facility:	ARRA/TIGER	100/0/0	21,215 c	293 c					293
From:									
To:	Total Funds: 293								

Description: This project will install Transit Signal Priority(TSP), provide real-time bus information, construct curb extensions, improve safety at bus stops, implement transit –only lanes, optimize transit and travel in the downtown core using traffic signal optimization, traffic signal management and UPS installation. Project implementation will be along selected portions of major regional bus corridors in the District of Columbia including the downtown core, 14th St Bridge to K St, TR Bridge to K St, 16th Street NW, Georgia Avenue, Wisconsin Avenue, and H Street/Benning Road.

**EASTERN FEDERAL LANDS
HIGHWAY DIVISION**

FY2015 - FY2018 Transportation Improvement Program
 Federal Highway Administration
 Eastern Federal Lands Highway Division

PROJECT	AWARD FY	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	CATEGORY	PRIMARY FUND SOURCE	TOTAL PROGRAM AMOUNT (RANGE)	FUNDS FROM TITLE	ADMIN BY / DELIVER BY	Phase	CHANGE FROM LAST UPDATE	CONG DIST NUMBER	FLMA REGION
DC -- District of Columbia													
GWMP_11(6)	FY2015	District of Columbia	George Washington Memorial Parkway	Emergency Repairs to Arlington Memorial Bridge, resurface deck and repair truncheon posts.	1R	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	Planned	New project	-	NPS_NC
NAMA_17(1)	FY2015	District of Columbia	National Mall & Memorial Parks	Repair / Rehabilitate Watergate Bridge, NPS Storage Area Bridge, mill & overlay of Parkway Drive	3RL	PRA	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Acquisition	No change	-	NPS_NC
NAMA_502(5)	FY2015	District of Columbia	National Mall and Memorial Parks	Rehabilitation of Kutz Bridge	3RL	PRA	Between \$5,000,000 and \$10,000,000	Title 23	EFLHD	In Acquisition	No change	-	NPS_NC
ROCR_10(5)	FY2015	District of Columbia	Rock Creek Park	Rehab. Beach Drive	MISC	PRA	More than \$10,000,000	Title 23	EFLHD	In Design	No change	-	NPS_NC
ROCR_503(1)	FY2015	District of Columbia	Rock Creek Park	Waterside Dr. Roadway reconstruction, drainage, guardrail, & street light replacement & misc.	3RH_BRRP	PRA	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	No change	-	NPS_NC
CHOH_238(1)	FY2016	District of Columbia	Chesapeake & Ohio Canal National Historical Park	CHOH 238(1) Replacement of Structure No. 3100-029P (Fletcher's Boathouse Bridge #1)	BRRP	FLTP	Between \$100,000 and \$250,000	Title 23	EFLHD	Planned	New project	-	NPS_NC
DC_FLAP_DOT_14TR(L1)	FY2016	District of Columbia	National Mall & Memorial Parks	Remove and relocate an overhead sign on the 14th Street Bridge	MISC	FLAP	Between \$250,000 and \$500,000	Title 23	EFLHD	Planned	New project	-	NPS_NC
DC_FLAP_DOT_GALWV(1)	FY2016	District of Columbia	Rock Creek Park	Construct a trail along Gallowsy Street to reduce the creation and use of social trails.	MISC	FLAP	Between \$250,000 and \$500,000	Title 23	EFLHD	Planned	New project	-	NPS_NC
DC_FLAP_DOT_TILDN(1)	FY2016	District of Columbia	Rock Creek Park	Const. trail along Tilden St. & raised ped. crosswalk to provide access to Paired Mill Springs House.	MISC	FLAP	Between \$100,000 and \$250,000	Title 23	EFLHD	Planned	New project	-	NPS_NC
NACE_17(2)_18(2)_ETC	FY2016	District of Columbia	East Fort DuPont	Resurface, restore & rehabilitate Routes 17, 18, 19, 118, and 206 in Fort DuPont and Fort Davis.	3RH	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	Name changed from NACE_17(2)_18(2) to NACE_17(2)_18(2)_ETC	-	NPS_NC
NAMA_11(6)	FY2016	District of Columbia	National Mall & Memorial Parks	Rehab Inlet Bridge (3400-033)	BRRH	FLTP	Between \$500,000 and \$1,000,000	Title 23	EFLHD	Planned	New project	-	NPS_NC
NAMA_16(2)	FY2016	District of Columbia	National Mall & Memorial Parks	Resurface and Restore the Riding Surface of Rock Creek and Potomac Parkway	3RL	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	Planned	No change	-	NPS_NC
NAMA_20(2)_502(6)ETC	FY2016	District of Columbia	National Mall & Memorial Parks	Resurface, restore & rehab pavement on 17th St. InD Ave & West Tidal Basin Turnaround	3RL	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	Planned	New project	-	NPS_NC
ROCR_24(1)	FY2016	District of Columbia	Rock Creek Park	Pavement rehabilitation, geotechnical investigation of Repair retaining wall collapse and repair	RW	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	New project	-	NPS_NC
ROCR_27(1)_910(1)	FY2016	Washington DC	Rock Creek Park	Rehab Struct 3450-029P Broad Branch and 033P Edgewater Stable	BRRH	FLTP	Between \$250,000 and \$500,000	Title 23	EFLHD	Planned	New project	-	NPS_NC
CHOH_238(2)	FY2017	District of Columbia	Chesapeake & Ohio Canal National Historical Park	Fletcher's entrance placelholder	3RH	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	Planned	New project	-	NPS_NC
GWMP_11(4)	FY2017	District of Columbia	George Washington Memorial Parkway	Arlington Memorial Bridge Permanent Repairs	3RL	NPS	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	No change	-	NPS_NC
NAMA_12(3)	FY2017	District of Columbia	National Mall & Memorial parks	Rehab Outlet Bridge & resurface East Basin Dr.	3RL_BRRH	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	Planned	New project	-	NPS_NC
NAMA_21(2)_501(3)	FY2017	District of Columbia	National Mall & Memorial Parks	15th St & Jefferson Dr Resurfacing	3RL	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	Planned	New project	-	NPS_NC
NCR_PMS_FY17	FY2017	District of Columbia	National Capital Region	Pavement Management outside Beltway	2R	FLTP	Between \$500,000 and \$1,000,000	Title 23	EFLHD	Planned	New project	-	NPS_NC
ROCR_14(1)_17(1)	FY2017	District of Columbia	Rock Creek Park	Light pave rehab & replace drainage system on Bingham and Morrow Dr	3RL	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	Planned	New project	-	NPS_NC
NAMA_11(7)	FY2018	District of Columbia	National Mall & Memorial Parks	Rehabilitate Ohio Dr, W Basin Dr & WB to EB Turnaround	3RL	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	Planned	New project	-	NPS_NC
ROCR_12(1)_19(1)	FY2018	District of Columbia	Rock Creek & Potomac Park	Rehab Wise & Glover Roads	3RL	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	Planned	New project	-	NPS_NC
MD -- Maryland													
FW_PATU_HPP_4304	FY2015	Prince Georges	Patuxent Research Refuge	Rehab. American Holly Dr (Rte 10), Beech Forest Rd (Rte 100), & 3 Parking Lots (Rtes 900, 901, 902).	3RL	SAFETE-LU	Between \$250,000 and \$500,000	Title 23	FWS	Planned	New project	MD-04	FWS_R5
BAWA_1(3)_2(3)	FY2015	Prince George's	Baltimore Washington Parkway	Resurface and Restore approx. 5.3 mi. of the BW Pkwy, in both directions from I495 to MD 197	3RH	FLTP	Between \$5,000,000 and \$10,000,000	Title 23	EFLHD	In Design	No change	MD-05	NPS_NC
CATO_900(1)	FY2015	Frederick	Catoctin Mountain Park	Replacement of the Visitor Center Bridge at Catoctin Mountain National Park	BRRP	PRA	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	No change	MD-06	NPS_NC
CHOH_10(1)	FY2015	Montgomery	Chesapeake and Ohio Canal National Historical Park	Safety Improvements on the Great Falls Entrance Road	3RH	PRA	Between \$250,000 and \$500,000	Title 23	EFLHD	In Acquisition	No change	MD-08	NPS_NC
CATO_11(2)	FY2016	Frederick	Catoctin Mountain Park	Repair Rte 11 Section 0 Foxville-Deerfield Road	3RL	FLTP	Between \$250,000 and \$500,000	Title 23	EFLHD	Planned	New project	MD-06	NPS_NC
CHOH_10(2)	FY2016	Montgomery	Chesapeake and Ohio Canal National Historical Park	Access Road and Parking Lots PM & L3R	3RL	FLTP	Between \$500,000 and \$1,000,000	Title 23	EFLHD	Planned	New project	MD-08	NPS_NC
GREE_11(1)	FY2016	Prince George's	Greenbelt Park	Main Entrance Rd. & Park Central Rd. Bridge Replacement and Resurfacing of Rtes. 10, 11, 200 & 201	3RH_BRRP	PRA	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	No change	MD-05	NPS_NC
GWMP_6(1)_7(2)	FY2016	Montgomery and Prince George's	George Washington Memorial Parkway	Clara Barton Pkwy mill and overlay includes guardrail and guardwall	3RH	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	Planned	New project	_VARIOUS	NPS_NC
SUIT_1(2)_2(2)	FY2016	Prince George's	National Capital Parks-East	Improve Ped Cross at SUIT Prky & Forestville Rd incl. sdwlk, signals, lights, signing, pvmnt markings	MISC	FLTP	Between \$100,000 and \$250,000	Title 23	EFLHD	Planned	New project	MD-05	NPS_NC
BAWA_1(4)_2(4)	FY2017	Prince George's, Anne Arundel	Baltimore Washington Parkway	Resurface BW Parkway	3RL	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	Planned	New project	_VARIOUS	NPS_NC
VA -- Virginia													
FW_OCBA_T302(1)	FY2016	Prince William	Ocoquan Bay National Wildlife Refuge	Repair Deephole Point Road Trail (Trail Route T302/ RIP Route 400)	3RH	FWS	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	Planned	No change	VA-11	FWS_R5
GWMP_1A109	FY2015	Alexandria	George Washington Memorial Parkway	Resurface, restore & rehab approx 1.6 miles of GWMP NB & SB between Humpback Bridge & Airport	3RH	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Acquisition	New project	VA-08	NPS_NC
GWMP_4(2)_5(3)	FY2015	Arlington	George Washington Memorial Parkway	Resurface, Restore & Rehabilitate Pavement on the Scout Run Pkwy. E. & W. and Kay Bridge Ramps	3RL	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Acquisition	No change	VA-08	NPS_NC
GWMP_500(1)	FY2015	Arlington	George Washington Memorial Parkway	Repair/Rehabilitate SB ramp from National Airport (#027P) and Bridge (#028P) on Route 233	3RL_BRRH	PRA	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	No change	VA-08	NPS_NC
FRWL_11(3)	FY2015	Prince William	Prince William Forest Park	Repair the historic wooden truss bridge 3700-001P	BRRH	FLTP	Between \$250,000 and \$500,000	Title 23	EFLHD	Planned	New project	VA-11	NPS_NC
GWMP_11(1)_2(1)	FY2016	Arlington, Fairfax	George Washington Memorial Parkway	North GWMP joint & crack sealing	2R	FLTP	Between \$100,000 and \$250,000	Title 23	EFLHD	Planned	New project	VA-08	NPS_NC
GWMP_203(2)	FY2016	Arlington	George Washington Memorial Parkway	Iwo Jima Memorial Access Road Rehab	3RL	FLTP	Between \$500,000 and \$1,000,000	Title 23	EFLHD	Planned	New project	VA-08	NPS_NC
GWMP_210(1)	FY2016	Fairfax	George Washington Memorial Parkway	Spall repair CIA/FHWA bridge structure 3300-003	BRRH	FLTP	Between \$500,000 and \$1,000,000	Title 23	EFLHD	Planned	New project	VA-08	NPS_NC
GWMP_MVT(3)	FY2016	Arlington	George Washington Memorial Parkway	Minor trail realignment and Theodore Roosevelt parking area pavement rehab.	MISC	FLTP	Between \$250,000 and \$500,000	Title 23	EFLHD	In Design	New project	VA-08	NPS_NC
GWMP_1(2)_2(2)	FY2017	Arlington	George Washington Memorial Parkway	Reconstruct SB GWMP Spout Run to Pimmit Run & NB GWMP PCC joint & crack repair	3RL_4R	FLTP	More than \$10,000,000	Title 23	EFLHD	Planned	New project	VA-08	NPS_NC
GWMP_105(1)_106(1)	FY2017	Fairfax	George Washington Memorial Parkway	Fort Hunt Entrance Rd Mill & Overlay	3RL	FLTP	Between \$250,000 and \$500,000	Title 23	EFLHD	Planned	New project	VA-05	NPS_NC
GWMP_1A93	FY2017	Fairfax	George Washington Memorial Parkway	George Washington MP - Phase 1 - Rehabilitation of VA Route 123 Interchange	3RL	PRA	More than \$10,000,000	Title 23	EFLHD	In Design	No change	VA-10	NPS_NC
GWMP_1(3)_2(3)	FY2018	Fairfax, Alexandria	George Washington Memorial Parkway	Reconstruct GWMP from CIA interchange to Capital Beltway	3RL_4R	FLTP	More than \$10,000,000	Title 23	EFLHD	Planned	New project	_VARIOUS	NPS_NC
SER_BMS_FY17(1)	FY2017	Various	Various	REGION-WIDE BRIDGE PREVENTATIVE MAINTENANCE PROJECTS	1R	PRA	Between \$500,000 and \$1,000,000	Title 23	EFLHD	Planned	No change	_VARIOUS	NPS_SE
VA_ST_TFHRC_50(4)	FY2015	Fairfax	Turner-Fairbank Highway Research Center	Intersection Control for Cooperative Vehicle/Pedestrian Movement.	3RH_NEW	FAP	Between \$25,000 and \$100,000	Title 23	EFLHD	Planned	New project	VA-08	X_NA_OTH

**FY 2015 – 2020 TIP
FINANCIAL PLAN
AND
KEY TO CODES**

FINANCIAL SUMMARIES

This section presents the financial plan for the Washington Region's TIP. MAP-21 funding for the region is 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 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.

All federal funding is apportioned to states. Thus, in order to assess the projected funding authorized in MAP-21 to the funding programmed in the Washington region's TIP, financial summaries for the TIP projects from agencies in the District of Columbia, Maryland and Virginia as well as WMATA are prepared. To demonstrate that funding can reasonably be expected to be available, the projects in the TIP tables in the previous section have been examined by the proposed funding categories under Title I and Title III.

Financial summaries of funds by type of improvement and source of funds for each of the first two years: FY 2015 and FY 2016, and then for FY 2017-2018, and FY 2019-2020 for the District, Suburban Maryland, Northern Virginia, WMATA and the TPB are presented in the following pages.

The funds programmed in the TIP for each state by MAP-21 program category have been compared with MAP-21 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 MAP-21 funding authorized for FY 2015 and FY 2016. The funding programmed for the third through sixth years is consistent with the projected federal dollars to be authorized by the states.

**Table 1A
DISTRICT OF COLUMBIA
FY 2015-2020 TRANSPORTATION IMPROVEMENT PROGRAM
Financial Summary (in \$Millions)**

Source	2015		2016		2017-2018		2019-2020		2015-2020
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	
Title I - FHWA									
Congestion Mitigation and Air Quality Improvement Program	11.52	14.40	4.06	5.08	10.94	13.67	4.14	5.18	38.32
Demonstration Funding	5.86	7.33							7.33
National Highway Performance Program	73.75	92.19	80.94	101.17	208.47	260.59	193.73	242.16	696.10
Safe Routes to School Program	1.15	1.15	1.15	1.15	2.30	2.30	2.30	2.30	6.91
State Planning & Research Program	5.38	6.72	5.38	6.72	10.75	13.44	10.58	13.22	40.10
Surface Transportation Program	67.71	84.64	60.72	75.90	92.87	116.09	108.10	135.12	411.76
Highway Safety Improvement Program (STP)	5.27	5.97	8.39	9.85	8.59	9.55	10.14	11.27	36.63
Title I - FHWA Total:	170.64	212.39	160.63	199.86	333.92	415.64	328.99	409.26	1,237.15
Title III - FTA									
Section 5303	0.30	0.38	0.30	0.38	0.61	0.76	0.30	0.38	1.90
Section 5304	0.08	0.10	0.08	0.10	0.16	0.20	0.08	0.10	0.50
Title III - FTA Total:	0.38	0.48	0.38	0.48	0.77	0.96	0.38	0.48	2.40
State/Local									
District Funds		157.93		165.28		264.57		257.15	844.93
State/Local Total:		157.93		165.28		264.57		257.15	844.93
Other									
Grant Anticipation Revenue Vehicles (Bonds)			54.22	67.77	178.82	223.52			291.29
GSA Earmark	37.07	46.34	25.14	31.42	19.84	24.80			102.56
National Recreational Trails Funding Program	3.68	4.60	0.24	0.30	0.48	0.60	0.48	0.60	6.10
Private Developer		50.50		50.30		53.00		530.00	683.80
Toll Financing			5.60	7.00			30.40	38.00	45.00
Other Total:	40.75	101.44	85.19	156.79	199.14	301.92	30.88	568.60	1,128.75
Grand Total:	211.78	472.25	246.21	522.41	533.83	983.08	360.25	1,235.48	3,213.22

Table 1B
DISTRICT OF COLUMBIA
FY 2015-2020 TRANSPORTATION IMPROVEMENT PROGRAM
Financial Summary (in \$Millions)

Project Type	2015		2016		2017-2018		2019-2020		2015-2020	
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	Federal	Total
Interstate	17.41	71.77	13.42	66.77	18.84	23.55	49.63	62.04	99.30	224.13
Primary	48.75	139.21	99.01	188.51	285.50	397.87	40.85	51.06	474.10	776.65
Secondary	3.04	3.80			2.00	2.50	0.80	1.00	5.84	7.30
Bridge	12.88	16.10	5.60	7.00	4.92	59.15	31.36	569.20	54.76	651.45
Surface Transportation:	82.08	230.88	118.02	262.28	311.25	483.07	122.64	683.30	634.00	1,659.53
Transit:	8.78	78.32	4.88	94.30	25.07	230.09	26.78	273.23	65.52	675.94
Bike/Ped:	15.71	19.35	6.28	7.56	3.85	4.23	12.25	14.73	38.07	45.87
Enhancement	0.92	1.15	0.92	1.15	1.84	2.30	1.84	2.30	5.52	6.90
Freight	3.51	4.89	3.80	5.05	0.72	0.90	0.56	0.70		
ITS	13.28	16.60	13.87	17.34	18.40	23.00	17.96	22.45	63.51	79.39
Maintenance	39.63	52.41	49.12	64.06	92.18	121.15	54.02	67.10	234.94	304.71
Other	47.30	67.96	48.76	69.98	79.40	116.95	123.08	170.27	298.55	425.15
Safety										
TERMs	0.56	0.70	0.56	0.70	1.12	1.40	1.12	1.40	3.36	4.20
Miscellaneous:	105.21	143.70	117.02	158.27	193.66	265.70	198.58	264.22	614.47	831.89
Total Funds:	211.78	472.25	246.21	522.41	533.83	983.08	360.25	1,235.48	1,352.06	3,213.22

**Table 2A
MARYLAND
FY 2015-2020 TRANSPORTATION IMPROVEMENT PROGRAM
Financial Summary by Funding Source (in \$ Millions)**

Source	2015		2016		2017-2018		2019-2020		2015-2020
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	
Title I - FHWA									
Congestion Mitigation and Air Quality Improvement Program	6.03	6.03	16.02	19.18	4.99	4.99	1.15	1.15	31.36
High Priority Project	10.59	10.59	12.38	12.38	15.80	15.80			38.76
National Highway Performance Program	227.93	227.93	138.22	138.22	185.13	185.13	41.70	41.70	592.98
Surface Transportation Program	88.89	88.89	61.63	61.63	90.92	90.92	27.38	27.38	268.82
Enhancements (STP)	5.31	5.31	4.53	4.53	9.20	9.20	10.08	10.08	29.12
Highway Safety Improvement Program (STP)	7.88	7.88	5.31	5.31	9.23	9.23	2.57	2.57	24.98
Transportation and Community and System Preservation	0.87	0.87							0.87
<i>Title I - FHWA Total:</i>	<i>347.48</i>	<i>347.48</i>	<i>238.09</i>	<i>241.25</i>	<i>315.27</i>	<i>315.27</i>	<i>82.88</i>	<i>82.88</i>	<i>986.88</i>
Title III - FTA									
Section 5307	28.47	39.34	13.80	21.00	30.88	46.11			106.45
Section 5309			160.00	200.00	320.00	400.00			600.00
Section 5311	0.52	4.32	0.52	4.32	1.05	8.64			17.27
Section 5339	1.44	1.80	1.44	1.80	2.88	3.60			7.20
State of Good Repair Grant Funds	20.6024	25.753	18.948	23.685	21.9312	27.414			76.85
<i>Title III - FTA Total:</i>	<i>51.03</i>	<i>71.21</i>	<i>194.71</i>	<i>250.81</i>	<i>376.74</i>	<i>485.76</i>	<i>0.00</i>	<i>0.00</i>	<i>807.78</i>
State/Local Funds									
State		6.94		8.93		18.83		2.5	37.20
Local		360.77		144.94		290.44		90.90	887.05
<i>State/Local Total:</i>	<i>0.00</i>	<i>367.72</i>	<i>0.00</i>	<i>153.86</i>	<i>0.00</i>	<i>309.27</i>	<i>0.00</i>	<i>93.40</i>	<i>924.25</i>
Other Funds									
DOD - Office of Economic Development	6.47	6.47	11.30	11.30	12.82	12.82	0.06	0.06	30.64
Grant Anticipation Revenue Vehicles (Bonds)	0.91	0.91							0.91
National Park Service	0.00	0.00	0.00	0.00	0.06	0.06			0.07
Public Lands	2.97	2.97	2.52	2.52	3.49	3.49	0.42	0.42	9.41
<i>Other Total:</i>	<i>10.35</i>	<i>10.35</i>	<i>13.82</i>	<i>13.82</i>	<i>16.37</i>	<i>16.37</i>	<i>0.48</i>	<i>0.48</i>	<i>41.03</i>
<i>MDOT Total:</i>	<i>408.86</i>	<i>796.76</i>	<i>446.62</i>	<i>659.74</i>	<i>708.38</i>	<i>1,126.67</i>	<i>83.36</i>	<i>176.76</i>	<i>2,759.93</i>
County Projects									
Bridge Replacement and Rehabilitation Program	12.82	19.20	22.70	31.19	7.54	9.24	4.20	5.50	65.13
Safe Routes to School Program	0.98	1.40							1.40
Section 5307	1.60	1.60	1.60	1.60	3.20	3.20	3.20	3.20	9.60
Local		193.60		168.70		343.82		352.36	1,058.48
State		21.65		2.40		5.61		0.80	30.46
State and Local		2.18		2.73		3.68		1.22	9.81
DOD - Office of Economic Development	29.86	29.86	25.36	25.36	6.14	6.14			61.36
Private Developer		2.39		2.00		3.00			7.39
<i>Maryland County Total:</i>	<i>45.26</i>	<i>271.88</i>	<i>49.66</i>	<i>233.98</i>	<i>16.88</i>	<i>374.69</i>	<i>7.40</i>	<i>363.08</i>	<i>1,243.62</i>
<i>Maryland Total:</i>	<i>454.12</i>	<i>1,068.64</i>	<i>496.28</i>	<i>893.73</i>	<i>725.25</i>	<i>1,501.36</i>	<i>90.76</i>	<i>539.84</i>	<i>4,003.56</i>

Table 2B
MARYLAND

October 15, 2014

FY 2015-2020 TRANSPORTATION IMPROVEMENT PROGRAM
Financial Summary (in \$ Millions)

Project Type	2015		2016		2017-2018		2019-2020		2015-2020	
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	Federal	Total
MDOT - SHA/MTA/MdTA										
Interstate	15.13	18.19	38.98	51.72	31.87	100.02		41.08	85.98	211.00
Primary	108.82	137.95	34.10	99.12	65.24	191.79	13.40	37.23	221.55	466.08
Secondary	24.99	38.99	35.43	55.22	32.62	77.94	4.88	17.74	97.91	189.90
Bridge										
Maintenance	15.85	19.81	2.05	2.56	4.60	25.90	20.72		43.22	48.27
Surface Transportation:	164.79	214.93	110.55	208.62	134.32	395.64	39.00	96.05	448.66	915.25
Transit:	35.68	317.23	205.82	272.73	357.01	464.35	0.00	0.00	598.51	1,054.31
Bike/Ped:	0.30	0.70	0.00	0.00	0.00	0.00	0.00	0.00	0.30	0.70
Other	208.10	260.94	130.24	175.55	200.93	260.54	65.08	80.71	604.36	777.74
TERMs		2.96		2.84		6.13				11.93
TERMs and Other:	208.10	263.90	130.24	178.40	200.93	266.68	65.08	80.71	604.36	789.68
Total Funds (MDOT):	408.86	796.76	446.62	659.74	692.25	1,126.67	104.08	176.76	1,651.82	2,759.93
Frederick, Montgomery & Prince George's Counties										
Primary		28.47		19.50		2.10				50.07
Secondary	0.13	64.72	4.32	53.95	0.96	67.34		133.43	5.41	319.43
Bridge	12.70	23.81	18.38	27.29	6.58	9.79	4.20	8.75	41.85	69.65
Urban		3.03							0.00	3.03
Surface Transportation:	12.82	120.02	22.70	100.73	7.54	79.23	4.20	142.18	47.26	442.17
Transit:	1.60	24.99	1.60	23.99	3.20	55.98	3.20	59.10	9.60	164.06
Bike/Ped:	30.84	57.77	25.36	54.16	6.14	98.49	0.00	81.52	62.34	291.94
Enhancements		13.66		13.07		16.93		3.72		47.37
ITS		4.01		4.01		6.49		6.49	0.00	21.00
Maintenance		28.33		17.66		37.58		33.23	0.00	116.80
Other		19.84		17.86		74.99		31.84		144.53
Safety		3.25		2.50		5.00		5.00	0.00	15.75
Enhancements, ITS and Other:	0.00	69.10	0.00	55.10	0.00	140.98	0.00	80.28	0.00	345.45
Total Funds (Counties):	45.26	271.88	49.66	233.98	16.88	374.69	7.40	363.08	119.19	1,243.62
Total Funds (Maryland):	454.12	1,068.64	496.28	893.73	709.13	1,501.36	111.48	539.84	1,771.01	4,003.56

Table 3A
VIRGINIA
FY 2015-2020 TRANSPORTATION IMPROVEMENT PROGRAM
Financial Summary by Funding Source (in \$ Millions)

October 15, 2014

Source	2015		2016		2017-2018		2019-2020		2015-2020	
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	Total	
Title I - FHWA										
American Recovery and Reinvestment Act	0.262	0.262								0.26
Bridge Replacement and Rehabilitation Program	57.76	71.76	0.62	0.71	2.53	2.79				75.26
Congestion Mitigation and Air Quality Improvement Program	79.26	98.76	2.18	2.70	16.98	21.17	1.42	1.77		124.40
Demonstration Funding	84.76	99.97								99.97
Equity Balance/Minimum Guarantee	58.03	63.45			0.10	0.13				63.57
Federal Lands Transportation Program	2.42	2.42								2.42
Interstate Maintenance	67.83	71.93								71.93
National Highway Performance Program	45.87	51.60								51.60
National Highway System	134.11	141.63								141.63
Regional Surface Transportation Program	110.56	138.20	14.63	17.09	14.48	18.28				173.57
Surface Transportation Program	88.18	94.13	35.36	38.51	45.47	52.16				184.80
Enhancements (STP)	22.81	26.67	3.45	3.53	5.98	5.99				36.19
Hazard Elimination Safety Improvement Prog (STP)	2.29	2.55								2.55
Highway Safety Improvement Program (STP)	38.78	39.75								39.75
Minimum Guarantee (STP)	1.52	1.90								1.90
<i>Title I - FHWA Total:</i>	<u>794.44</u>	<u>904.96</u>	<u>56.24</u>	<u>62.53</u>	<u>85.55</u>	<u>100.52</u>	<u>1.42</u>	<u>1.77</u>		<u>1,069.78</u>
Title III - FTA										
Section 5307 - Urbanized Area Formula Program	9.35	11.69	10.77	13.46	20.53	25.66	13.11	16.39		67.21
Section 5309 - Capital Program	1.44	1.80	1.44	1.80						3.60
Section 5310 - Elderly and Persons with Disabilities Program	0.12	0.15								0.15
State of Good Repair Grant Funds	20.48	25.60	3.11	3.89	6.22	7.77	6.22	7.77		45.02
Stimulus Funding: Section 5309 - New Starts	24.90	24.90								24.90
<i>Title III - FTA Total:</i>	<u>56.29</u>	<u>64.14</u>	<u>15.31</u>	<u>19.14</u>	<u>26.75</u>	<u>33.43</u>	<u>19.33</u>	<u>24.16</u>		<u>140.88</u>
State/Local Funds										
Local Funds		167.03		136.15		37.87				341.05
State Funds		112.93		100.00		3.37				216.30
State/Local Funds		0.09				21.80		10.00		31.89
<i>State/Local Total:</i>		<u>280.05</u>		<u>236.15</u>		<u>63.04</u>		<u>10.00</u>		<u>589.25</u>
Other Funds										
Advanced Construction	929.57	1,029.21	49.65	50.78	40.60	47.21				1,127.20
Advanced Construction Conversion	1,892.72	1,908.07	47.23	52.84	50.92	57.69	2.86	2.86		2,021.45
High Priority (Demonstration)	1.67	2.05								2.05
Revenue Sharing	0.09	0.18								0.18
<i>Other Total:</i>	<u>2,824.04</u>	<u>2,939.51</u>	<u>96.88</u>	<u>103.62</u>	<u>91.52</u>	<u>104.90</u>	<u>2.86</u>	<u>2.86</u>		<u>3,150.88</u>
Virginia Total:	3,674.77	4,188.66	168.43	421.44	203.82	301.89	23.60	38.79		4,950.78

**Table 3B
VIRGINIA
FY 2015-2020 TRANSPORTATION IMPROVEMENT PROGRAM
Financial Summary (in Millions of Dollars)**

Project Type	2015		2016		2017-2018		2019-2020		2015-2020	
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	Federal	Total
Interstate	2,223.43	2,277.50	27.24	27.81	18.12	18.12	2.86	2.86	2,271.64	2,326.29
Primary	344.39	366.76	7.26	8.37	6.00	7.50			357.65	382.63
Secondary	103.31	108.22	39.49	39.49	2.80	6.42			145.60	154.13
Urban	8.56	10.31			2.80	4.44			11.36	14.74
Federal Lands	0.49	0.49							0.49	0.49
Bridge	108.91	127.63	11.25	12.46	42.08	48.27			162.24	188.36
Surface Transportation:	2,789.09	2,890.89	85.23	88.14	71.81	84.75	2.86	2.86	2,948.98	3,066.64
Transit:	177.45	473.67	50.76	298.50	98.47	179.60	20.75	35.94	347.43	987.70
Bike/Ped:	4.49	5.71	0.00	0.00	0.00	0.00	0.00	0.00	4.49	5.71
CMAQ	67.49	72.02							67.49	72.02
Enhancement	225.86	283.78	0.42	0.53	1.89	2.49			228.18	286.80
ITS	30.95	36.63	4.21	4.21	3.86	3.86			39.01	44.70
Maintenance	185.14	185.14	18.56	18.56	14.89	14.89			218.58	218.58
Other	194.30	240.81	9.25	11.52	12.90	16.30			216.46	268.63
Enhancements, ITS, Maintenance and Other:	703.74	818.38	32.44	34.81	33.54	37.54	0.00	0.00	769.72	890.74
Total Funds:	3,674.77	4,188.66	168.43	421.44	203.82	301.89	23.60	38.79	4,070.62	4,950.78

Table 4A
Washington Metropolitan Area Transit Authority
FY 2015-2020 TRANSPORTATION IMPROVEMENT PROGRAM
Financial Summary (in \$ Millions)

Source	2015		2016		2017-2018		2019-2020		2015-2020
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	
Title I - FHWA									
Congestion Mitigation and Air Quality Improvement Program	0.43	0.54	6.51	8.14	6.18	7.72	9.52	11.90	28.30
<i>Title I - FHWA Total:</i>	<u>0.43</u>	<u>0.54</u>	<u>6.51</u>	<u>8.14</u>	<u>6.18</u>	<u>7.72</u>	<u>9.52</u>	<u>11.90</u>	28.30
Title III - FTA									
5307 - Urbanized Area Formula Program	147.14	183.92	147.33	184.16	294.66	368.33	294.66	368.33	1104.75
5339 - Alternatives Analysis Funding	9.75	12.18	9.76	12.20	19.52	24.40	19.52	24.40	73.18
ARRA/TIGER	4.74	5.93	3.68	4.60					10.53
Passenger Rail Investment and Improvement Act of 2008	148.50	296.99	159.60	319.20	300.00	600.00	300.00	600.00	1816.19
State of Good Repair Grant Funds	131.07	163.84	135.91	169.89	271.82	339.77	271.82	339.77	1013.27
<i>Title III - FTA Total:</i>	<u>441.19</u>	<u>662.86</u>	<u>456.28</u>	<u>690.05</u>	<u>886.00</u>	<u>1332.50</u>	<u>886.00</u>	<u>1332.50</u>	4017.91
State/Local		233.71		466.62		428.86		293.64	1422.83
<i>State/Local Total:</i>		<u>233.71</u>		<u>466.62</u>		<u>428.86</u>		<u>293.64</u>	1422.83
Other Funds									
Department of Homeland Security	6.81	6.81							6.81
<i>Other Funds Total:</i>	<u>6.81</u>	<u>6.81</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	6.81
Grand Total:	448.43	903.91	462.79	1164.81	892.18	1769.08	895.52	1638.04	5475.85

Table 5
National Capital Region Transportation Planning Board
FY 2015-2020 TRANSPORTATION IMPROVEMENT PROGRAM
Financial Summary (in \$ Millions)

Source	2015		2016		2017-2018		2019-2020		2015-2020
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	
Title III - FTA									
Section 5310 - Elderly and Persons w/ Disabilities Program	2.83	2.83	2.83	2.83	2.83	2.83	2.83	2.83	11.33
ARRA/TIGER	0.95	0.95	0.15	0.15					1.10
<i>Title III - FTA Total:</i>	<u>3.79</u>	<u>3.79</u>	<u>2.98</u>	<u>2.98</u>	<u>2.83</u>	<u>2.83</u>	<u>2.83</u>	<u>2.83</u>	12.43

Table 6A
METROPOLITAN WASHINGTON REGION
FY 2015-2020 TRANSPORTATION IMPROVEMENT PROGRAM
Financial Summary by Funding Source (in \$ Millions)

October 15, 2014

Source	2015		2016		2017-2018		2019-2020		2015-2020
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	
Title I - FHWA									
American Recovery and Reinvestment Act	0.262	0.262							0.26
Bridge Replacement and Rehabilitation Program	70.58	90.96	23.32	31.90	10.07	12.03	4.20	5.50	140.39
Congestion Mitigation and Air Quality Improvement Program	97.24	119.73	28.77	35.10	39.08	47.55	16.23	20.00	222.38
Demonstration	90.62	107.30							107.30
Eastern Federal Lands Highway Division Source	11.00	11.00	10.00	10.00					21.00
Equity Balance/Minimum Guarantee	58.03	63.45			0.10	0.13			63.57
Federal Lands Transportation Program	33.42	33.42	200.00	200.00					233.42
High Priority Project	10.59	10.59	12.38	12.38	15.80	15.80			38.76
Interstate Maintenance	67.83	71.93							71.93
National Highway Performance Program	347.55	371.72	219.15	239.39	393.60	445.72	235.43	283.86	1,340.68
National Highway System	134.11	141.63							141.63
Regional Surface Transportation Program	110.56	138.20	14.63	17.09	14.48	18.28			173.57
Safe Routes to School Program	2.13	2.55	1.15	1.15	2.30	2.30	2.30	2.30	8.31
State Planning & Research Program	5.38	6.72	5.38	6.72	10.75	13.44	10.58	13.22	40.10
Surface Transportation Program	244.78	267.66	157.72	176.05	229.27	259.17	135.48	162.50	865.37
Enhancements (STP)	28.12	31.98	7.99	8.06	15.18	15.19	10.08	10.08	65.31
Hazard Elimination Safety Program (STP)	2.29	2.55							2.55
Highway Safety Improvement Program (STP)	51.93	53.60	13.70	15.16	17.82	18.77	12.71	13.84	101.36
Minimum Guarantee (STP)	1.52	1.90							1.90
Transportation and Community and System Preservation	0.87	0.87							0.87
Title I - FHWA Total:	1,368.80	1,527.98	694.17	752.98	748.46	848.38	427.00	511.30	3,640.64
Title III - FTA									
ARRA/Section 5309 - New Starts	24.90	24.90							24.90
ARRA/TIGER	5.70	6.88	3.83	4.75					11.63
Section 5303 - Planning Program	0.30	0.38	0.30	0.38	0.61	0.76	0.30	0.38	1.90
Section 5304 - State & Planning Research Program	0.08	0.10	0.08	0.10	0.16	0.20			0.40
Section 5307 - Urbanized Area Formula Program	186.56	236.56	173.49	220.22	349.27	443.30	310.98	387.92	1,288.00
Section 5309 - Capital Program	1.44	1.80	1.44	1.80					3.60
Section 5309 - New Starts			160.00	200.00	320.00	400.00			600.00
Section 5310 - Elderly & Persons with Disabilities Program	2.95	2.98	2.83	2.83	5.66	5.66	5.66	5.66	17.14
Section 5311 - Non-Urbanized Area Formula Program	0.52	4.32	0.52	4.32	1.05	8.64			17.27
Section 5339 - Alternatives Analysis Funding	11.19	13.98	11.20	14.00	22.40	28.00	19.52	24.40	80.38
Passenger Rail Investment and Improvement Act of 2008	148.50	296.99	159.60	319.20	300.00	600.00	300.00	600.00	1,816.19
State of Good Repair Grant Funds	172.15	215.19	157.97	197.46	299.97	374.96	278.03	347.54	1,135.15
Title III - FTA Total:	554.28	804.08	671.26	965.05	1,299.11	1,861.52	914.50	1,365.91	4,996.55
State/Local									
Local Funds		601.28		780.40		829.39		648.50	2,859.56
State Funds		653.29		412.61		563.98		348.85	1,978.74
State/Local		2.27		2.73		25.48		11.22	41.70
State/Local Total:		1,256.83		1,195.74		1,418.85		1,008.57	4,879.99
Other									
Advanced Construction	929.57	1,029.21	49.65	50.78	40.60	47.21			1,127.20
Advanced Construction Conversion	1,892.72	1,908.07	47.23	52.84	50.92	57.69	2.86	2.86	2,021.45
Department of Homeland Security	6.81	6.81							6.81
DOD - Office of Economic Development	36.32	36.32	36.66	36.66	18.96	18.96	0.06	0.06	91.99
Grant Anticipation Revenue Vehicles (Bonds)	0.91	0.91	54.22	67.77	178.82	223.52			292.20
GSA Earmark	37.07	46.34	25.14	31.42	19.84	24.80			102.56
High Priority (Demonstration)	1.67	2.05							2.05
National Park Service	0.002	0.002	0.002	0.002	0.06	0.06			0.07
National Recreational Trails Funding Program	3.68	4.60	0.24	0.30	0.48	0.60	0.48	0.60	6.10
Private Developer		52.89		52.30		56.00		530.00	691.19
Public Lands	2.97	2.97	2.52	2.52	3.49	3.49	0.42	0.42	9.41
Revenue Sharing	0.09	0.18							0.18
Toll Financing			5.60	7.00			30.40	38.00	7.00
	2,911.81	3,090.35	221.25	301.59	313.17	432.33	34.22	571.94	4,396.21
	4,834.89	6,679.24	1,586.69	3,215.37	2,360.73	4,561.07	1,375.72	3,457.71	17,913.40

**Table 6B
METROPOLITAN WASHINGTON REGION
FY 2015-2020 TRANSPORTATION IMPROVEMENT PROGRAM
Financial Summary (in \$Millions)**

October 15, 2014

Project Type	2015		2016		2017-2018		2019-2020		2015-2020	
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	Federal	Total
Interstate	2,255.98	2,367.45	79.63	146.30	68.83	141.68	52.49	105.98	2,456.93	2,761.42
Primary	501.96	672.38	140.36	315.50	356.74	599.26	54.24	88.29	1,053.30	1,675.43
Secondary	131.46	215.73	79.24	148.66	38.38	154.20	5.68	152.17	254.76	670.76
Urban	8.56	13.33			2.80	4.44			11.36	17.77
Bridge	134.49	167.54	35.22	46.74	53.58	117.21	35.56	577.95	258.85	909.45
Federal Lands Highway Program	42.49	42.49	210.00	210.00					252.49	252.49
Surface Transportation:	3,074.93	3,478.92	544.46	867.21	520.32	1,016.79	147.97	924.39	4,287.68	6,287.31
Transit:	672.90	1,799.08	726.01	1,854.47	1,375.91	2,699.10	946.25	2,006.31	3,721.07	8,358.95
Bike/Ped:	51.33	83.53	31.64	61.72	9.99	102.72	12.25	96.26	105.20	344.23
CMAQ	67.49	72.02							67.49	72.02
Enhancement	226.78	298.59	1.34	14.75	3.73	21.72	1.84	6.02	233.70	341.07
Freight	3.51	4.89	3.80	5.05	0.72	0.90	0.56	0.70	8.59	11.54
ITS	44.22	57.24	18.08	25.55	22.26	33.36	17.96	28.95	102.53	145.09
Human Service Transportation Coordination	2.83	2.83	2.83	2.83	5.66	5.66	5.66	5.66	16.99	16.99
Maintenance	240.63	285.70	69.72	102.84	127.78	199.51	54.02	100.32	492.14	688.37
Other	449.71	589.54	188.25	274.91	293.24	468.78	188.17	282.82	1,119.36	1,616.04
Safety		3.25		2.50		5.00		5.00		15.75
TERMs	0.56	3.66	0.56	3.54	1.12	7.53	1.12	1.40	3.36	16.13
CMAQ, TERMs, Enhancements, ITS, and Other:	1,035.73	1,317.72	284.58	431.97	454.51	742.46	269.33	430.87	2,044.16	2,923.01
Total Funds:	4,834.89	6,679.24	1,586.69	3,215.37	2,360.73	4,561.07	1,375.80	3,457.82	10,158.11	17,913.50

PROGRAM CODES AND ABBREVIATIONS

(1) CODES FOR PROJECT PHASE

These abbreviations are used after the dollar figures in the tables to indicate the purpose of funding:

Planning or Preliminary Engineering	a
Right-of-way Acquisition	b
Construction	c
Study	d
Other (Operations, bus purchases, etc.)	e

(2) ABBREVIATIONS FOR SOURCE OF FUNDS

Identification of the funding source is for programming purposes only, and does not necessarily represent approval from the appropriate federal agency.

FHWA – TITLE I

ARRA	American Recovery and Reinvestment Act
BR	Bridge Replacement and Rehabilitation Program
CMAQ.....	Congestion Mitigation and Air Quality Improvement Program
DEMO.....	Demonstration
EB/MG	Equity Balance/Minimum Guarantee
FLTP.....	Federal Lands Transportation Program
FTNP.....	Eastern Federal Lands Highway Division
HES/STP	Hazard Elimination Safety (STP)
HPP	High Priority Project
HSIP	Highway Safety Improvement Program (STP)
IM.....	Interstate Maintenance
NHPP	National Highway Performance Program
NHS	National Highway System
REIMB.....	Eastern Federal Lands Highway Division Reimbursement Funding
RSTP	Regional Surface Transportation Program
SPR	State Planning & Research-Metropolitan Planning
SRTS.....	Safe Routes to School Program
STP	Surface Transportation Program
STP/E	Enhancements
STP/MG	Minimum Guarantee (STP)
TCSP	Transportation and Community and System Preservation

FTA – TITLE III

ARRA/TIGER	Transportation Investment Generating Economic Recovery
PRIIA	Passenger Rail Investment and Improvement Act of 2008
Section 5303	Planning Program
Section 5304	State & Planning Research Program
Section 5307	Urbanized Area Formula Program
Section 5309	Capital Program
Section 5309-NS	New Starts
Section 5310	Elderly & Persons with Disabilities Program
Section 5311	Non-Urbanized Area Formula Program
Section 5337	State of Good Repair Grant Funding
Section 5339	Alternatives Analysis Funding

Other Funding Sources

AC, ACC.....	Advanced Construction, Conversion
DOD.....	Department of Defense
DHS.....	Department of Homeland Security
GSA.....	General Services Administration Earmark
GARVEE	Grant Anticipation Revenue Vehicles (Bonds)
HP	High Priority (Demonstration)
Local.....	Local Funds
NPS.....	National Park Service
NRT	National Recreational Trails
PRIV.....	Private Developer
PL.....	Public Lands
REVSH.....	Revenue Sharing
State/DC.....	State or District of Columbia funds
State/Local.....	Combination State and Local funding
TF.....	Toll Financing

BICYCLE AND PEDESTRIAN PROJECT INFORMATION IN THE FY 2015-2020 TIP

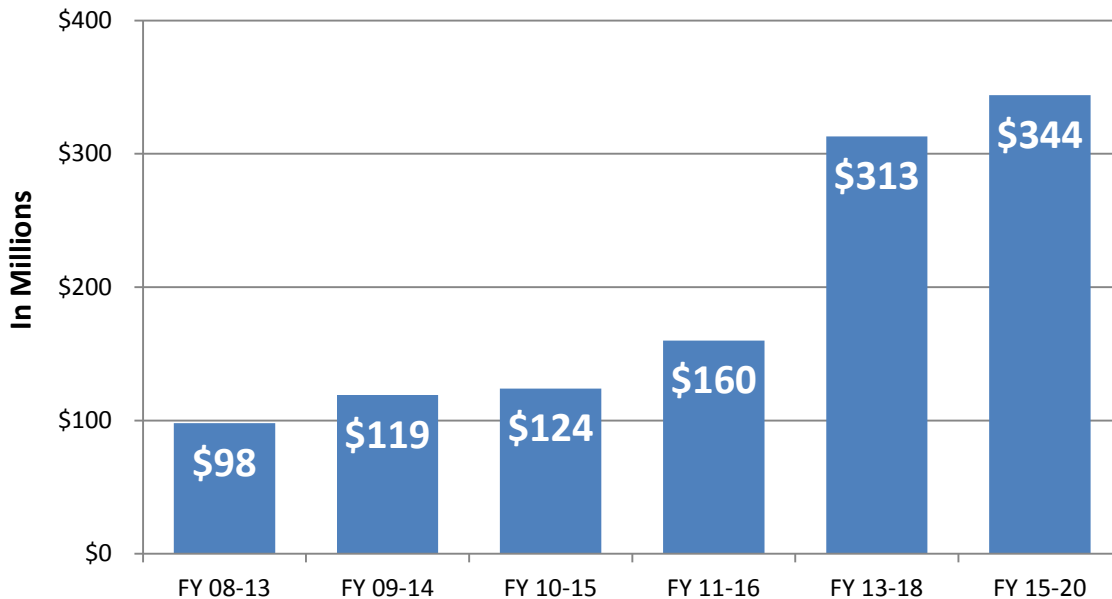
The TPB has set a goal to increase the rate of construction of bicycle and pedestrian facilities in the region. The table below summarizes the funding for projects in the TIP that are identified exclusively as bicycle and/or pedestrian projects around the region.

Funding for Bike/Ped Projects in the FY 2015-2020 TIP (in millions of \$)

	2015	2016	2017-2018	2019-2020	2015-2020
District of Columbia (8 projects)	19.35	7.56	4.23	14.73	45.87
Suburban Maryland (19 projects)	58.47	54.16	98.49	81.52	292.64
Northern Virginia (2 projects)	5.71	0.00	0.00	0.00	5.71
Regional Total:					\$344.23

The regional total of \$344 million represents a 10% increase in the amount of funds programmed two years ago, and a continued increase in the level of funding for bicycle and pedestrian projects over the past five TIP documents.

Funding in the FY 2015-2020 TIP Compared to Previous TIPs



While it is our best measure at the moment, the total of \$344 million does not represent the full amount of funding that will be put towards bicycle and pedestrian improvements across the region over the next six years. Approximately 20 road and transit projects in the TIP include some accommodations for bicyclists and/or pedestrians. These projects are marked with a bicycle icon (🚲) next to their descriptions. In addition, the District, Maryland and Virginia DOTs each program funds for “grouped projects.” Often these grouped projects include many smaller-scale bicycle and pedestrian improvements.

Learn more about bicycle and pedestrian planning in the National Capital Region with the following online resources:

- [DDOT's Bicycles and Pedestrians Page](#)
- [Bicycle & Pedestrian Projects in MDOT's Draft FY15-20 Consolidated Transportation Plan](#)
- [VDOT State Bicycle and Pedestrian Program](#)
- [VDOT/Northern Virginia Bicycle Resources](#)
- [TPB's Bicycle & Pedestrian Planning](#)

PUBLIC COMMENTS AND RESPONSES



NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD

Item 8

MEMORANDUM

April 16, 2014

To: Transportation Planning Board

From: Gerald Miller and Robert Griffiths
Acting Co-Directors,
Department of Transportation Planning

Subject: Review of Recommended Responses on Project Submissions for Inclusion in the Air Quality Conformity Assessment for the 2014 CLRP and FY 2015-2020 TIP

Background

At the March 19, 2014 meeting the Board was briefed on the project submissions for the draft 2014 CLRP and the FY 2015-2020 TIP, which were released for public comment and agency review at the TPB Citizens Advisory Committee (CAC) meeting on March 13, 2014. This public comment period closed on April 12.

Public comments submitted by individuals, organizations, and businesses were posted as they were received on the TPB web site at www.mwcog.org/transportation/public/comments.asp. The comments received are provided in a separate memorandum. This memorandum provides recommended responses to comments received.

The Board will be briefed on the comments received and recommended responses, and asked to approve project submissions for inclusion in the air quality conformity assessment for the 2014 CLRP and FY 2015-2020 TIP.

Comments and Responses

The comments can be grouped into three categories: A) the 2014 CLRP Must Address Regional Climate Change Goals, B) the MARC Growth and Investment Plan Needs Additional Service Improvements and, C) Virginia Highway Projects Should be Reevaluated.

A. Comments that the 2014 CLRP Must Address Regional Climate Change Goals

1. **Comment:** The TPB should commit to full disclosure of the climate change impact of the CLRP. The TPB is urged to conduct a transparent assessment of the CLRP and its performance with respect to climate change this year, to reevaluate all of the projects in the plan to ensure it achieves significant reductions in per capita vehicle miles traveled, and to reduce carbon emissions from transportation emissions.

Response: The TPB has provided estimates of CO₂ emissions in relation to Metropolitan Washington Council of Governments (COG) Climate Change Steering Committee CO₂ emissions reduction goals in its assessment of the performance of the 2012 CLRP and the 2013 CLRP. The mobile emissions estimates of CO₂ attributable to on-road mobile sources in the National Capital region prepared as part of the 2012 and 2013 CLRP performance assessments were developed in a technical process parallel to the US EPA required air quality conformity analysis. This parallel technical process used the same project inputs, land use assumptions, technical methods and milestone years as the federally required air quality assessment.

A comprehensive performance assessment of all projects collectively included in the 2014 CLRP, similar to the performance assessment carried out for the 2013 CLRP, will be prepared upon completion of the travel demand modeling and air quality conformity analysis this fall. This comprehensive performance assessment will include both estimated changes in vehicle miles traveled per capita and CO₂ emissions. It is anticipated that this comprehensive performance assessment of the 2014 CLRP will be completed and presented to the TPB by December.

- 2. Comment:** The recent analysis of the 2013 CLRP revealed that our currently planned projects, if built, would cause the region's transportation emissions to rise instead of drop to begin to meet the 80% reduction you have committed to. While fuel efficiency and fuel types are improving, there remains a large gap between transportation emissions forecasts and the region's climate goals. In order to get on track to meet our region's climate change goals, we must commit urgently to a dramatic increase in the region's share of trips taken by walking, cycling, and transit.

Response: While the TPB performance analysis for the 2013 CLRP indicates that the CO₂ emissions are forecast to rise by 2040, this is based upon the current EPA emissions model which does not account for the new recently promulgated federal fuel efficiency standards. When the new EPA emissions model is available (anticipated in late 2014) and validated for the region, it is expected that analysis of the 2014 CLRP will show a decrease in the CO₂ emissions by 2040.

The current emissions estimating model – MOVES2010 – does not capture the vehicle efficiency improvements associated with the federal CAFE standard, the federal mandate for lower sulfur content and other technologies associated with the federal Tier 3 standard. When the next generation model – MOVES2014 – is released by EPA in late 2014 and tested thoroughly from a technical standpoint, the beneficial influences of both federal standards on CO₂ emissions will be captured for the first time. It is anticipated that CO₂ emissions estimates will decline from the levels estimated by the MOVES2010 emissions model.

In 2010 the TPB conducted a planning study titled "What would it take?" to estimate likely CO₂ emissions reductions from a variety of strategies with the potential to achieve overall CO₂ reductions set by the MWCOC. This study examined potential CO₂ emissions reductions from a range of over 50 strategies (i.e., higher federal fuel-efficiency standards, national gas price increases and a range of short and long term transportation emissions mitigating actions by state and local governments). It concluded that the new federal fuel-efficiency standards would have the greatest potential in reducing the region's CO₂ emissions by 2040. The study also indicated that in order for the transportation sector to achieve such large CO₂ reductions, major fuel efficiency and alternative fuel technology

changes for private vehicles, trucks and buses together with a range of short-term travel efficiency strategies would be necessary.

3. **Comment:** The TPB should take action to align the CLRP with the region's climate change goals.

Response: In 2008 the Metropolitan Washington Council of Governments (COG) adopted a regional CO₂ emissions reduction goal applicable to all sectors (area, point, non-road and on road), but there were no separate CO₂ emissions reductions goals by sector. In 2010 Region Forward adopted the overall goal to reduce 2050 CO₂ emissions by 80% from 2005 levels and indicated that strategies to meet it should include energy conservation; adopting and scaling new technologies that produce renewable energy and relying less on oil and coal; retrofitting and designing new efficient green buildings; concentrating new development in Regional Activity Centers; and relying more on alternative modes of transportation such as walking, biking, and transit.

In early 2014, the TPB approved the Regional Transportation Priorities Plan (RTPP), which identifies specific strategies to achieve the region's transportation goals. The RTPP calls for concentrated land-use patterns and actions by state and local jurisdictions to promote more transit, walking and biking in order to reduce total vehicle-miles traveled region-wide. The RTPP also calls for the support of more electric and hybrid vehicles. As these strategies are more fully implemented by the state and local jurisdictions where land use and most project selection and funding decisions take place, it is anticipated that the CO₂ estimates for future CLRPs will be lower than the current estimates. An initial assessment of the 2014 CLRP and the RTPP will be presented to the TPB at its April 16 meeting. The full assessment with all available information will be presented in September prior to the approval of the 2014 CLRP.

4. **Comment:** The conformity process in the Washington region uses outdated mobile emissions budgets that have little relationship to either the new ozone standards or the more stringent ones that are likely to be adopted in the near future. The process does not support emission reductions from the transportation sector sufficient to bring the region into attainment "as expeditiously as practicable," as required by the Clean Air Act.

Response: The TPB conformity process meets all federal requirements. Each year that the CLRP and TIP are updated, TPB staff tests the draft CLRP and TIP to ensure that collectively the projects in the plan meet all federal regulatory requirements, as well as specific requirements for each air quality plan (called a State Implementation Plan, or SIP) promulgated under the Clean Air Act Amendments of 1990.

The conformity assessment conducted by the TPB demonstrates that mobile source emissions for the region, estimated for the TIP and for each analysis year of the long range plan, adhere to all carbon monoxide (CO) and ozone season volatile organic compound (VOC) and nitrogen oxides (NO_x) budgets established by the Metropolitan Washington Air Quality Committee (MWAQC) and approved by the EPA. Tests are also done to ensure that PM_{2.5} pollutant (direct PM_{2.5} and precursor NO_x) emissions are not greater than base year 2002 emissions.

Once the TPB finds that the CLRP meets regional air quality requirements, federal agencies certify that the plan is "in conformity." In other words, the TPB ensures that the CLRP "conforms" to air quality improvement requirements.. In a January 22, 2014 letter to the TPB, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) found that the analytical results provided by the TPB for the 2013 CLRP and FY

2013-2018 TIP demonstrate conformity and are consistent with EPA's Transportation Conformity Rule.

5. **Comment:** The TPB should work with COG staff to bring together the political leadership necessary to determine a path forward for aligning our transportation plans with our region's climate change goals.

Response: The TPB looks forward to working with COG and MWAQC and its environmental partners to find the most cost-effective ways to reduce emissions from all sources in order to clean the air while continuing to provide the mobility needed to support a strong regional economy. In support of TPB and COG policies, TPB staff have worked over the past years with members of MWAQC to prepare material assessing NO_x and CO₂ challenges and update the "Gold Book" identifying actions to reduce emissions at the local and regional level. This work has been undertaken with input from a wide variety of stakeholders, including TPB; MWAQC and its Technical Advisory Committee; the Air and Climate Public Advisory Committee; the Climate, Energy and Environment Policy Committee; and others. COG is planning to continue these efforts through fiscal year 2015 and beyond. COG staff expect this to include activities such as building off of the "Gold Book" to make it easier for localities to implement recommended practices and using the new MOVES2014 emissions model as part of a scenario analysis, building off of the 2010 "What Would It Take?" study to provide more information to decision makers about what is needed to fill the gap between current conditions and the projections of reduced future emission levels.

B. The MARC Growth and Investment Plan Needs Additional Service Improvements

Comment: MARC's Growth and Investment Plan (MGIP) is underfunded and should include aspirational goals from the 2007 plan such as run-through service, all-day two-way service and weekend service, and a third track on the Brunswick line.

Response: MDOT has set aside \$1.06 billion for MARC projects identified in the 2013 Draft Maryland Transit Administration MARC Growth and Investment Plan (MGIP) in the CLRP based on the initial draft of the plan. The comments have been forwarded to MTA for consideration in their process. The CLRP is not an aspirational plan like the MGIP; it must be fiscally constrained. For the purposes of the CLRP document, these projects will not be included in the 2014 update. If and when additional funding can be identified, the CLRP can be amended at that time.

C. Virginia Highway Projects Should be Reevaluated for the 2014 CLRP

Comment: The TPB should not include in the air quality conformity analysis for the 2014 CLRP several projects, including the newly-proposed Dulles Air Cargo, Passenger, Metro Access Highway, the widening of VA 123 from VA 7 to I-495, and the widening of US 1 from Fuller Road to Russell Road; and should also remove the Bi-County Parkway (nee Tri-County Parkway) and Manassas Battlefield Bypass projects.

Response: These newly-submitted highway projects for the CLRP as well as the Bi-County Parkway are included in the state and locally-approved transportation plans. They have gone through extensive planning and public comment phases at the local, state and federal levels and have been approved by the Commonwealth Transportation Board for inclusion in

the 2014 CLRP. The projects meet the financial constraint criteria for being included in the CLRP. The conformity analysis to be completed in September will determine if the new CLRP which includes all of the newly submitted highway and transit projects meet federal air quality conformity requirements.

In a letter dated April 16, 2014 VDOT has requested that all three of the alternatives submitted for the Dulles Air Cargo, Passenger, Metro Access Highway project be withdrawn from consideration for inclusion in the Air Quality Conformity Assessment of the 2014 CLRP and FY 2015-2020 TIP.

The Virginia Department of Transportation and the Department of Rail and Public Transportation continue to work with Northern Virginia local governments and transit providers to make significant investments in public transit, pedestrian and bicycle facilities, transportation demand management, and operational improvements. VDOT is also working with local governments to better coordinate land use planning and transportation planning to reduce travel volumes. Even with Virginia's high level of investment in non-highway projects, it is still necessary to provide some major highway improvements in this thriving region with high rates of job and population growth.



NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD

MEMORANDUM

October 15, 2014

To: Transportation Planning Board

From: Kanti Srikanth
Director,
Department of Transportation Planning

Subject: Comments Received and Acceptance of Recommended Responses for Inclusion in the Air Quality Conformity Analysis for the 2014 Financially Constrained Long-Range Transportation Plan (CLRP) and FY 2015-2020 Transportation Improvement Program (TIP)

Background

On September 11, 2014, the draft air quality conformity analysis for the 2014 CLRP and FY 2015-2020 TIP was released for public comment at the TPB Citizens Advisory Committee (CAC) meeting. The Board was briefed on the analysis and these documents at the September 17, 2014 meeting. The public comment period for the analysis and documents closed on October 11, 2014.

Public comments submitted by individuals, organizations, and businesses were posted as they were received on the TPB web site at www.mwcog.org/transportation/public/comments.asp. The comments received are provided in a separate memorandum. This memorandum provides recommended responses to comments received.

The Board will be briefed on the comments received and recommended responses, and asked to accept the comments for inclusion in the air quality conformity assessment for the 2014 CLRP and FY 2015-2020 TIP.

Comments and Responses

The comments can be grouped into three categories: A) Metropolitan Washington Air Quality Committee (MWAQC) Conformity Comment letter, B) Plans for the I-270/US 15 Corridor in Maryland, C) Maryland -Virginia Connections Should be Reevaluated, D) the 2014 CLRP Should Focus on Accessibility, and E) the 2014 CLRP Should Be More Strategic.

1. MWAQC Conformity Comment Letter

In a letter dated October 2, 2014, MWACQ concurred that the transportation sector emissions associated with the proposed transportation plans meet the approved motor vehicle emissions budgets (MVEBs) for the 1997 8-hour ozone national ambient air quality

standard (NAAQS); the MVEBs found adequate for the 1997 annual fine particulate matter (PM2.5) NAAQS; and the approved MVEB for the carbon monoxide (CO) NAAQS.

MWAQC also provided the following comments on the 2014 Constrained Long Range Plan (CLRP), the FY2015-2020 Transportation Improvement Program (TIP), and prospective developments in the air quality conformity process.

- a. **Comment:** MWAQC strongly urges TPB to maintain its commitments to Transportation Emission Reduction Measures and other emission reduction measures.

Response: The TPB remains committed to work with the transportation agencies to implement transportation emissions reduction measures (TERMs). The Departments of Transportation have indicated that they plan to continue to fund and implement the regional TERMS in addition to other such projects being implemented locally.

- b. **Comment:** MWAQC would like to work with TPB to update the annual PM2.5 and NOx MVEBs described in the (PM2.5 Maintenance Plan) above plan using the MOVES2014 model, updated 2014 motor vehicle registration data, and the most current version of TPB's Travel Demand Model.

Response: The TPB staff worked with MWAQC, the state air and transportation agency staffs in developing the PM2.5 Maintenance Plan using the latest tools and planning assumptions at that time. The TPB staff will do so again in update of this Plan

- c. **Comment:** MWAQC will need the support and consultation with TPB to examine emissions from the transportation sector and to identify new cost-effective strategies and opportunities to reduce emissions in order to meet future tougher Ozone Standards.

Response: The TPB and its staff has worked with MWAQC, the state air and transportation agencies in developing the State Implementation Plans to attain the previous the national ambient air quality standards for Ozone and other criteria pollutants and intends to do so in the future as new standards are promulgated.

2. Plans for the I-270/US 15 Corridor in Maryland

Comment: Regarding the proposed widening of Interstate 270 and US Route 15 through Montgomery and Frederick Counties, comments were received from members of the public in favor of immediate widening and in opposition to widening of the highways. Commenters were unanimous in noting the congested traffic conditions along the corridor. Most commenters favored widening the road immediately for traffic relief. Others noted the environmental impacts of widening and favored investment in MARC commuter rail and MTA commuter bus, along with bus on shoulder operations.

Response: The Maryland Department of Transportation (MDOT) and the Maryland State Highway Administration (SHA) completed an I-270/US 15 Multi-Modal Corridor Study in 2003 with a subsequent Alternatives Analysis in 2008. There are varying assumptions on different segments of the corridor; in general, the planned widening includes the construction of at least one additional general purpose lane (more in some segments) in each direction from I-370 to Biggs Ford Rd. The Multi-Modal Corridor Study also considered other planned improvements in the corridor, particularly the planned construction of the Corridor Cities Transitway (CCT) north from the Shady Grove Metro Station in the City of Rockville, which will provide a high-quality transit option by 2021. The

MARC Growth and Improvement Plan also provides for improvements to service along the Brunswick commuter rail line over the next decade.

MDOT and SHA continue to work with Suburban Maryland local governments and transit providers to make significant investments in improving this important transportation corridor, with investments in both the highway network and public transit. As projects in the corridor moves towards construction, there will be opportunity for additional input by the public. MDOT is also working with local governments to better coordinate land use planning and transportation planning to reduce travel volumes. Even with Maryland's high level of investment in non-highway projects, it is still necessary to provide some major highway improvements in this corridor with its high rate of population growth.

3. Maryland - Virginia Connections Should be Reevaluated

Comment: Given its previous work on assessing bottlenecks, the TPB should explore improved connections between Maryland and Virginia, including across the American Legion Bridge on I-495, between I-95 in Maryland and I-66 in Virginia, and an additional Potomac River crossing. Major projects such as these would be more beneficial to the residents of suburban jurisdictions.

Response: The TPB continues to work with its member jurisdictions and agencies in the exploration of projects for improved regional connections. There has been significant exploration of additional transportation capacity on the Beltway and across the Potomac River. The I-495 Beltway Express Lanes in Virginia opened in November 2012, and an additional extension to the Legion Bridge is planned for construction in future years. The Virginia Department of Transportation (VDOT) is working to complete the Potomac River Crossings Data Development Study, which will establish a common set of data from which Virginia, D.C. and Maryland can discuss approaches to ease congestion and increase multi-modal mobility among the three jurisdictions. In Maryland, the West Side Mobility Study was completed in 2008 which identified multiple options for improvements across the Legion Bridge and continuing up I-270. At a local level, in July 2013 the county councils of Montgomery and Fairfax met in a bilateral session to discuss the options for improved connections between the two jurisdictions, including transit service between the two jurisdictions.

4. The 2014 CLRP Should Focus on Accessibility

Comment: The Access for All (AFA) Committee provided comments on the draft 2014 CLRP in a letter distributed to the TPB at its September 17 meeting. In their letter, the AFA stressed the importance of transportation projects providing more accessibility and service for people with disabilities and low-income. In addition, the AFA expressed their concern about policies, particularly the price of tolls and fares, which disproportionately affect disabled and low-income citizens.

Response: Besides being distributed to the TPB, the AFA's letter on the impacts of projects and costs on low-income populations was also transmitted to lead transportation planners at the three state departments of transportation and to WMATA, for their acknowledgement and consideration. The main part of the comments pertains to the design and/or construction of projects, which are better addressed in the planning and implementation stages of specific projects.

The TPB continues to emphasize the importance of consideration of special needs in its Vision and Regional Transportation Priority Plan documents. An ongoing strategy of “ensure accessibility for persons with disabilities, low incomes, and limited English proficiency” is one of the priorities of the RTPP. Through the AFA Committee, the TPB continues to ensure the voice of these groups is heard and communicated to elected officials, transportation planners, and the general public. .

5. The 2014 CLRP Should Be More Strategic

Comment: The Northern Virginia Transportation Alliance commented that there should be a greater focus on projects of regional significance in the draft 2014 CLRP. The Alliance suggested that TPB should establish priorities by identifying investments that will move the greatest number of people, reduce travel time, increase reliability of the network region-wide, and produce the best long-term return on investment. The Alliance commented that that many of the projects in the 2014 CLRP are local in nature and will not provide more regional benefits, and suggested re-directing funds to their list of regional projects.

Response: The TPB continues to work with its member jurisdictions and agencies to provide a set of policy principles and priorities for transportation improvement projects to address the region’s mobility needs through its Vision and Regional Transportation Priority Plan. These documents call for projects that move more people, reduce regional congestion and improve reliability and predictability of operations on the region’s transportation facilities. The third priority of the RTPP calls for the region to “move more people and goods more efficiently”, by focusing on transportation planning and investment to alleviate current congestion and accommodate future growth in the region.

The draft 2014 CLRP includes transportation projects aimed at addressing these and other TPB policy principles and priorities. The TPB staff worked with the staff of its member jurisdictions and agencies in developing the financial plan element of the draft 2014 CLRP, which reflects the planned allocation of federal, state and regional revenues for projects and programs that have been identified by the member jurisdictions as urgent needs consistent with regional priority principles. It is recognized that there are unmet needs for improving the region’s transportation system and efforts to address these needs are underway.



NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD

MEMORANDUM

October 31, 2014

To: Transportation Planning Board

From: Kanti Srikanth
Director,
Department of Transportation Planning

Subject: Additional Comments Received and Responses for Inclusion in the Air Quality Conformity Analysis for the 2014 Financially Constrained Long-Range Transportation Plan (CLRP) and FY 2015-2020 Transportation Improvement Program (TIP)

Background

On September 11, 2014, the draft air quality conformity analysis for the 2014 CLRP and FY 2015-2020 TIP was released for public comment at the TPB Citizens Advisory Committee (CAC) meeting. The Board was briefed on the analysis and these documents at the September 17, 2014 meeting.

Public comments submitted by individuals, organizations, and businesses were posted as they were received on the TPB web site at www.mwcog.org/transportation/public/comments.asp. The public comment period for the analysis and documents closed on October 11, 2014, and the comments received and responses for inclusion in the CLRP and TIP were distributed and accepted at the October 15 meeting of the TPB.

However, several public comments were submitted to a previous e-mail address and website used in past years, which was still active though no longer used for the public comment process on the 2014 CLRP/FY 2015-2020 TIP. These comments were recognized on the day of the TPB meeting and were accordingly discussed during the TPB meeting and the responses were accepted as discussed. This memorandum compiles those additional comments and responses.

Additional Comments and Responses

The comments can be grouped into four categories: A) Plans for the I-270/US 15 Corridor in Maryland, B) Future Mode Share Projections, C) Reduce Greenhouse Gases, and D) Encourage Bicycle and Pedestrian Project Funding.

A. Plans for the I-270/US 15 Corridor in Maryland

Comment: Multiple comments were received and accepted by the TPB on October 15 in regard to the proposed widening of Interstate 270 and US Route 15 through Montgomery and Frederick Counties. The four additional comments received were similar to those, from members of the public in favor of immediate widening and in opposition to widening of the highways. Opposing comments suggested increased investment in public transportation

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS

777 North Capitol Street NE, Suite 300, Washington, DC 20002-4290

Web: www.mwcog.org/tpb Phone: (202) 962-3200 TDD: (202) 962-3213

options as an alternative. It was also suggested that truck traffic and out-of-state traffic be tolled or otherwise restricted.

Response: The Maryland Department of Transportation (MDOT) and the Maryland State Highway Administration (SHA) continue to work with Suburban Maryland local governments and transit providers to make significant investments in improving this important transportation corridor, with investments in both the highway network and public transit. As projects in the corridor moves towards construction, there will be opportunity for additional input by the public. MDOT is also working with local governments to better coordinate land use planning and transportation planning to reduce travel volumes.

B. Future Mode Share Projections

Comment: A member of the public commented that the 2040 mode share projections are “hilariously unlikely”, as they do not account for adoption of autonomous vehicles. It was suggested that traffic projections should take this into account, with a mode share of 70% of autonomous cars proposed for 2040.

Response: Questions on the impact of autonomous vehicles are periodically posed to TPB staff, and the topic is increasingly discussed at professional conferences. Due to the developmental nature of this technology and lack of specific, large scale funding and implementation programs for the various infrastructure and regulatory aspects such analysis currently is within the realm of a scenario analysis as opposed to part of a fiscally constrained long range planning of the metropolitan planning organizations. There is currently no set of assumptions and/or analysis tools and methodologies generally accepted as best practices and/or latest planning assumptions. The TPB bases its travel demand modeling analysis on data and a series of factors that best reflect current travel patterns and accepted and federally reviewed latest planning assumptions and best practices.

C. Reduce Greenhouse Gases

The Coalition for Smarter Growth submitted a letter to the TPB, enclosing a copy of their comments from April 2014 on the 2014 CLRP Project Inputs and copies of two sets of testimony at the October 2 joint MWAQC-CEEPC meeting. In addition, 132 of their supporters submitted a prepared set of comments. The following comments, and responses, attempt to summarize the Coalition’s main points.

1. **Comment:** The 2014 CLRP shows CO2 emissions going up while COG’s goal is to reduce CO2 emissions.

Response:

(1) Per Capita CO2 emissions from the 2014 CLRP in the year 2040 is forecast to go down about 22% below 2005 levels even as the region is forecast to add 1.5 million more people and 1.1 million more jobs.

(2) Current estimates of CO2 emissions for the 2014 CLRP does not include the anticipated reductions in emissions, including CO2, from new federal fuel efficiency standards and the new vehicle technology controls (Tier 3) both of which are anticipated to reduce emission significantly. The EPA tool currently used to estimate emissions from the CLRP cannot yet

analyze these federal programs. EPA has released a new tool which will capture these reductions and TPB plans to use this tool in its analysis of future CLRP/TIP updates.

2. **Comment:** TPB needs to do its part to help reduce greenhouse gases, particularly by increasing transit-oriented development and accessibility for non-motorized modes of travel.

Response:

(1) COG and its member jurisdictions adopted the Region Forward report in 2010. The report identified certain strategies to help reduce GHG including concentrating new developed in Regional Activity Centers and providing more alternative modes of transportation. The 2014 CLRP assessment found that between 2015 and 2040 about 75% of the 1.1 million new jobs will be in Activity Centers and about 55% of the 1.1 million increase in population will be in Activity Centers.

(2) The 2014 CLRP includes projects which will connect 2/3 of all Activity Centers by high capacity transit in 2040, compared to about 50% today. The Activity Centers are also the focus of member jurisdiction efforts to promote transit-oriented development and non-motorized travel through improved accessibility and connections.

(3) The 2014 CLRP analysis found that due to the land use and transportation investment strategies included in the Plan, Walk-Bike, Carpool/Vanpool and Transit mode shares for commute and daily trips are all forecast to increase at a higher rate than for single occupant vehicles between 2015 and 2040.

3. **Comment:** The 2014 CLRP adds 1,200 lane miles of roadway capacity and only 44 miles of transit capacity between 2015 and 2040; while traffic congestion does not get better.

Response:

(1) The proposed addition of 1,200 lane miles represent a 7% increase in roadway capacity (including capacity needed for buses) in the face of adding 4 million new trips per day (24% increase). Consequently the proportion of total VMT in congested conditions and total lane miles experiencing congestion are both forecast to increase.

(2) The proposed addition of transit miles represents a 15% increase in transit rail miles; 60% of overall expenditures of the 2014 CLRP are for transit. Accessibility to jobs via transit is forecast to improve more than the improvement in accessibility to jobs by automobile.

(3) The 2014 CLRP performance emphasizes the impact of financial constraints in addressing the mobility needs of the growing region – 83% of all funding included in the 2014 CLRP is set aside for Operations and Maintenance and for State of Good Repair, with 17% of funds available for expansion of the transportation system (Highway and Transit).

4. **Comment:** The CLRP should reduce VMT and Vehicle Trips

Response:

(1) The 2014 CLRP forecasts growth in VMT lagging behind growth in Employment and Population.

(2) The 2014 CLRP forecasts a reduction in per capita VMT even as Population and Employment is forecast to grow.

5. **Comment:** This year's CLRP update should include a complete reevaluation of all projects, rather than have legacy projects continually advanced.

Response:

The CLRP and TIP are continuously being updated and amended to reflect developments in the planned projects of each member jurisdiction. In response to the annual call for projects, staffs from member jurisdictions provide inputs to each year's CLRP that add and also remove projects. The 2014 CLRP included the removal of a project from planned construction, while reinstating another project that had previously been removed. In addition to the significant projects highlighted in each year's CLRP update, staffs from member jurisdictions also provide considerable updates to the listing of projects affecting air quality conformity, reflecting the approved transportation plans of their member jurisdictions.

D. Encourage Bicycle and Pedestrian Project Funding.

The Greater Washington DC Safe Routes to School Network submitted a letter to the TPB encouraging greater investment in walking and bicycling. In general, the letter complimented the TPB on the development of the Regional Complete Streets Policy, the inclusion of bicycle and pedestrian infrastructure as a priority strategy in the RTPP, and a regional focus on accessibility improvements in Activity Centers and around transit stations.

Comment: Funding for walking and bicycling makes up less than 2% of the CLRP and TIP budgets.

Response: Projects included in the CLRP and TIP are those that are regionally significant and/or that use federal funds. The CLRP and TIP forms specifically include bicycle and pedestrian improvements as either a primary or secondary project purpose. However, most funding of such types of projects is accomplished at the local level by jurisdictions. The TPB will continue to work with its members to emphasize the importance of such investments in improving these important transportation connections.



The National Capital Region Transportation Planning Board

Metropolitan Washington Council of Governments

777 North Capital Street NE | Suite 300

Washington, DC 20002-4239

(202) 962-3200

www.mwcog.org/CLRP2014