

ITEM 10 - Information

March 16, 2005

Briefing on Project Submissions and Comments Received to Date for the Air Quality Conformity Assessment for the 2005 Constrained Long Range Plan (CLRP) and FY 2006-2011 Transportation Improvement Program (TIP)

Staff

Recommendation: Receive briefing and provide comments on the project submissions.

Issues: None

Background: At its February 16, 2005 meeting, the Board was briefed on the submissions received from state, regional and local agencies for the 2005 CLRP and the FY 2006-2011 TIP, which were released for public comment and agency review at the TPB Citizens Advisory Committee (CAC) meeting on February 10.

Because additional information on the submissions has been received since February 10, it is recommended that the public comment period should be extended by releasing the updated project submission information at the March 16 TPB meeting. This extended public comment period will close on April 15, 2005. At the April 20, 2005 meeting, the Board will be briefed on the comments received and the recommended responses, and asked to approve the submissions for inclusion in the air quality conformity analysis for the 2005 CLRP and the FY 2006-2011 TIP.

At its January 19, 2005 meeting, the Board

approved the solicitation document for the 2005 CLRP and the FY2006-2011 TIP. The project submissions were released for public comment and agency review at the TPB Citizens Advisory Committee (CAC) meeting on February 10. The public comment period ended on March 12.

MEMORANDUM

March 10, 2005

TO: Transportation Planning Board

FROM: Ronald F. Kirby
Director of Transportation Planning

SUBJECT: Proposed Significant Changes for the Air Quality Conformity
Analysis of the 2005 CLRP and FY 2006-2011 TIP

Background

The attached document, which was released for public comment on February 10, describes the proposed significant changes reflected in the air quality conformity inputs for the 2005 CLRP and the FY 2006-2011 TIP. Significant changes are those relating to facility types 1, 2 and 5 (interstates, principal arterials, and other limited access parkways and roadways). Table A lists the significant change projects that are inside the TPB planning area, and Table B lists a significant change project that is outside the TPB planning area but inside the MSA. Exhibit 1 maps the significant change projects that are inside the TPB planning area. Detailed description sheets for each of the projects are attached.

The Eastern Federal Lands Highway Division (EFLHD) of the Federal Highway Administration has submitted two projects. The first is a bypass around the Manassas National Battlefield Park in Fairfax and Prince Williams Counties, which is project 5 in Table A. The second project is a connector road from Telegraph Road to Route 1 through Fort Belvoir in Fairfax County, which is not facility type 1, 2 and 5 shown in Table A, but will be included in the conformity analysis.

In addition, beginning on page 15, are updated project description sheets and information provided by the Maryland Department of Transportation (MDOT) regarding the funding and schedule for the Intercountry Connector.

Additional Project Information

At the February 16 meeting, the TPB was briefed on these materials. Since then additional information has been received regarding these submissions. The EFLHD has requested that the bypass around the

Manassas National Battlefield Park in Fairfax and Prince Williams Counties be removed as a submission at this time. Additional information on project costs and revenues for the I-495 HOT Lanes project has been provided by the Virginia Department of Transportation (VDOT) and is included in the attached project description materials as page 8a.

Attachment

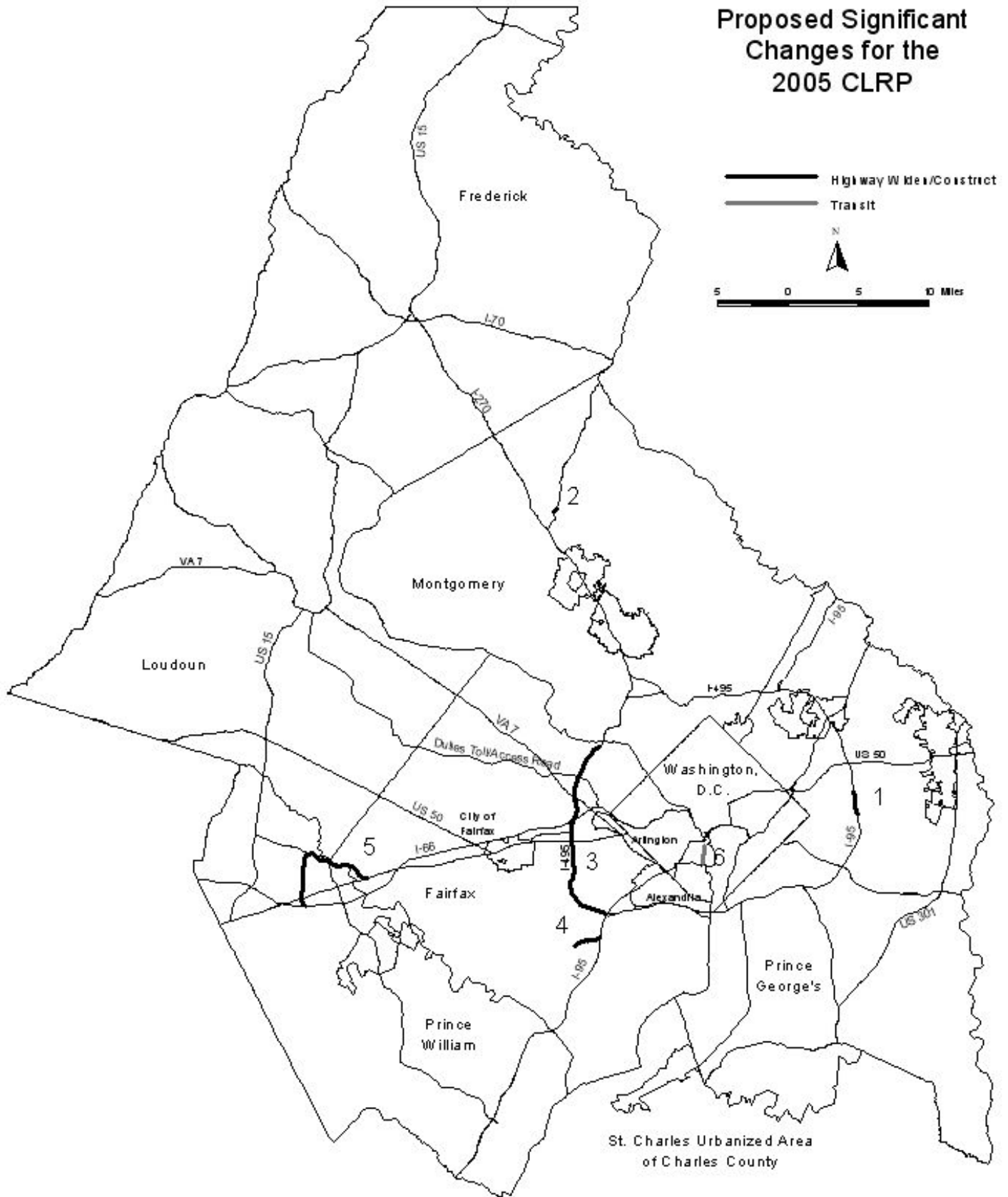
Table A
Significant Changes
for the
Air Quality Conformity Analysis
of the
2005 CLRP and FY2006-2011 TIP
Projects Inside the TPB Planning Area

ID	Agency	Improvement	Facility	From/At	To	Completion Date	Fac. Type		# Lanes	
							from	to	from	to
MARYLAND										
1	MDOT	Construct	I-95/I-495/Arena Drive Interchange	MD 214	MD 202	2010	1	1	8	8+2
2	MDOT	Widen	MD 27	MD 355	A 305	2006	2	2	4	6
VIRGINIA										
3a	VDOT	Widen/ Construct	I-495 HOT I-495 HOV (peak)	I-395	S. of VA 193 (Georgetown Pike)	2010 2012	1	1	8	8+4 10
3b	VDOT	Construct	I-495 HOT Lanes Interchange	Provides SB to WB, SB to EB, EB to SB, & NB to WB HOV to HOT or HOT to HOV	@ VA 267 (Dulles Toll Road)	2010	1	1	--	--
3c	VDOT	Construct	I-495 HOT Lanes Interchange	All movements	@ VA 123 (Chain Bridge Road)	2010	1	1	--	--
3d	VDOT	Construct	I-495 HOT Lanes Interchange	Provides SB to WB, WB to SB, EB to SB, NB to WB, & EB to NB HOV to HOT movements	@ I-66 HOV Lanes	2010	1	1	--	--
3e	VDOT	Construct	I-495 HOT Lanes Interchange	HOT movements to and from South Only	@ US 29	2010	1	1	--	--
3f	VDOT	Construct	I-495 HOT Lanes Interchange	All movements	@ VA 620 (Braddock Road)	2010	1	1	--	--
3g	VDOT	Construct	Construct ramps connecting the existing I-95 / I-395 HOV lanes on Shirley Highway to proposed HOT lanes on the Capital Beltway.	From I-95 / I-395 HOV lanes to I-495 HOT lanes		2010	1	1	--	--
4a	VDOT	Upgrade	VA 7900 (Franconia/Springfield Parkway)	VA 638 (Rolling Rd.)	VA 617 (Backlick Rd.)	2020	5	1	6+2	6+2
4b	VDOT	Construct	VA 7900 (Franconia/Springfield Parkway)	Interchange at Neuman Street		2020	1	1	--	--
5a	Federal Lands	Close to thru traffic	US 29 and Buisness VA 234	Within the limits of the Manassas National Battlefield Park		2021	2	--	2	0
5b	Federal Lands	Construct/ Widen	New Roadway	US 29 @ Luck Stone Quarry	I-66 @ VA 234 Bypass	2021	2	2	0/2	4
6a	Arlington County	Construct	Crystal City-Potomac Yards busway (2-lane) Segment 1	Vicinity of Glebe Rd. Extended	26th St.	2006	--	--	0	2
6b	Arlington County	Construct	Crystal City-Potomac Yards busway (2-lane) Segment 2	26th St.	Crystal City Metro Station	2008	--	--	0	2
6c	Arlington County	Upgrade	Crystal City-Potomac Yards busway to BRT	Vicinity of Glebe Rd. Extended	Crystal City Metro Station	2012	--	--	0	2

**Table B
 Significant Changes
 for the
 Air Quality Conformity Analysis
 of the
 2005 CLRP and FY2006-2011 TIP
 Projects Outside the TPB Planning Area**

ID	Agency	Improvement	Facility	From/At	To	Completion Date	Fac. Type		# Lanes	
							from	to	from	to
MARYLAND										
1	MDOT	Construct	MD 2/4 at Lusby Southern Connector Rd.	MD 765	MD 2/4 at Lusby	2010	0	2	0	3

Exhibit 1 Proposed Significant Changes for the 2005 CLRP



**2005
CONSTRAINED LONG RANGE PLAN (CLRP)**

#1

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **I-95/I-495/ Arena Drive Interchange Inter**
 From/At: **MD 202**
 To: **MD 214**
 Jurisdiction: **Prince George's County**

2. Submitting Agency: MDOT/State Highway Administration

ProjectType: **Interstate**
 Agency Project ID:
 Last Modified On: **2/3/2005**

3. Project Type and Description

- Construction Study
 Transportation Emissions Reduction Measure (TERM) Maintenance and Operations
 Other Action/Strategy

Description of project or action:

Construct operational and safety improvements along I-95/I-495 from MD 214 to MD 202 including conversion of the I-95/I-495 interchange at Arena Drive from a part-time interchange to a full-time interchange to handle the existing and proposed growth in the vicinity of FedEx Field and the Largo Town Center Metro Station. Three through lanes and two local C/D (Collector Distributor) lanes along I-95/495 from south of Arena Drive Ram to North of Ramp to MD 202 will be constructed. In order to accommodate the creation of the local C/D lanes, the through lanes will be shifted onto new pavement in the existing median.

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
<input checked="" type="checkbox"/>		Construct	I-95/I-495/Arena Drive Interchange	MD 214	MD 202	8	8+2	2010

5. Purpose/contribution to regional goals

Relieve congestion at the adjacent Capital Beltway interchanges at MD 202 and MD 214 in the future so that planned economic development and the Largo Largo Town Center Metro Station can be better served.

6. Funding and Schedule Information

Cost (In Thousands): **\$29,651** Date of completion or implementation: **2010**
 Source: **Federal, State,**
 Cost and schedule remarks:

7. CMS Documentation

- Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No
 If yes, does this project require a CMS Documentation form under the given criteria? Yes No
 If not, please identify the criteria that exempt the project here:

**2005
CONSTRAINED LONG RANGE PLAN (CLRP)**

#2

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **MD 27**
 From/At: **Brink Road**
 To: **Skylark Road**
 Jurisdiction: **Montgomery County**

2. Submitting Agency: MDOT/State Highway Administration

ProjectType: **Secondary**
 Agency Project ID:
 Last Modified On: **2/3/2005**

3. Project Type and Description

- Construction Study
 Transportation Emissions Reduction Measure (TERM) Maintenance and Operations
 Other Action/Strategy

Description of project or action:

Reconstruction of MD 27 to support proposed development in Clarksburg from Brink Road to Skylark Road

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						FromTo		
<input type="checkbox"/>	Construct		MD 27	MD 355	A-305	4	6	2006

5. Purpose/contribution to regional goals

This project addresses Goal #2. It enhances the quality of life and promotes a strong and growing economy with a mix of housing and jobs in a walkable environment.

6. Funding and Schedule Information

Cost (In Thousands): **\$0** Date of completion or implementation: **2010**

Source: **Private,**

Cost and schedule remarks:

Road improvements will be funded by the developer.

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway Yes No

If yes, does this project require a CMS Documentation form under the given criteria? Yes No

If not, please identify the criteria that exempt the project here:

**2005
CONSTRAINED LONG RANGE PLAN (CLRP)**

#3

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **I-495 HOT Lanes**
 From/At: **I-95/395/495 (Springfield) Interchange**
 To: **South of VA 193 (Georgetown Pike)**
 Jurisdiction: **Fairfax County,**

2. Submitting Agency: **VDOT**

ProjectType: **Interstate**
 Agency Project ID: **00068805**
 Last Modified On: **1/31/2005**

3. Project Type and Description

- Construction Study
 Transportation Emissions Reduction Measure (TERM) Maintenance and Operations
 Other Action/Strategy

Description of project or action:

Widen I-495 (Capital Beltway) to 12 lanes by adding four high-occupancy toll (HOT) lanes (two in each direction) between the Springfield Interchange and a point just south of VA 193 (Georgetown Pike). The HOT Lanes would connect (via construction of ramps as part of a separate project) to the I-95 / I-395 HOV lanes in the vicinity of the Springfield Interchange. This would permit HOT traffic to continue northward from I-95 to Georgetown Pike, and vice versa.

Intermediate access would be provided directly onto the HOT lanes by separate ramps at VA 620 (Braddock Road), US 29 (Lee Highway) (to and from the south only), I-66, VA 123 (Chain Bridge Road), and the VA 267(Dulles Airport Access and Toll Road). Although the existing interchanges within this segment of I-495 may be reconfigured, access to / from the general-purpose lanes from / to the interchanging arterials and freeways will be maintained by this project.

Access to the HOT lanes would be available to automobile, light truck, bus and transit vehicles only. The Commonwealth Transportation Board (CTB), or the Commissioner in the course of negotiating the Comprehensive Agreement, will determine the minimum number of occupants (not less than three) required to be in a vehicle for travel on the HOT lanes without payment of a toll. Any other vehicles not meeting the occupancy requirement would pay, using electronic toll collection equipment, a toll at a rate that would vary by time of day. Buses and other transit vehicles, and emergency response vehicles would operate on the HOT lanes for free.

This project will be financed under Virginia's Public-Private Transportation Act (PPTA) of 1995. Financing will be arranged by a private contractor and therefore will not make use of traditional funding sources. Operations are governed by Virginia HOT Lanes laws (§ 33.1-56.1 et seq. of the Code of Virginia).

Existing local MetroBus, Fairfax Connector, and OmniRide routes would make use of the Beltway HOT lanes. Additional routes would also be considered. Private bus operators Quick and Martz have stated that they would probably provide regular service from the south to Tysons Corner.

Bicycle/pedestrian accommodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
<input checked="" type="checkbox"/>		Widen / Constr	I-495 HOT Lanes	I-95/395/495 (Springfield) Interchange	South of VA 193 (Georgetown Pike)	8/0	8/4	2010
<input type="checkbox"/>		Construct	I-495 HOT Lanes Interchange	@ VA 267 (Dulles Toll Road)	SB to WB, SB to EB, EB to SB, & NB to WB	-	-	2010
<input type="checkbox"/>		Construct	I-495 HOT Lanes Interchange	@ VA 123 (Chain Bridge Road)	All Movements	-	-	2010
<input checked="" type="checkbox"/>		Construct	I-495 HOT Lanes Interchange	@ I-66 HOV Lanes	SB to WB, WB to SB, EB to SB, NB to WB, & EB to NB	-	-	2010
<input type="checkbox"/>		Construct	I-495 HOT Lanes Interchange	@ US 29	To and from South Only	-	-	2010
<input type="checkbox"/>		Construct	I-495 HOT Lanes Interchange	@ VA 620 (Braddock Road)	All Movements	-	-	2010

5. Purpose/contribution to regional goals

Policy Goal 2, Strategy 4: When implemented, the Capital Beltway HOT lanes will support the regional activity centers located along I-495.

Goal 1, Objective 1, Strategy 1; Goal 2, Objectives 3 & 5, Strategies 4 & 5; Goal 4, Objective 1 & 2 , Strategies 2 & 3; and Goal 7, Objective 2.

When implemented, the Capital Beltway HOT lanes will:

1. reduce reliance on low occupancy vehicles,
2. increase people moving capacity in the corridor,
3. encourage ridesharing,
4. provide opportunity for new transit services,
5. reduce fuel consumption,
6. improve system reliability,
7. likely to reduce emissions of certain pollutants, and
8. minimize impacts on natural resources.

6. Funding and Schedule Information

Cost (In Thousands): **\$899,000**

Date of completion or implementation: **2010**

Source: **PPTA arranged funding**

Cost and schedule remarks:

The project is in development. The funding will be provided by a mix of non-recourse toll revenue bonds, a Federal TIFIA loan and private investors. Construction will begin in 2006 and will be completed in 2010.

Preliminary Engineering Costs: \$73 million

Right-of-Way Costs: \$8 million

Construction Costs: \$818 million

- **Project finance will be arranged by a private contractor (PPTA) through issuances of non-recourse toll revenue bonds, a Federal TIFIA loan, and private investors.**
- **TIFIA is a federal loan designed to help innovative financing and does not count against the State's allocation of federal transportation funds.**
- **No local taxpayer funds are included in the local share. All local funds will be derived from non-recourse bonds backed by toll revenues and bonds from private investors.**

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No

If yes, does this project require a CMS Documentation form under the given criteria? Yes No

If not, please identify the criteria that exempt the project here:

**Capital Beltway HOT Lane Project - Draft Financial Plan
Proposed For Inclusion in the 2005 CLRP**

Project Cost (1000s of \$):	2006	2007	2008	2009	2010	TOTAL
Capital Cost	\$164.8	\$259.7	\$211.9	\$159.9	\$102.8	\$899.0
Debt Service - Annual element	\$0.0	\$0.0	\$9.7	\$19.4	\$19.4	\$48.5
Debt Service - Fixed component	\$175.0					\$175.0
Total Capital Cost	\$339.8	\$259.7	\$221.6	\$179.3	\$122.2	\$1,122.5

Project Revenues (1000s of \$):						
Non-recourse Bonds	\$655.0					\$655.0
TIFIA backed Bonds	\$234.0					\$234.0
Private Investments	\$135.0					\$135.0
Investment Earnings	\$15.0	\$33.0	\$22.0	\$11.0	\$4.0	\$85.0
Toll Revenues	\$0.0				\$20.6	\$20.6
Total Revenue	\$1,039.0	\$33.0	\$22.0	\$11.0	\$24.6	\$1,129.6

Notes:

1. Capital Cost includes funding for preliminary engineering, right-of-way and construction.
2. Debt Service - Annual element refers to interest paid on Bonds
3. Debt Service - Fixed component includes: (a) additional bond proceeds borrowed to fund interest payments until project revenues can be generated; (b) moneys set aside to fund debt service payments in the event of a revenue shortfall; (c) financing costs such as fees for underwriters, attorneys, ratings, printing etc. similar to loan closing costs.
4. Non-recourse bonds issued on the basis of revenue generated from the HOT lane operations.
5. TIFIA is a federal loan guarantee on the basis of which public bonds can be issued to raise revenue.
6. Investment earnings refers to interest earned on revenues collected but not yet utilized for the project.

**2005
CONSTRAINED LONG RANGE PLAN (CLRP)**

#3g

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **I-495 HOV (peak)**
 From/At: **@ I-95/395/495 Interchange**
 To: **Phase VIII (formerly listed w/ S'field Inte**
 Jurisdiction: **Fairfax County,**

2. Submitting Agency: **VDOT**

ProjectType: **Interstate**
 Agency Project ID: **00014682**
 Last Modified On: **2/2/2005**

3. Project Type and Description

- Construction Study
 Transportation Emissions Reduction Measure (TERM) Maintenance and Operations
 Other Action/Strategy

Description of project or action:

Construct ramps connecting the existing I-95 / I-395 HOV lanes on Shirley Highway to proposed HOT lanes on the Capital Beltway.
No bicycle/pedestrian accommodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
	<input checked="" type="checkbox"/>	Construct	I-495 HOV (peak)	@ I-95/395/495 Interchange	Phase VIII (formerly listed w/ S'field Interch.)	-	-	2010

5. Purpose/contribution to regional goals

Policy Goal 2, Strategy 4: When implemented, the proposed HOV ramps will support the regional activity centers located along I-495.

Goal 1, Objective 1, Strategy 1; Goal 2, Objectives 3 & 5, Strategies 4 & 5; Goal 4, Objective 1 & 2 , Strategies 2 & 3; and Goal 7, Objective 2.

6. Funding and Schedule Information

Cost (In Thousands): **\$84,400** Date of completion or implementation: **2010**

Source: **Federal, State, Private, Bonds,**

Cost and schedule remarks:

PE estimated at \$6,549 K. CN estimated at \$77,851 K.

Potential for this project to be funded / constructed as part of the I-495 / Capital Beltway HOT Lanes project.

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No

If yes, does this project require a CMS Documentation form under the given criteria? Yes No

If not, please identify the criteria that exempt the project here:

**2005
CONSTRAINED LONG RANGE PLAN (CLRP)**

#4

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **VA 7900 (Franconia-Springfield Parkwa**
 From/At: **VA 7100 (Fairfax County Parkway)**
 To: **VA 2677 (Frontier Drive)**
 Jurisdiction: **Fairfax County,**

2. Submitting Agency: **VDOT**

ProjectType: **Secondary** **Fairfax County**
 Agency Project ID: **VSF26**
 Last Modified On: **2/2/2005**

3. Project Type and Description

- Construction
- Transportation Emissions Reduction Measure (TERM)
- Study
- Maintenance and Operations
- Other Action/Strategy

Description of project or action:

Upgrade to a freeway / Implement full control of access (elimination of at-grade connections (intersections and driveways)) from VA 638 (Rolling Road) to VA 617 (Backlick Road) by the construction of an interchange @ VA 1220 (Neuman Street) (replaces the existing signal-controlled intersection w/ Bonniemill Lane.)

Construct HOV lanes between VA 7100 (Fairfax County Parkway) and VA 2677 (Frontier Drive).

Implement safety and operational improvements, as necessary.

Reconstruct / replace bridges, as necessary.

Bicycle/pedestrian accommodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
<input type="checkbox"/>	Construct	VA 7900 HOV (Franconia-Springfield Parkway)	VA 7900 HOV (Franconia-Springfield Parkway)	VA 7100 (Fairfax County Parkway)	VA 2677 (Frontier Drive)	-	2	2010
<input type="checkbox"/>	Construct/Upg	VA 7900 (Franconia-Springfield Parkway) Interchange	VA 7900 (Franconia-Springfield Parkway) @ VA 1220 (Neuman Street)		VA 638 (Rolling Road) to VA 617 (Backlick Road)	6	6	2020

5. Purpose/contribution to regional goals

Policy Goal 2, Strategy 4: Construction of additional lanes will support the Springfield regional activity center by providing improved traffic flow and relieving congestion to and from Springfield. HOV lanes will relieve congestion on regular lanes and encourage carpooling by providing exclusive lanes for HOV users.

6. Funding and Schedule Information

Cost (In Thousands): **\$16,000** Date of completion or implementation: **2010**
 Source: **Bonds**
 Cost and schedule remarks:

7. CMS Documentation

- Is this a highway capacity-increasing project on a limited access or other principal arterial highway Yes No
- If yes, does this project require a CMS Documentation form under the given criteria? Yes No
- If not, please identify the criteria that exempt the project here:

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

#5

1. Location and Jurisdiction

Facility: **US 29/VA Business Route 234**
From/At: **within limits of the Manassas National B**
To:
Jurisdiction: **Fairfax County, Prince William County**

2. Submitting Agency: **Federal Lands Highway/National Park S**

Last Modified On: **2/10/2005**

3. Project Type and Description

- Construction Study
 Transportation Emissions Reduction Measure (TERM) Illustrative Project
 Other Action/Strategy

Description of project or action:

Close US 29/VA Business Route 234 to public through traffic and construct a new roadway from US 29 at Luck Stone Quarry to I-66 at VA 234 Bypass.

No bicycle/pedestrian accommodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
<input checked="" type="checkbox"/>		Construct	New Roadway	US 29 @ Luck Stone Quarry	I-66 @ VA 234 Bypass	0/2	4	2021
<input checked="" type="checkbox"/>		Close to Thru	US 29/VA Business Route 234	within limits of the Manassas National Battlefield Park		2	0	2021

5. Purpose/contribution to regional goals

6. Funding and Schedule Information

Cost (In Thousands):

Date of completion or implementation: **2021**

Source:

Cost and schedule remarks:

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No

If yes, does this project require a CMS Documentation form under the given criteria? Yes No

If not, please identify the criteria that exempt the project here:

**2005
CONSTRAINED LONG RANGE PLAN (CLRP)**

#6

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **Potomac Yard Transit**
 From/At: **Braddock Road Metro Station**
 To: **Crystal City**
 Jurisdiction: **Alexandria, Arlington County,**

2. Submitting Agency: **VDOT**

ProjectType: **Transit**
 Agency Project ID:
 Last Modified On: **2/8/2005**

3. Project Type and Description

- Construction Study
 Transportation Emissions Reduction Measure (TERM) Maintenance and Operations
 Other Action/Strategy

Description of project or action:

The Virginia Department of Rail and Public Transportation (VDRPT) conducted an in-depth study of the cost benefits of various transit alternatives in the Potomac Yard Corridor between Crystal City and the Monroe Avenue Bridge. Perform major capital investment study and develop funding proposal for the project. The Phase I study is complete. It identified three potential transit options for the corridor.

Phase II will identify a recommended transit mode and design options, and develop appropriate environmental documentation.

Bicycle/pedestrian accommodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
<input checked="" type="checkbox"/>		Study	Crystal City - Potomac Yard Transit Analysis, Phase II	Environmental Documentation	City of Alexandria	-	-	2005
<input checked="" type="checkbox"/>		Study	Crystal City - Potomac Yard Transit Analysis, Phase II	Environmental Documentation	Arlington County	-	-	2005
<input checked="" type="checkbox"/>		Construct	CC-PY Busway - Potomac Yard Segment 1	Arlington South Tract Development (vicinity of Glebe Road Extended)	26th Street	0	2	2006
<input type="checkbox"/>		Construct	CC-PY Busway - Crystal City Segment 2	26th Street	Crystal City Metro Station	0	2	2008
<input type="checkbox"/>		Upgrade	Jefferson Davis Corridor BRT (CC-PY Segment)	Arlington South Tract Development (vicinity of Glebe Road Extended)	Crystal City Metro Station	0	2	2012

5. Purpose/contribution to regional goals

Policy Goal 2, Objective 4: Plan and fund a truly integrated, multi-modal transportation system in the corridor to best meet the needs of the public. Improved internal mobility with reduced reliance on the automobile within this regional activity center. Reduce congestion and improve air quality in the region.

6. Funding and Schedule Information

Cost (In Thousands): **\$6,300** Date of completion or implementation: **2012**
 Source: **Federal, State, Private,**
 Cost and schedule remarks:
Segment 1; \$3.3 million, Segment 2: \$3.0 million

7. CMS Documentation

- Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No
 If yes, does this project require a CMS Documentation form under the given criteria? Yes No
 If not, please identify the criteria that exempt the project here:

**2005
CONSTRAINED LONG RANGE PLAN (CLRP)**

#b1

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **MD 2/4 at Lusby Southern Connector R**
 From/At: **MD 765**
 To: **MD 2/4 at Lusby**
 Jurisdiction: **Calvert County**

2. Submitting Agency: MDOT/State Highway Administration

ProjectType: **Primary**
 Agency Project ID:
 Last Modified On: **2/3/2005**

3. Project Type and Description

- Construction Study
 Transportation Emissions Reduction Measure (TERM) Maintenance and Operations
 Other Action/Strategy

Description of project or action:

Develop a new east-west roadway connection from MD 765 to MD 2/4 in Lusby (0.15 mile). This project will be developed in coordination with the County's "Southern Connector Road" which will be a new two-lane roadway between MD 765 and MD 760 built by the County..

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
<input type="checkbox"/>	Construct		MD 2/4 at Lusby Southern Connector Road	MD 765	MD 2/4 at Lusby	0	3	2010

5. Purpose/contribution to regional goals

This project would improve safety by providing greater intersection spacing along this portion of MD 214, a partially access-controlled roadway. It will also provide improved service to planned economic development.

6. Funding and Schedule Information

Cost (In Thousands): **\$20,428** Date of completion or implementation: **2010**

Source: **Federal, State**

Cost and schedule remarks:

Project is outside of MPO boundaries, but is included in CLRP for air quality confirmity purposes.

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway Yes No

If yes, does this project require a CMS Documentation form under the given criteria? Yes No

If not, please identify the criteria that exempt the project here:

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **Intercounty Connector**
 From/At: **I-270**
 To: **I-95/US 1**
 Jurisdiction: **Montgomery County, Prince George's County**

2. Submitting Agency: **MDOT/State Highway Administration**

Last Modified On: **02/07/200**

3. Project Type and Description

- Construction Study
 Transportation Emissions Reduction Measure (TERM) Illustrative Project
 Other Action/Strategy

Description of project or action:

Construct a new east-west, multi-modal highway in Montgomery and Prince George's counties between I-270 and I-95/US 1. The project will include managed lanes with express bus service connecting to Metrorail stations, and is currently undergoing a National Environmental Policy Act study which is considering two build corridors.

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
	<input checked="" type="checkbox"/>	Construct	Intercounty Connector	I-270	I-95/US 1	0	6	2010
	<input checked="" type="checkbox"/>	Construct	GARVEE Bond Repayment					2025

5. Purpose/contribution to regional goals

The purpose of the Intercounty Connector (ICC) project is to link existing and proposed developed areas between the I-270 and I-95/US 1 corridors within central and eastern Montgomery County and northwestern Prince George's County with a state-of-the-art, multi-modal, east-west highway that limits access and accommodates passenger and goods movement. This transportation project is intended to increase community mobility and safety; to facilitate the movement of goods and people to and from economic centers; to provide cost-effective transportation infrastructure to serve existing and future development patterns reflecting local land use planning objectives; to help restore the natural, human and cultural environments from past development impacts in the project area; and to advance homeland security.

6. Funding and Schedule Information

Cost (In Thousands): **\$2,446,306** Date of completion or implementation: **2010**

Source: **Federal, State, Bonds**

Cost and schedule remarks:

Project is in project planning and preliminary engineering phase. The current funding concept plan assumes the project will be paid for with a mix of Maryland Transportation Authority bonds, GARVEE bonds, State funds, and special federal funds. (See attached table.)

The cost shown in the table does not include the cost of financing.

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No

If yes, does this project require a CMS Documentation form under the given criteria? Yes No

If not, please identify the criteria that exempt the project here:

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 2005-2010

1. Agency: **MDOT/State Highway Administration**

Last Modified On: **02/07/200**

2. Location and Jurisdiction

Facility: **Intercounty Connector**
 From/At: **I-270**
 To: **I-95/US 1**
 Jurisdiction: **Montgomery County, Prince George's County**

3. Description of Project or Action

Construct a new east-west, multi-modal highway in Montgomery and Prince George's counties between I-270 and I-95/US 1. The project will include managed lanes with express bus service connecting to Metrorail stations, and is currently undergoing a National Environmental Policy Act study which is considering two build corridors. Total costs to construct the ICC are shown on this line item. The debt service associated with the GARVEE funding source is shown for informational purposes on a separate line item.

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

DEIS Under preparation

6. Funding and Schedule Information

Date of completion or implementation: **2010**

Source FY Amount (\$1,000s) Phase % Fed/State/Loc

Source	FY	Amount (\$1,000s)	Phase	% Fed	% State	% Loc
GARVEE (AC)						
	2006	\$400,000	R.O.W. Acquisition	100	0	
	2008	\$400,000	Construction	100	0	
	2010	\$200,000	Construction	100	0	
MdTA						
	2004	\$3,207	R.O.W. Acquisition	0	100	
	2004	\$36,793	P.E.	0	100	
	2005	\$4,750	R.O.W. Acquisition	0	100	
	2005	\$25,250	P.E.	0	100	
	2007	\$190,059	Construction	0	100	
	2007	\$14,941	R.O.W. Acquisition	0	100	
	2008	\$130,000	Construction	0	100	
	2009	\$572,000	Construction	0	100	
	2010	\$180,000	Construction	0	100	
	2011	\$90,000	Construction	0	100	
Special Fed.						
	2005	\$250	R.O.W. Acquisition	100	0	
	2006	\$9,750	R.O.W. Acquisition	100	0	
	2007	\$10,000	Construction	100	0	
	2008	\$10,000	Construction	100	0	
	2009	\$10,000	Construction	100	0	
	2010	\$10,000	Construction	100	0	
State						
	2006	\$2,506	R.O.W. Acquisition	0	100	
	2006	\$27,494	P.E.	0	100	
	2007	\$17,487	R.O.W. Acquisition	0	100	
	2007	\$12,513	P.E.	0	100	
	2008	\$30,000	Construction	0	100	
	2009	\$30,000	Construction	0	100	
	2010	\$30,000	Construction	0	100	

Cost and schedule remarks:

Project is in project planning and preliminary engineering phase. The current funding concept plan assumes the project will be paid for with a mix of Maryland Transportation Authority bonds, GARVEE bonds, State funds, and special federal funds.

The cost shown does not include the cost of financing.

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 2005-2010

1. Agency: **MDOT/State Highway Administration**

Last Modified On: **02/07/200**

2. Location and Jurisdiction

Facility: **GARVEE Bond Repayment**

From/At:

To:

Jurisdiction:

3. Description of Project or Action

Repayment of GARVEE bond proceeds used for the Intercounty Connector Project. Debt service continues for 15 years following issuance.

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

N/A

6. Funding and Schedule Information

Date of completion or implementation: **2025**

Source FY Amount (\$1,000s) Phase % Fed/State/Loc

Source	FY	Amount (\$1,000s)	Phase	% Fed/State/Loc
NHS				
	2007	\$40,000	R.O.W. Acquisition	100 0
	2008	\$40,000	R.O.W. Acquisition	100 0
	2009	\$40,000	Construction	100 0
	2009	\$40,000	R.O.W. Acquisition	100 0
	2010	\$40,000	Construction	100 0
	2010	\$40,000	R.O.W. Acquisition	100 0
	2011	\$40,000	R.O.W. Acquisition	100 0
	2011	\$60,000	Construction	100 0

Cost and schedule remarks:

NHS funding levels will be accommodated with transfers from other funding sources (STP/IM/BR) as required.

ICC CONCEPTUAL FUNDING PLAN

(\$millions)

Components (Funding Sources)	As Presented To Transportation Task Force "Hellmann Commission" September 2003	Current Range and Likely Scenario	Comments
Total Cost	\$1,700	\$1,800 - \$2,100 \$300 \$2,100 - \$2,400	<ul style="list-style-type: none"> - Expressed in 2004 values - nearest \$100 million - (Inflation adds approx. \$100 million per year; approximately \$300 million total) - Total - nearest \$100 million; (\$2,400 is assumed for financial planning purposes.)
GARVEE Bonds (Federal Funds)	\$900 - \$1,000	\$1,000	<ul style="list-style-type: none"> - Same as upper limit presented to Transportation Task Force - Future federal highway funds pay debt service - GARVEE bond term: 15 years - Maximum debt service is approx. \$100 million per year. (Ramps up to maximum level over 5-6 years.) - \$100 million is approx. 20% of expected average annual federal highway funding - (\$500 million + per year) - 20% cap on GARVEE debt service - (currently 13%) - MdTA issues GARVEES; no affect on State's or MDOT's debt affordability / caps
MdTA Bonds (MdTA revenues)	\$400 - \$600 (ICC Tolls) \$100 - \$350 (MdTA bonding)	\$1,200	<ul style="list-style-type: none"> - ICC would be part of Maryland Transportation Authority's system of toll highways, bridges, tunnels. - Authority issues bonds backed solely by Authority revenues. - Toll revenues from all facilities are pooled, supporting the total system. - ICC tolls will assist in managing traffic as well as project financing. - ICC tolls expected to pay for approximately \$400 - \$600 million of project cost.
Pay-As-You Go (MDOT - TTF)	\$50 - \$300	\$150	<ul style="list-style-type: none"> - Within range presented to Transportation Task Force
Pay-As-You-Go (Special Fed. Funds)	\$10 - \$50	\$50	<ul style="list-style-type: none"> - No change from range presented to Transportation Task Force - Funds authorized or appropriated directly for ICC



**MARYLAND
TRANSPORTATION
AUTHORITY**

Robert L. Ehrlich, Jr.
Governor

Michael S. Steele
Lt. Governor

Robert L. Flanagan
Chairman

Louise P. Hoblitzell
Walter E. Woodford, Jr., P.E.
John B. Norris, Jr., P.E.
Rev. Dr. William C. Calhoun, Sr.
Andrew N. Barrow
Susan M. Affleck Bauer, Esq.

Trent M. Kittleman
Executive Secretary

2310 Broening Highway
Suite 150
Baltimore MD 21224
410-537-1000
410-537-1090 (fax)
410-355-7024 (TTY)
1-866-713-1596

e-mail: mdta@mdtransportationauthority.com

www.mdtransportationauthority.com



February 4, 2005

The Honorable Phil Mendelson, Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E.; Suite 300
Washington, D.C. 20002-4290

Attention: Mr. Ronald F. Kirby

Dear Sirs:

In addition to issuing GARVEES for the Intercounty Connector Project (ICC), the Maryland Transportation Authority (Authority) will fund approximately \$1.24 billion of project costs (including \$1.12 billion in the FY 2005 –FY 2010 period). This funding will be provided from Authority toll revenue bonds (and potentially cash), supported by Authority revenues (primarily toll revenues). The funding for the ICC is included in the Authority's FY 2005-2010 capital program, which includes an additional \$1.61 billion in other Authority projects.

With recent toll increases and a proven revenue stream, the Authority is able to undertake its capital program obligations including the ICC. Annual Authority revenues are projected to be \$292 million in FY 2005 and \$301 million in FY 2006. The Authority has been conservative in its use of debt and adheres to strict financial goals and standards, including those imposed in its trust agreement and bond indentures. The Authority's goal is to maintain cash reserves approximately equal to annual toll revenues, and a coverage factor of net revenues being two times annual debt service.

In 2004, the Authority received its highest-ever bond ratings, including Aa3 (Moody's Investors Service) and AA- (Fitch Ratings). The A+ rating from Standard and Poors was unchanged. These ratings took into consideration the Authority's intent to undertake the ICC project.

The Authority was established by the Maryland General Assembly as an independent state agency in 1971. It consists of six members appointed by the Governor with the advice and consent of the State Senate. Each member serves a three-year term. Maryland's Secretary of Transportation serves as the Authority's chairman.

Pursuant to the enabling legislation, the Authority is responsible for the construction, operation, maintenance and repair of revenue-producing transportation facilities projects. All existing highway toll facilities in

Maryland are owned, operated and maintained by the Authority, which has the exclusive right to levy tolls within the State. Current toll facilities include:

- John F. Kennedy Memorial Highway (I-95);
- Thomas Hatem Memorial Bridge (US 40);
- Fort McHenry Tunnel (I-95);
- Baltimore Harbor Tunnel (I-895);
- Francis Scott Key Bridge (MD 695);
- William Preston Lane Jr. Memorial (Bay) Bridge (US 50/301); and
- Governor Harry W. Nice Memorial Bridge (US 301).

The Intercounty Connector will be the Authority's eighth toll facility.

Acting on behalf of the Department, the Authority has various powers and duties relating to the supervision, financing, construction, operation, maintenance and repair of transportation facilities projects. In addition to its existing transportation facilities projects, the Authority may authorize the acquisition, financing, or construction of any other projects for transportation facilities, including airport, highway, port, rail and transit facilities, as "transportation facilities projects." The Authority is empowered to finance the cost of transportation facilities projects by the issuance and sale of revenue bonds, notes, or other obligations.

If additional information is needed, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Trent M. Kittleman". The signature is fluid and cursive, with a long horizontal stroke at the end.

Trent M. Kittleman
Executive Secretary