

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

Item #5

MEMORANDUM

October 7, 2011

To: Transportation Planning Board

From: Ronald F. Kirby
Director, Department of
Transportation Planning

RE: Steering Committee Action

At its meeting of October 7, 2011, the TPB Steering Committee approved the following resolutions:

- TPB SR9-2012 on an amendment to the FY2011-2016 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement to include funding for engineering for the I-95/I-494 Branch Avenue Metro Access – Phase 2 Project, as requested by the Maryland Department of Transportation (MDOT).
- TPB SR10-2012 on an amendment to the FY2011-2016 TIP that is exempt from the air quality conformity requirement to include funding for the construction of the MD 355 Multimodal Crossing Project, as requested by the Montgomery County Department of Transportation (MCDOT).
- TPB SR11-2012 on an amendment to the FY2011-2016 TIP that is exempt from the air quality conformity requirement to include funding for the Route 659/Belmont Ridge Road Reconstruction Project in Loudoun County, as requested by the Virginia Department of Transportation (VDOT).

The TPB Bylaws provide that 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.”

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

**RESOLUTION ON AN AMENDMENT TO
THE FY 2011- 2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT
TO INCLUDE FUNDING FOR THE I-95/I-495 BRANCH AVENUE METRO ACCESS –
PHASE 2 PROJECT, AS REQUESTED BY THE MARYLAND DEPARTMENT OF
TRANSPORTATION (MDOT)**

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 Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

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

WHEREAS, on November 17, 2010 the TPB adopted the FY 2011-2016 TIP; and

WHEREAS, in the attached letter of September 29, 2011 MDOT has requested an amendment to the FY 2011-2016 TIP to include an additional \$2.6 million for engineering, using NHS funds in fiscal years 2012 through 2014, as described in the attached materials; and

WHEREAS, this project is already included in the air quality conformity analysis of the 2010 CLRP and FY 2011-2016 TIP;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2011-2016 TIP include an additional \$2.6 million for engineering, using NHS funds in fiscal years 2012 through 2014, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on October 7, 2011.



Maryland Department of Transportation
The Secretary's Office

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

Beverley K. Swaim-Staley
Secretary

Darrell B. Mobley
Deputy Secretary

September 29, 2011

The Honorable Muriel Bowser, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington DC 20002

Dear Chairman Bowser:

The Maryland Department of Transportation (MDOT) requests an amendment to the State Highway Administration portion of the FY 2011-2016 Transportation Improvement Program (TIP) as described in the attached memo. The purpose of this amendment is to modify one project in the highway portion of the TIP by adding \$2.6 million of NHS funding for Preliminary Engineering to the I-95 / I-495, Branch Avenue Metro Access, Phase 2 project. This action is exempt from the requirement to determine conformity.

I-95 / I-495, Branch Avenue Metro Access, Phase 2 (TIP ID 3554 – Agency ID PG 2151)
The additional Preliminary Engineering funding for this project will allow the design of improvements at Linda Lane to move forward. These improvements are necessary in order for the proposed Branch Avenue flyover to function properly. This project is in the current FY 2011 TIP.

Funding for this project became available as a result of the deobligation of Federal funds. Reasons for the additional deobligations include:

- More projects are completing under budget;
- Contingency needs for incentives and claims are less than estimates and obligations;
- Right of Way purchases are either less than original estimates due to the downturn of the economy or to a reduction in the number of parcels needed to complete the project;
- Revenue sources were reduced over the past two and one-half years and the State is looking to maximize all potential available funds for current and future projects and insure all older federal funds could be used before Congress can withdraw certain types of funds;
- "Special funding sources" became available over the life of the older projects that also had regular federal funds that were not needed any longer. These special funds were from items such as discretionary funds, third parties, other federal agencies, etc.

My telephone number is _____
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076

Mr. Muriel T. Bowser

Page Two

The revised funding status of these projects will not impact scheduling or funding availability for other projects in the current TIP. The cost does not affect the portion of the federal funding which was programmed for transit or any allocations of state aid in lieu of federal aid to local jurisdictions.

MDOT requests that this amendment be approved by the Transportation Planning Board (TPB) Steering Committee on its October 7, 2011 meeting.

We appreciate your cooperation in this matter. If you have any questions or comments, please do not hesitate to contact Ms. Lyn Erickson, at 410-865-1279, toll-free at 888-713-1414 or via email at lerickson@mdot.state.md.us. Of course, please feel free to contact me directly.

Thank You,



Donald A. Halligan, Director
Office of Planning and Capital Programming

cc: Ms. Mary Deitz, Director, Regional and Intermodal Planning Division, State Highway Administration
Ms. Lyn Erickson, Manager, Office of Planning and Capital Programming, Maryland Department of Transportation
Mr. Douglas H. Simmons, Deputy Administrator/Chief Engineer for Planning, Engineering, Real Estate and Environment, State Highway Administration
Mr. Gregory I. Slater, Director, Office of Planning and Preliminary Engineering, State Highway Administration



Martin O'Malley, Governor
Anthony G. Brown, Lt. Governor

Beverley K. Swaim-Staley, Secretary
Darrell B. Mobley, Acting Administrator

MARYLAND DEPARTMENT OF TRANSPORTATION

MEMORANDUM

TO: Mr. Don Halligan, Director
Office of Planning and
Capital Programming

ATTN: Ms. Lyn Erickson
Mr. Mike Nixon

FROM: Mary Deitz, Chief *MD*
Regional and Intermodal Planning Division

DATE: September 28, 2011

SUBJECT: Amendment Request to the Fiscal Year (FY) 2011 Transportation Improvement Program (TIP) for the National Capital Region – I-95/I-495 @ Branch Avenue Metro Access (PG2151)

The SHA would like to request an amendment to the FY 2011 Washington Region Transportation Improvement Programs (TIP). The purpose of the TIP amendment request is to reflect the significant change in the funding status for the existing I-95/I-495 @ Branch Avenue Metro Access (PG2151) for an additional \$2.6 million for preliminary engineering.

Funding for this project became available as a result of the de-obligation of Federal funds. Reasons for the additional de-obligations include:

- More projects completing under budget
- Contingency needs for incentives and claims less than estimates and obligations
- Right-of-Way purchases either less than original estimates due to the downturn of the economy or reduction in the number of parcels needed to complete the project
- Revenue sources reduced over past two and one-half years, State trying to maximize all potential available funds for current and future projects and insure all older federal funds could be used before Congress withdrew certain types of funds
- Availability of "special funding sources" over the life of the older projects that also had regular federal funds that were no longer needed. These special funds were from items such as discretionary funds, third parties, other federal agencies, etc.

Mr. Don Halligan
Page Two

I-95/I-495, Branch Avenue Metro Access – Phase 2 (TIP ID 3554; Agency ID PG 2151)

The additional Preliminary Engineering funding for this project will allow the design of improvements at Linda Lane to move forward. These improvements are necessary in order for the proposed Branch Avenue flyover to function properly. This project is in the current FY2011 TIP.

The revised funding status of this project will not impact scheduling or funding availability for other projects in the current TIP. The cost does not affect the portion of the federal funding, which was programmed for transit, or any allocations of state aid in lieu of federal aid to local jurisdictions.

After your review, please forward these requests to the Washington Metropolitan Council of Governments. Upon approval of the requested TIP amendments, please process amendments to the FY 2011 STIP using the funding information provided in the attached. If you have any questions, please do not hesitate to contact me or Vaughn Lewis, Regional Planner, State Highway Administration (SHA), at 410-545-5673 or via email at vlewis@sha.state.md.us.

Attachments

cc: Mr. Vaughn Lewis, Regional Planner, SHA
Ms. L'Kiesha Markley, Assistant Chief, Regional and Intermodal Planning Division,
SHA
Ms. Reena Mathews, Regional Planner, SHA
Mr. Scott Pomento, Deputy Director, Program Development Division, SHA
Mr. Gregory I. Slater, Director, Office of Planning and Preliminary Engineering, SHA

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

Source	Fed/St/Loc	Previous Funding	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	Source Total
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MDOT/State Highway Administration

Interstate

I-95/I-495, Capital Beltway

TIP ID: 3554 Agency ID: PG2151 Title: **Branch Avenue Metro Access - Phase 2** Complete: 2020

Facility: I 95/495 Capital Beltway	NHS	80/20/0	3,729 a	550 a	1,600 a	1,030 a	800 a		3,980
From: MD 5/Branch Avenue Metro Station									
To:									Total Funds: 3,980

Description: Study to improve access from MD 5 (Branch Avenue) and I-95/I-495 to the Branch Avenue Metro Station. Phase 2 consists of improvement to the Access Road, pedestrian bridge and the County Road. Pedestrian/bicycle facilities will be included where appropriate. 

Amendment - Add Funding	Approved on:	7/8/2011
Add \$500,000 to FY12 for Preliminary Engineering using NHS funds.		
Amendment - Add Funding	Requested on:	10/7/2011
Add \$2.6 million for FY12-FY14 for engineering utilizing NHS funds.		

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

**RESOLUTION ON AN AMENDMENT TO
THE FY 2011- 2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT
TO INCLUDE FUNDING FOR THE CONSTRUCTION OF THE MD 355 MULTIMODAL
CROSSING PROJECT, AS REQUESTED BY THE MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION (MCDOT)**

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 Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

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

WHEREAS, on November 17, 2010 the TPB adopted the FY 2011-2016 TIP; and

WHEREAS, in the attached letter of September 30, 2011, MCDOT has requested an amendment to the FY 2011-2016 TIP to include \$28.174 million of Defense Access Roads funds and \$40 million, contingent on award by the Department of Defense/Office of Economic Adjustment (OEA) for preliminary engineering and construction of the MD 355 Multimodal Crossing project at the Medical Center Metrorail Station, as described in the attached materials; and

WHEREAS, this project is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations "40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule," issued in the May 6, 2005, *Federal Register*;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2011-2016 TIP to include \$28.174 million of Defense Access Roads funds and \$40 million contingent on award by the Department of Defense/OEA for preliminary engineering and construction of the MD 355 Multimodal Crossing project at the Medical Center Metrorail Station, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on October 7, 2011.



DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Arthur Holmes, Jr.
Director

September 30, 2011

The Honorable Muriel Bowser, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, NE, Suite 300
Washington, DC 20002-4290

Dear Chairperson Bowser:

The Montgomery County Department of Transportation (MDCOT) requests an amendment to the Montgomery County portion of the FY 2011-2016 Transportation Improvement Program (TIP). The purpose of this amendment is to include the construction of the MD 355 Multimodal Crossing Project, a multimodal grade separated connection between the Walter Reed National Military Medical Center (WRNMMC) and the Medical Center Metrorail Station. This project is currently in the Constrained Long Range Plan as a study.

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. The project also includes the extension of the southbound MD 355 turn lane in the existing median to provide additional queuing space for vehicles turning to the WRNMMC hospital entrance at South Wood Road; and 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 MCDOT and approved by the Federal Highway Administration. A draft PDF describing the proposed project and the funding is attached.

MCDOT requests that these amendments be approved by the Transportation Planning Board Steering Committee at its October 7, 2011, meeting. MCDOT further requests an e-mail indicating MWCOG recommendation of approval at this meeting to include in the project application, which is due on October 7, 2011.

Office of the Director


101 Monroe Street, 10th Floor • Rockville, Maryland 20850 • 240-777-7170 • 240-777-7178 FAX
www.montgomerycountymd.gov

Located one block west of the Rockville Metro Station

The Honorable Muriel Bowser
September 30, 2011
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If you have any questions or comments, please do not hesitate to contact me or my Deputy Director for Transportation Policy, Edgar Gonzalez, at 240-777-7185 or edgar.gonzalez@montgomerycountymd.gov.

Sincerely,


Arthur Holmes, Jr.
Director

AH:ar

Enclosure

cc: Ronald Kirby, Director of Transportation, MWCOG
Edgar Gonzalez, MCDOT

MD 355 Crossing (BRAC) -- No. 501209

Category
Subcategory
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation
Bethesda-Chevy Chase

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

September 28, 2011
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	11,854	0	2,500	9,354	4,319	3,535	1,500	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	14,750	0	0	14,750	8,684	5,181	885	0	0	0	0
Construction	41,570	0	0	41,570	17,780	20,690	3,100	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	68,174	0	2,500	65,674	30,783	29,406	5,485	0	0	0	0

FUNDING SCHEDULE (\$000)

Federal Aid	68,174	0	2,500	65,674	30,783	29,406	5,485	0	0	0	0
Total	68,174	0	2,500	65,674	30,783	29,406	5,485	0	0	0	0

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.

ESTIMATED SCHEDULE

This project is expected to start in FY12 and be completed in FY15.

JUSTIFICATION

This project is needed to improve the mobility, traffic operations, and safety for all facility users within the project area by reducing existing conflicts between pedestrians and vehicles. Currently, transit users, pedestrians, and bicyclists crossing MD 355 between WRNMMC, the Medical Center Metrorail Station, and the National Institutes of Health (NIH) must compete for traffic signal time and space with very high traffic volumes along the 6 lanes of MD 355 and with the traffic turning to and from South Wood Road and South Drive onto MD 355. With the implementation of the 2005 Base Realignment and Closure Act (BRAC), the existing conflicts will increase as the number of visitors to the Hospital is expected to double from the current 500,000 visitors per year to 1,000,000 visitors per year. It is also expected that a majority of visitors will rely on public transportation which requires them to cross MD 355 since parking availability at the site has been significantly reduced.

OTHER

This project is design-build.

FISCAL NOTE

This project will be funded entirely with Federal Aid.

Funding for environmental analysis (NEPA Study) and investigation of all alternatives was included in the State Transportation Participation project (500722) in the amount of \$880,000.

The FY12 Supplemental was for approved Federal Aid in the amount of \$28,174m under the Defense Access Road (DAR) Program.

The additional FY13 appropriation in the amount of \$40m is for a competitive Federal Grant under the Office of Economic Adjustment (OEA), U.S. Department of Defense.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation FY12 (\$000)	Maryland-National Capital Park & Planning Commission	See Map on Next Page
First Cost Estimate FY12 68,174	Maryland State Highway Administration	
Current Scope FY12 68,174	Maryland Department of the Environment	
Last FY's Cost Estimate 0	Maryland Department of Planning/Maryland Historical Trust	
Appropriation Request FY13 40,000	Washington Metropolitan Area Transit Authority	
Appropriation Request Est. FY14 0	Federal Highway Administration	
Supplemental Appropriation Request 28,174	Naval Support Activity Bethesda	
Transfer 0	National Institute of Health	
Cumulative Appropriation 0		
Expenditures / Encumbrances 0		
Unencumbered Balance 0		
Partial Closeout Thru FY10 0		
New Partial Closeout FY11 0		
Total Partial Closeout 0		

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

Source	Fed/St/Loc	Previous Funding	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	Source Total
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Montgomery County

Primary

MD 355 Crossing Project

TIP ID: **5724** Agency ID: Title: **MD 355 Multimodal Crossing Project** Complete: **2015**

Facility: MD 355 MD 355 Multimodal Crossing	FA	100/0/0	2,500 a	4,319 a	3,535 a	1,500 a	68,174
From: MD 355 Medical Center Metrorail Station/National Instit				17,780 c	20,690 c	3,100 c	
To: MD 355 Walter Reed National Military Medical Center (8,684 e	5,181 e	885 e	
Total Funds:							68,174

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.

Amendment - Add Project **Requested on:** 10/7/2011

Amend this project into the FY 2011-2016 TIP for preliminary engineering and construction. Federal Appropriations funding shown is from two sources: \$28.174 million from the Defense Access Roads Program and \$40 million from the Department of Defense/Office of Economic Adjustment.

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

**RESOLUTION ON AN AMENDMENT TO
THE FY 2011- 2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT
TO INCLUDE FUNDING FOR THE ROUTE 659/BELMONT RIDGE ROAD
RECONSTRUCTION PROJECT IN LOUDOUN COUNTY, AS REQUESTED BY
THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

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 Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

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

WHEREAS, on November 17, 2010 the TPB adopted the FY 2011-2016 TIP; and

WHEREAS, in the attached letter of October 5, 2011, VDOT has requested an amendment to the FY 2011-2016 TIP to include \$1.6 million of advanced construction funding in FY 2012 for the preliminary engineering phase of the Route 659/Belmont Ridge Road project in Loudoun County, as described in the attached materials; and

WHEREAS, funding for preliminary engineering is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations "40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule," issued in the May 6, 2005, *Federal Register*;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2011-2016 TIP to include \$1.6 million of advanced construction funding in FY 2012 for the preliminary engineering phase of the Route 659/Belmont Ridge Road project in Loudoun County, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on October 7, 2011.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

GREGORY A. WHIRLEY
COMMISSIONER

October 5, 2011

The Honorable Muriel Bowser, Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4201

RE: National Capital Region FY 2011-2016 Transportation Improvement Program Amendment

Dear Chairman Bowser:

The Virginia Department of Transportation (VDOT) and Loudoun County request amending the FY 2011-2016 Transportation Improvement Program (TIP) to provide funding for the Preliminary Engineering (PE) phase of the following project in Loudoun County. An Addendum to the FY 2011-2016 TIP Table is attached.

Route 659/Belmont Ridge Road – Reconstruction to four lanes (UPC # 76244). The proposed project involves the reconstruction of Belmont Ridge Road from two lanes to four (4) lanes, a total of 1.39 miles, commencing from South Portsmouth Boulevard at the 0.26 mile marker to 0.23 miles marker of North Gloucester Parkway.

The amendment provides funding for the PE phase of the project, which is exempt from regional air quality considerations. The proposed amendment will not affect the currently approved regional air quality conformity analyses for the amended 2010 CLRP and FY 2011-2016 TIP.

The TIP amendment is to add \$1,600,000 in AC – other funds for the PE phase in FY 2012. Funds for the planned obligation are derived from local funds that Loudoun County has indicated as being available and committed. These funds are not being diverted from other projects that are already in the TIP. Local funds were part of the overall financial plan for the 2010 CLRP approved by the TPB.


We request the TIP amendment be considered and acted upon by the Transportation Planning Board's Steering Committee at the October 7, 2011 meeting. Representatives from Loudoun County and VDOT plan to attend the meeting and are available to answer any questions.

The Honorable Muriel Browser
October 5, 2011
Page 2

Upon approval of this amendment, please provide copies of the approval to Ms. Renée Hamilton, VDOT's Assistant district Administrator for Programming and Investment Management in Northern Virginia, and Mr. Chad Tucker, VDOT's Coordinator for the Transportation and Mobility planning Division in Richmond.

Thank you for your consideration of this request.

Sincerely,


Garrett W. Moore, P.E.
District Administrator
Northern Virginia District

Attachments

Copy: Renée N. Hamilton
Chad Tucker
Andrew Beacher

NORTHERN VIRGINIA
 TRANSPORTATION IMPROVEMENT PROGRAM
 CAPITAL COSTS (in \$1,000)

FY 2011 - 2016

TIP Amendment - 10/5/2011

Phase	Previous Funding	Funding Source	Funding Shares			FY11	FY12	FY13	FY14	FY15	FY16	Source Total	
			Fed	State	Local								
VDOT-Secondary													
TIP ID:	Agency ID: 76244		Title: Route 659 - Reconstruction to four (4) lanes.						Complete: 2015				
Facility:	Rte 659 (Belmont Ridge Road)	PE	AC-Other	80%	20%	0%	\$0	\$2,000	\$0	\$0	\$0	\$0	\$2,000.00
From:	0.26 MI. S. Portsmouth Blvd	R/W					\$0	\$0	\$0	\$0	\$0		
To:	0.23 MI. N. Gloucester Parkway (1CN)						\$0	\$0	\$0	\$0			
											Total Funds:	\$2,000.00	
Description:	Fund Preliminary Engineering for reconstruction of Belmont Ridge Road to four lanes.												
Jurisdiction:	Loudoun County												
Amendment:	This TIP amendment is to add \$1,600,000 in AC-Other FFY12 PE Phase, - Breakout Project from UPC#8828.												
Air Quality:	The TIP Amendment is for the PE phase only and is exempt from regional air quality conformity consideration.												