

# 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

November 10, 2009

**To:** Transportation Planning Board

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

**RE:** Steering Committee Actions

At its meeting of November 6, 2009, the TPB Steering Committee approved the following resolutions:

- TPB SR6-2010 on an amendment to the FY2010-2015 Transportation Improvement Program (TIP) that is exempt from the Air Quality Conformity Requirement to add funding to the construction of an interchange at Route 29 and Linton Hall Road, modify the funding sources for the extension of University Boulevard from Route 234 to Sudley Manor Drive, and reinstate the project that widened the Route 123 Bridge over the Occoquan River, as requested by the Virginia Department of Transportation (VDOT).
- TPB SR7-2010 on an amendment to the FY2010-2015 Transportation Improvement Program (TIP) that is exempt from the Air Quality Conformity Requirement to replace Federal Funding Sources with State Funding for the Corridor Cities Transit Way and Purple Line Projects, as requested by the Maryland Department of Transportation (MDOT).
- TPB SR8-2010 on an amendment to the FY2010-2015 Transportation Improvement Program (TIP) that is exempt from the Air Quality Conformity Requirement to modify the Funding Sources and Totals for Thirty Seven Projects to match the WMATA FY 2010 Budget, as requested by WMATA.

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 2010- 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS  
EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO ADD FUNDING TO  
THE CONSTRUCTION OF AN INTERCHANGE AT ROUTE 29 AND LINTON HALL ROAD,  
MODIFY THE FUNDING SOURCE FOR THE EXTENSION OF UNIVERSITY BOULEVARD  
FROM ROUTE 234 TO SUDLEY MANOR DRIVE, AND REINSTATE THE PROJECT THAT  
WIDENED THE ROUTE 123 BRIDGE OVER THE OCCOQUAN RIVER, 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**, on July 15, 2009 the TPB adopted the FY 2010-2015 TIP; and

**WHEREAS**, in the attached letter of October 27, 2009 VDOT has requested an amendment to the FY 2010-2015 TIP to add \$27.64 million in SAFETEA-LU Earmark funds to the construction of an interchange at Route 29 and Linton Hall Road, to change the funding source and amount for the extension of University Boulevard from Route 234 to Sudley Manor Drive, from \$10.68 million in county bonds to \$10.49 million in Regional Surface Transportation Program funds, and reinstate the project that widened Route 123 over the Occoquan River in Prince William County, as described in the attached materials; and

**WHEREAS**, these projects are included in the current conformity analysis or are 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 2010-2015 TIP to add \$27.64 million in SAFETEA-LU Earmark funds to the construction of an interchange at Route 29 and Linton Hall Road, change the funding source and amount for the extension of University Boulevard from Route 234 to Sudley Manor Drive, from \$10.68 million in county bonds to \$10.49 million in Regional Surface Transportation Program funds, and reinstate the project that widened Route 123 over the Occoquan River in Prince William County, as described in the attached materials.

**Adopted by the Steering Committee of the Transportation Planning Board at its regular meeting on November 6, 2009.**



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

14685 Avion Parkway  
Chantilly, VA 20151  
(703) 383-VDOT (8368)

DAVID S. EKERN, P.E.  
COMMISSIONER

October 27, 2009

National Capital Region  
Transportation Improvement Program Amendment

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

Dear Chairman Jenkins:

On behalf of Prince William County and itself, VDOT's Northern Virginia District Office requests amending the FY 2010-2015 Transportation (TIP) to include funding for the following three highway projects. While two of the projects are in the adopted FY 2010 TIP, the third project was in a previous TIP and needs to be added to the TIP. None of the projects will impact the currently adopted air quality conformity findings of the FY 2010 TIP / 2009 CLRP as these have been included in the analyses. One of the three amendments adds \$27.64 M in funding to the construction phase of an interchange project (not regionally significant for air quality purposes); the second replaces \$10.68 M in county bond funds with \$10.49 M in RSTP funds for a road extension project; and the third releases \$1.80 M in prior year funding and adds about \$1.3 M in FY 2010 for a completed roadway widening project.

- Rte. 29 and Linton Hall Road Interchange (UPC# 52326). This project in Gainesville involves the construction of a grade separated interchange at Rte. 29 and Linton Hall Road to replace the signalized intersection. The limits for the construction activities are between the Rte. 29/Virginia Oaks Drive Intersection and a point 0.033 of a mile south of WB I-66, a total of 1.154 miles. The TIP Amendment adds \$0.952M in SAFETEA-LU funds, \$1.603M in AC-Other funds and \$25.086M in AC-NH funds, all for the Construction phase in FY 2011. The interchange is not regionally significant for air quality purposes.

- Extension of University Boulevard from Rte. 234 to Sudley Manor Drive (UPC# 94194).  
This project in Prince William County near the City of Manassas extends a section of University Boulevard for a distance of 1.30 mile from Sudley Manor Dr. (Rte 1566) to the Prince William Parkway (Rte 3000). The proposed TIP Amendment adds \$1.14M in FY 2009 for PE and \$9.35 M in ROW in FY2011. The source of funding is federal RSTP. This proposed funding will replace the \$10.68 M in county bond funds currently listed in the FY 2010 TIP (under UPC PWC0006). This project is in the 2009 CLRP and included in its air quality conformity analyses.
- Rte. 123 Widening From Four to Six Lanes (UPC# 14691). Construction for this project is now complete and involved widening the road to six lanes between the south approach of the Rte. 123 Bridge over the Occoquan River and the northern end of the bridge (0.71 miles). This project is reflected in the regional air quality conformity analyses for the 2009 CLRP. The project was in an earlier TIP and is now being reinstated into the TIP to facilitate funding actions related to project close out. The amendment will release \$0.099M in NH funds from the RW phase and \$1.705M in Bond funds from the construction phase. The amendment will also add \$1.196M in Federal NH funds to the construction phase, all in FY2010.

The attached table outlines the revised funding for the three projects by phase, fiscal year and funding source. VDOT requests that this amendment be approved by the Steering Committee of the Transportation Planning Board at its November 6<sup>th</sup>, 2009, meeting. VDOT and Prince William County representatives will be at the meeting to help answer any question the Committee members may have about these projects. Upon approval of this amendment, please furnish copies of the approval to Ms. Jo Anne Sorenson (VDOT's Northern Virginia office).

Thank you for your consideration of and action on this request.

Sincerely,



Morteza Salehi  
District Administrator  
VDOT – Northern Virginia District

*CHIEF, PLANNING SECTION*

*for*

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

TIP AMENDMENT 11 / 6 / 09

FY 2010 - 2015 TIP

Agency Project ID	Facility, Location, Description	Phase	Previous Funding	FY10	FY11	FY12	FY13	FY14	FY15	Program Total FY 10-15	Funding Source	Funding Shares		
												Fed	Sta	Loc
<b>VDOT - Interstate</b>														
52326	Title: Inter. @Rte. 29 & Linton Hall Rd -Gainesville Facility: I-66 (0066) From: Rte. 29/Virginia Oaks Dr. Intersection To: 0.033 Mi. South of WB I-66 Baseline 1.1530 Jurisdiction: Prince William County	P.E. ROW Const	\$10,000 \$95,172 0	0 0 0	0 0 \$129,316	0 0 0	0 0 0	0 0 0	0 0 0	\$91,371 \$11,266 \$26,465	Fed - AC NH Fed-IM SAFETEA-Lu Fed-Demo	80% 90% 100%	20% 10% 0%	0% 0% 0%
Description: Build Interchange At Rte. 29 & Linton Hall Road in Gainesville to relieve congestion. Reason for Amendment: TIP Amend to add \$952,983 SAF-LU; \$1,602,622AC NH(AC-Other) & \$25,085,702 AC-NH Fds CN phase FFY 11. Air Quality Project is part of Metropolitan Washington Region Air Conformity Plan.														
<b>VDOT - Secondary</b>														
94194	Title: Ext University Blvd.fr Rte 234 to Sudley Manor Dr Facility: University Boulevard (0840) From: Sudley Manor Dr. ((1566)) To: Prince William County Parkway (Rte. 3000) Jurisdiction: Prince William County	P.E. ROW Const	\$1,140 0 0	0 0 0	0 \$9,350 0	0 0 0	0 0 0	0 0 0	0 0 0	\$10,490	Fed- RSTP	80%	20%	0%
Description: Extend University Boulevard from Rte. 234 (Prince Wm Parkway Rte 3000) to Sudley Manor Drive (Rt. 1566). Reason for Amendment: Add PE & RW and to obligate \$912,000 in RSTP Funds PE phase FFY09; \$7,480,000 RSTP Funds RW phase FFY11. Air Quality Project is part of Metropolitan Washington Region Air Conformity Plan.														
<b>VDOT - Primary</b>														
14691	Title: Rte. 123 - Widen fr. Four (4) to Six (6) Lanes Facility: Rte. 123 From: Fr. South Approach of Bridges over Occoquan Rv To: North end of Occoquan River Bridge (0.7090) Jurisdiction: Prince William County	P.E. ROW Const	\$1,677 \$1,450 \$35,265	0 0 \$1,494	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	\$1,494	Fed- NH	80%	20%	0%
Description: Widen Rte. 123 from Four to Six lanes from south approach of Bridges over Occoquan River to the north end of Occoquan River Bridge. Reason for Amendment: Restore project in TIP; release \$99,638 NH funds RW phase, add \$1,195,855 NH funds CN phase & rel. \$1,705,501Bd CN Ph.FF10. Air Quality Project is included in Metropolitan Washington's Air Quality conformity review.														

Entries in **bold** signify inclusion of new funding.

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

**RESOLUTION ON AN AMENDMENT TO  
THE FY 2010- 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS  
EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO REPLACE  
FEDERAL FUNDING SOURCES WITH STATE FUNDING FOR THE CORRIDOR CITIES  
TRANSIT WAY AND PURPLE LINE PROJECTS, 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**, on July 15, 2009 the TPB adopted the FY 2010-2015 TIP; and

**WHEREAS**, in the attached letter of November 5, 2009 MDOT has requested an amendment to the FY 2010-2015 TIP to replace FY 2010 5307 and FY 2011 5309NS federal funds with State funding for the Corridor Cities Transitway and to replace FY 2011 5309NS federal funds with State funds for the Purple line, and to clarify 5307 federal funding specifically for the Frederick region in the Small Urban Systems Capital and Operating programs, as described in the attached materials; and

**WHEREAS**, these funding changes are 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 2010-2015 TIP to replace FY 2010 5307 and FY 2011 5309NS federal funds with State funding for the Corridor Cities Transitway and to replace FY 2011 5309NS federal funds with State funds for the Purple line, and to clarify 5307 federal funding specifically for the Frederick region in the Small Urban Systems Capital and Operating programs, as described in the attached materials.

**Adopted by the Steering Committee of the Transportation Planning Board at its regular meeting on November 6, 2009.**



**Maryland Department of Transportation**  
The Secretary's Office

**Martin O'Malley**  
Governor

**Anthony G. Brown**  
Lt. Governor

**Beverley K. Swaim-Staley**  
Secretary

**Harold M. Bartlett**  
Deputy Secretary

November 5, 2009

The Honorable Charles A. Jenkins  
Chairman  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E. – Suite 300  
Washington DC 20002

Dear Chairman Jenkins:

The Maryland Department of Transportation (MDOT) requests an amendment to the FY 2010-2015 Transportation Improvement Program (TIP). The purpose of this amendment is to replace Federal funds with State funds. Please make the following changes:

- Corridor Cities Transitway – Replacement of FY10 5307 funds with 100% State funding. In addition, there is a replacement of FY11 5309NS funding with 100% State funding.
- Purple Line – Replacement of FY11 5309NS funding with 100% State funding.
- Small Urban Systems Capital – No funding change. Amendment is addition of text to clarify 5307 Federal funding specifically for Frederick region.
- Small Urban Systems Operating – No funding change. Amendment is addition of text to clarify 5307 Federal funding specifically for Frederick region.

This action does not impact the currently approved air quality conformity findings as these projects are already included in the analyses. Please refer to the Maryland Transit Administration's November 5, 2009 memo describing the amendment in detail. MDOT requests that this amendment be approved by the Transportation Planning Board (TPB) Steering Committee at its November 6, 2009 meeting. This action will not impact the project schedule for any of these projects in any way.

We appreciate your continued cooperation in this matter. If you have any questions or concerns, 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](mailto:lerickson@mdot.state.md.us). Of course, please feel free to contact me directly.

Sincerely,

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

Attachment

cc: Ms. Lyn Erickson, Manager, Regional Planning, Office of Planning and Capital Programming, Maryland Department of Transportation  
Mr. Ronald Kirby, Director, Department of Transportation Planning, Metropolitan Washington Council of Governments  
Ms. Heather Murphy, Deputy Director, Office of Planning and Capital Programming, Maryland Department of Transportation  
Mr. Michael Nixon, MPO Manager, Regional Planning, Office of Planning and Capital Programming, Maryland Department of Transportation  
Ms. Diane Ratcliff, Director, Office of Planning, Maryland Transit Administration  
Mr. Greg Slater, Director, Office of Planning and Preliminary Engineering, State Highway Administration





**MARYLAND TRANSIT ADMINISTRATION**

**MARYLAND DEPARTMENT OF TRANSPORTATION**

Martin O'Malley, Governor • Anthony G. Brown, Lt. Governor  
Beverly K. Swaim-Staley, Secretary • Paul J. Wiedefeld, Administrator

To: Mike Nixon, MDOT  
From: Mark Baskin, MTA  
Date: 11/05/09  
Re: 2010 Washington TIP Amendments

Mike

Please consider the attached PDF as a request to amend the 2010 Washington TIP. These amendments are primarily a Fiscal Constraint exercise. Although we are removing certain federal funding sources from this report, MTA remains committed to the existing projects and proposed budgets. In essence, the actions involve replacement of Federal funds with State funding. The amendments are as follow:

- 1) Corridor Cities Transitway – Replacement of FY10 5307 funds with, temporarily, 100% State funding. In addition, there is a replacement of FY11 5309NS funding with 100% State funding.
- 2) Purple Line – Replacement of FY11 5309NS funding with 100% State funding.
- 3) Small Urban Systems Capital – No funding change. Amendment is addition of text to clarify 5307 Federal funding specifically for Frederick region.
- 4) Small Urban Systems Operating – No funding change. Amendment is addition of text to clarify 5307 Federal funding specifically for Frederick region.

If you have any questions, do not hesitate to contact this office.

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


Source	Fed/St/Loc	Previous Funding	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	Source Total
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**MDOT/Maryland Transit Administration**

**Transit**

**Corridor Cities Transitway (CCT)**

TIP ID: 3468	Agency ID: 1108	Title: <b>Corridor Cities Transitway (CCT)</b>							Complete:
Facility:		Section 5309-NS	80/20/0		6,250 a	6,250 a	6,250 a		18,750
From:		State	0/100/0	4,064 a	3,506 a	3,125 a			6,631
To:									<b>Total Funds: 25,381</b>


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 either a light rail transit or 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. Public hearing scheduled Fall 2008. 

**Amendment**

Change the source of \$3,506K for PE in FY 2010 from Section 5307 to 100% State. Also change the source of \$3,125K for PE in FY 2011 from Section 5309-NS to 100% State. **Amendment Requested on: 11/6/2009**

**Purple Line**

TIP ID: 2795	Agency ID: 1042	Title: <b>Purple Line</b>							Complete:
Facility:		Section 5307	80/20/0	21,296 a	5,130 a				5,130
From:		Section 5309-NS	80/20/0		12,500 a	12,500 a	12,500 a		37,500
To:		State	0/100/0	26,000 a	6,250 a				6,250
									<b>Total Funds: 48,880</b>

Description: Preparation of Conceptual Plans, Alternatives Analysis, Draft Environmental Impact Statement (DEIS) and Preliminary Engineering/Final Environmental Impact Assessment (FEIS). The Purple Line will provide high-capacity transit along a 16-mile corridor that extends from the western limit of Metrorail's Red Line in Bethesda to the New Carrollton Metro Station in Prince George's County. It incorporates the former Georgetown Branch Purple Line western segment (Bethesda to Silver Spring) and the Purple Line eastern segment (Silver Spring to New Carrollton) into one comprehensive study. Ridership estimates range from 37,000 to 68,000 daily boardings. 

**Amendment**

Change source of \$6,250 for PE in FY 2011 from Section 5309-NS to 100% State. **Amendment Requested on: 11/6/2009**

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

Source	Fed/St/Loc	Previous Funding	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	Source Total
<b>Small Urban Systems (Frederick) - Capital</b>									
Title: <b>Small Urban Systems (Frederick) - Capital</b>									
Agency ID: 0217, Multiple	80/20/0	3,293 e	668 e	668 e	668 e	668 e	668 e	668 e	3,340
Facility: Section 5307									Complete: 3,340
From:									<b>Total Funds: 3,340</b>
To:									

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

<b>ARRA Administrative Modification</b>	<b>Amendment Requested on:</b>	2/18/2009
Changed source of \$2.0 million to Section 5307 (100% Federal).		
<b>Amendment</b>	<b>Amendment Requested on:</b>	11/6/2009
Change project title and description to specify funds are for Frederick.		

**Small Urban Systems (Frederick) - Operating Assistance**

Agency ID:	Title:	Facility:	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	Complete:
2594	Small Urban Transit systems (Frederick) - Operating Assistance	Section 5307	6,000 e	3,750 e	3,750 e	3,750 e	3,750 e	3,750 e	18,750
From:									<b>Total Funds: 18,750</b>
To:									

Description: Operating assistance to small urban transit systems, i.e. Frederick.

<b>Amendment</b>	<b>Amendment Requested on:</b>	11/6/2009
Change project title and description to specify funds are for Frederick.		

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

**RESOLUTION ON AN AMENDMENT TO  
THE FY 2010- 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS  
EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO MODIFY THE  
FUNDING SOURCES AND TOTALS FOR THIRTY SEVEN PROJECTS TO MATCH THE  
WMATA FY 2010 BUDGET, AS REQUESTED BY WMATA**

**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**, on July 15, 2009 the TPB adopted the FY 2010-2015 TIP; and

**WHEREAS**, in the attached letter of November 6, 2009, WMATA has requested an amendment to the FY 2010-2015 TIP to modify the funding sources and totals for thirty-seven projects, as described in the attached materials; and

**WHEREAS**, these funding changes are 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 2010-2015 TIP to modify the funding sources and totals for thirty-seven projects, as described in the attached materials.

**Adopted by the Steering Committee of the Transportation Planning Board at its regular meeting on November 6, 2009.**



November 6, 2009

Mr. Ronald Kirby  
Director, Transportation Planning  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E.; Suite 300  
Washington, DC 20002-4201

RE: FY2010-2015 TIP Amendment for WMATA Projects

Dear Mr. Kirby:

The Washington Metropolitan Area Transit Authority (WMATA) requests an amendment to the FY 2010-2015 Transportation Improvement Program (TIP). The purpose of this amendment is to modify project budgets in the TIP for FY2010 in order to match the approved WMATA FY2010 Budget. In addition, we are submitting administrative modifications to adjust the funding source information for FY2011 through FY2015. In particular, FTA requested that we separate out the new dedicated federal funding as a source.

Attachment A summarizes the changes to FY2010 project budgets in the TIP. Attachment B summarizes changes to the funding source information for FY2010 and FY2011 (the FY2011 sources will be used for FY2012 though FY2015). These projects do not affect the currently approved air quality conformity analysis as these projects are either exempt or not regionally significant for air quality conformity purposes.

WMATA requests that the TPB Steering Committee approve this amendment at its November 6, 2009 meeting. Thank you for your consideration of, and action on, this request.

Sincerely,

Nat Bottigheimer  
Assistant General Manager  
Department of Planning and Joint Development

Attachment

**Washington  
Metropolitan Area  
Transit Authority**

600 Fifth Street, NW  
Washington, DC 20001  
202/962-1234

By Metrorail:  
Judiciary Square—Red Line  
Gallery Place-Chinatown—  
Red, Green and  
Yellow Lines  
By Metrobus:  
Routes D1, D3, D6, P6,  
70, 71, 80, X2

A District of Columbia,  
Maryland and Virginia  
Transit Partnership

**Attachment A:**  
**Washington Metropolitan Area Transit Authority**  
**FY10-15 Transportation Improvement Plan**  
**Proposed Amendments**  
**Nov. 6, 2009**  
(in YOE \$000s)

Category	Project	Approved TIP (Based on WMATA 2010 Draft Budget)	Proposed TIP Amendments (Based on WMATA 2010 Approved Budget)	Change	Percent Change
Access	MetroAccess Vehicles	\$ -	\$ 1,354	\$ 1,354	N/A
Bus	Capital Repairables - Bus	\$ 9	\$ 6	\$ (3)	-30.3%
	Vehicles - Bus (Rehabilitation)	\$ -	\$ -	\$ -	N/A
	Vehicles - Bus (Replacement)	\$ 88,393	\$ 107,569	\$ 19,176	21.7%
	Vehicles - Bus (Expansion)	\$ 2,444	\$ 22	\$ (2,422)	-99.1%
Information Technology	Business Support Software & Equipment	\$ 27,320	\$ 26,878	\$ (442)	-1.6%
	IT Security	\$ 2,409	\$ -	\$ (2,409)	-100.0%
	Operations Support Software	\$ 1,176	\$ 23,952	\$ 22,776	1936.9%
Maintenance Facilities & Equipment	Bus Maintenance Equipment	\$ 1,869	\$ 1,954	\$ 85	4.5%
	Bus Maintenance Facilities	\$ 15,525	\$ 15,522	\$ (4)	0.0%
	Environmental Assessment	\$ -	\$ -	\$ -	N/A
	Other Maintenance Equipment & Facilities	\$ 11,438	\$ 12,171	\$ 733	6.4%
	Rail Maintenance Equipment	\$ 16,390	\$ 17,826	\$ 1,436	8.8%
	Rail Maintenance Facilities	\$ 13,491	\$ 16,509	\$ 3,018	22.4%
Operations Systems	Communications Systems	\$ 6,259	\$ 7,349	\$ 1,090	17.4%
	Fare Equipment	\$ 29,105	\$ 22,189	\$ (6,916)	-23.8%
	Power Systems - Rail	\$ 24,695	\$ 23,554	\$ (1,141)	-4.6%
Other Facilities	Other Support Facilities	\$ -	\$ -	\$ -	N/A
Passenger Facilities	Bicycle & Pedestrian Facilities	\$ -	\$ -	\$ -	N/A
	Bus Facilities	\$ 5,349	\$ 9,446	\$ 4,097	76.6%
	Elevator/ Escalator Facilities	\$ 13,978	\$ 8,338	\$ (5,640)	-40.3%
	Station Facilities - Capacity/ Enhancements	\$ -	\$ -	\$ -	N/A
	Station Facilities - Maintenance	\$ 25,773	\$ 27,371	\$ 1,598	6.2%
Preventive Maintenance	Preventive Maintenance	\$ 20,700	\$ 30,700	\$ 10,000	48.3%
Program Management	Program Management & Support	\$ 12,689	\$ 39,643	\$ 26,954	212.4%
Rail	Capital Repairables - Rail	\$ -	\$ -	\$ -	N/A
	Vehicles - Rail Cars (Rehabilitation)	\$ 6,889	\$ 10,000	\$ 3,111	45.2%
	Vehicles - Rail Cars (Replacement)	\$ -	\$ -	\$ -	N/A
	Vehicles - Rail Cars (Expansion)	\$ 22,555	\$ 22,370	\$ (185)	-0.8%
	Rail Car Safety & Reliability Enhancements	\$ 11,097	\$ 10,512	\$ (585)	-5.3%
Safety & Security	Bus Safety & Security Enhancements	\$ 2,492	\$ 3,687	\$ 1,195	48.0%
	Rail Safety & Security Enhancements	\$ 1,228	\$ 938	\$ (290)	-23.6%
	Safety & Security Enhancements	\$ 13,628	\$ 500	\$ (13,128)	-96.3%
Service Vehicles	Service Vehicle Replacement	\$ 18,477	\$ 2,730	\$ (15,747)	-85.2%
Track & Structures	Right-of-Way (ROW) Structural Rehabilitation	\$ 39,224	\$ 38,477	\$ (747)	-1.9%
	Right-of-Way (ROW) Track Rehabilitation	\$ 22,789	\$ 19,986	\$ (2,803)	-12.3%
	Station/Tunnel Leak Mitigation	\$ 4,855	\$ 4,698	\$ (157)	-3.2%
<b>Total:</b>		<b>\$ 462,244</b>	<b>\$ 506,250</b>	<b>\$ 44,006</b>	<b>9.5%</b>

**Attachment B:**  
**Washington Metropolitan Area Transit Authority**  
**FY10-15 Transportation Improvement Plan**  
**Proposed Amendments - Funding Sources for FY10**  
**Nov. 6, 2009**  
(in YOE \$000s)

Category	Project	2010 (Based on Approved Budget)	5307/5340	5309	Other Federal/CMAQ	Local	5307/5340 Percentage	5309 Percentage	Other Federal/CMAQ Percentage	Local Percentage
Access	MetroAccess Vehicles	\$ 1,354				\$ 1,354	0%	0%	0%	100%
	Capital Repairables - Bus	\$ 6				\$ 6	0%	0%	0%	100%
	Vehicles - Bus (Rehabilitation)	\$ -				\$ -				
	Vehicles - Bus (Replacement)	\$ 107,569	\$ 20,792		\$ 65,264	\$ 21,513	19%	0%	61%	20%
Information Technology	Vehicles - Bus (Expansion)	\$ 22				\$ 22	0%	0%	0%	100%
	Business Support Software & Equipment	\$ 26,878		\$ 15,200		\$ 11,678	0%	57%	0%	43%
	IT Security	\$ -				\$ -				
	Operations Support Software	\$ 23,952	\$ 7,935			\$ 16,017	33%	0%	0%	67%
Maintenance Facilities & Equipment	Bus Maintenance Equipment									
	Bus Maintenance Facilities	\$ 1,954	\$ 1,520			\$ 434	78%	0%	0%	22%
	Environmental Assessment	\$ 15,522	\$ 9,920			\$ 5,602	64%	0%	0%	36%
	Other Maintenance Equipment & Facilities	\$ 12,171		\$ 9,600		\$ 2,571	0%	79%	0%	21%
	Rail Maintenance Equipment	\$ 17,826		\$ 14,261		\$ 3,565	0%	80%	0%	20%
	Rail Maintenance Facilities	\$ 16,509		\$ 11,954		\$ 4,555	0%	72%	0%	28%
	Communications Systems	\$ 7,349		\$ 5,879		\$ 1,470	0%	80%	0%	20%
	Fare Equipment	\$ 22,189		\$ 15,531		\$ 6,658	0%	70%	0%	30%
	Power Systems - Rail	\$ 23,554		\$ 17,376		\$ 6,178	0%	74%	0%	26%
	Other Support Facilities	\$ -				\$ -				
Passenger Facilities	Bicycle & Pedestrian Facilities	\$ -				\$ -				
	Bus Facilities	\$ 9,446				\$ 9,446	0%	0%	0%	100%
	Elevator/ Escalator Facilities	\$ 8,338	\$ 6,400			\$ 1,938	77%	0%	0%	23%
	Station Facilities - Capacity/ Enhancements	\$ -				\$ -				
Preventive Maintenance	Station Facilities - Maintenance	\$ 27,371	\$ 20,000			\$ 7,371	73%	0%	0%	27%
	Preventive Maintenance	\$ -				\$ -				
Program Management	Program Management	\$ 30,700	\$ 24,560			\$ 6,140	80%	0%	0%	20%
	Program Management & Support	\$ 39,643	\$ 3,671	\$ 2,662		\$ 33,309	9%	7%	0%	84%
Rail	Capital Repairables - Rail	\$ -				\$ -				
	Vehicles - Rail Cars (Rehabilitation)	\$ 10,000		\$ 8,000		\$ 2,000	0%	80%	0%	20%
	Vehicles - Rail Cars (Replacement)	\$ -				\$ -				
	Vehicles - Rail Cars (Expansion)	\$ 22,370				\$ 22,370	0%	0%	0%	100%
Safety & Security	Rail Car Safety & Reliability Enhancements	\$ 10,512				\$ 10,512	0%	0%	0%	100%
	Bus Safety & Security Enhancements	\$ 3,687	\$ 1,400			\$ 2,287	38%	0%	0%	62%
	Rail Safety & Security Enhancements	\$ 938				\$ 938	0%	0%	0%	100%
	Safety & Security Enhancements	\$ 500				\$ 500	0%	0%	0%	100%
Service Vehicles	Service Vehicle Replacement	\$ 2,730				\$ 2,730	0%	0%	0%	100%
	Right-of-Way (ROW) Structural Rehabilitation	\$ 38,477	\$ 22,613			\$ 15,864	59%	0%	0%	41%
Track & Structures	Right-of-Way (ROW) Track Rehabilitation	\$ 19,986	\$ 15,989			\$ 3,997	80%	0%	0%	20%
	Station/Tunnel Leak Mitigation	\$ 4,698	\$ 3,758			\$ 940	80%	0%	0%	20%
	<b>Total:</b>	<b>\$ 506,250</b>	<b>\$ 138,558</b>	<b>\$ 100,463</b>	<b>\$ 65,264</b>	<b>\$ 201,964</b>				

**Attachment B:**  
**Washington Metropolitan Area Transit Authority**  
**FY10-15 Transportation Improvement Plan**  
**Proposed Amendments - Funding Sources for FY11**  
**Nov. 6, 2009**  
(in YOE \$000s)

Category	Project	2011	5307/5340	5309	Federal Dedicated	Local	5307/5340 Percentage	5309 Percentage	Federal Dedicated Percentage	Local Percentage
Access	Metro Access Vehicles	\$ 18,805			\$ 8,562	\$ 10,242	0%	0%	46%	54%
Bus	Capital Repairables - Bus	\$ 15,532				\$ 15,532	0%	0%	0%	100%
	Vehicles - Bus (Rehabilitation)	\$ 15,292	\$ 12,234			\$ 3,058	80%	0%	0%	20%
	Vehicles - Bus (Replacement)	\$ 54,669	\$ 43,735			\$ 10,934	80%	0%	0%	20%
	Vehicles - Bus (Expansion)	\$ 28,460	\$ 22,768			\$ 5,692	80%	0%	0%	20%
Information Technology	Business Support Software & Equipment	\$ 43,995				\$ 43,995	0%	0%	0%	100%
	IT Security	\$ 13,168				\$ 13,168	0%	0%	0%	100%
Maintenance Facilities & Equipment	Operations Support Software	\$ 25,661			\$ 12,831	\$ 12,831	0%	0%	50%	50%
	Bus Maintenance Equipment									
Operations Systems	Bus Maintenance Facilities	\$ 5,084				\$ 5,084	0%	0%	0%	100%
	Environmental Assessment	\$ 82,904	\$ 66,323			\$ 16,581	80%	0%	0%	20%
	Other Maintenance Equipment & Facilities	\$ 3,993		\$ 3,195		\$ 799	0%	80%	0%	20%
	Rail Maintenance Equipment	\$ 17,517		\$ 14,014		\$ 3,503	0%	80%	0%	20%
	Rail Maintenance Facilities	\$ 52,774		\$ 42,219		\$ 10,555	0%	80%	0%	20%
	Communications Systems	\$ 9,326				\$ 9,326	0%	0%	0%	100%
	Fare Equipment	\$ 13,746		\$ 3,028		\$ 10,718	0%	22%	0%	78%
	Power Systems - Rail	\$ 113,988			\$ 56,994	\$ 56,994	0%	0%	50%	50%
	Other Support Facilities	\$ 5,649				\$ 5,649	0%	0%	0%	100%
	Bicycle & Pedestrian Facilities	\$ 3,010				\$ 3,010	0%	0%	0%	100%
Passenger Facilities	Bus Facilities	\$ 8,071				\$ 8,071	0%	0%	0%	100%
	Elevator/ Escalator Facilities	\$ 19,025		\$ 15,220		\$ 3,805	0%	80%	0%	20%
	Station Facilities - Capacity/ Enhancements	\$ 27,505			\$ 13,753	\$ 13,753	0%	0%	50%	50%
	Station Facilities - Maintenance	\$ 34,763		\$ 27,810		\$ 6,953	0%	80%	0%	20%
Preventive Maintenance										
Program Management	Preventive Maintenance	\$ -				\$ -				
	Program Management & Support	\$ -				\$ -				
Rail	Capital Repairables - Rail	\$ 3,162				\$ 3,162	0%	0%	0%	100%
	Vehicles - Rail Cars (Rehabilitation)	\$ 6,572			\$ 1,581	\$ 1,581	0%	0%	50%	50%
	Vehicles - Rail Cars (Replacement)				\$ 3,286	\$ 3,286	0%	0%	50%	50%
	Vehicles - Rail Cars (Expansion)	\$ 1,110				\$ 555	0%	0%	50%	50%
Safety & Security	Rail Car Safety & Reliability Enhancements	\$ 6,414			\$ 3,207	\$ 3,207	0%	0%	50%	50%
	Bus Safety & Security Enhancements	\$ 4,855	\$ 426			\$ 4,429	9%	0%	0%	91%
	Rail Safety & Security Enhancements	\$ 8,688			\$ 4,344	\$ 4,344	0%	0%	50%	50%
	Safety & Security Enhancements	\$ 8,684			\$ 2,415	\$ 6,269	0%	0%	28%	72%
Service Vehicles Track & Structures	Service Vehicle Replacement	\$ 7,060				\$ 7,060	0%	0%	0%	100%
	Right-of-Way (ROW) Structural Rehabilitation	\$ 44,802			\$ 22,401	\$ 22,401	0%	0%	50%	50%
	Right-of-Way (ROW) Track Rehabilitation	\$ 36,898			\$ 18,449	\$ 18,449	0%	0%	50%	50%
	Station/Tunnel Leak Mitigation	\$ 3,243			\$ 1,622	\$ 1,622	0%	0%	50%	50%
<b>Total:</b>		<b>\$ 746,475</b>	<b>\$ 145,486</b>	<b>\$ 105,486</b>	<b>\$ 150,000</b>	<b>\$ 345,504</b>				

WMATA 05/09 Grants Split Letter: 138,558 100,463  
5 % increase for FY2011 plus Dedicated Federal Funding: 145,486 105,486 150,000