

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

May 18, 2011

TO: Transportation Planning Board

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

RE: Letters Sent/Received Since the April 20th TPB Meeting

The attached letters were sent/received since the April 20th TPB meeting. The letters will be reviewed under Agenda #5 of the May 18th TPB agenda.

Attachments

National Capital Region Transportation Planning Board

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MEMORANDUM

May 17, 2011

To: Transportation Planning Board

From: Wendy Klancher, Principal Transportation Planner *WK*
Department of Transportation Planning

RE: TPB Wheelchair Accessible Taxi Dedication Event on May 12

On May 12, 2011, the TPB sponsored a Dedication Event to officially launch wheelchair accessible service in the District of Columbia which has been branded "rollDC" for marketing purposes. TPB Chair Muriel Bowser, Ward 4 D.C. Councilmember, was the Master of Ceremonies.



Background

The TPB funded a \$1.2 million pilot project to start wheelchair accessible service in D.C. with FTA New Freedom Funds. The D.C. Taxicab Commission provided \$200,000 in matching funds. The service providers are Yellow Cab of D.C. and Royal Cab. Prior to the pilot project, there were no wheelchair accessible taxicabs in D.C., unlike its neighboring jurisdictions which all have some level of accessible taxi service. The project is part of a national trend in cities across the country investing in wheelchair accessible taxis.

The May 12 launch capped the successful testing phase of the program that saw a seven-fold increase in use by people using wheelchairs between March 2010 and March 2011. The full service includes a fleet of 20 accessible taxicabs; the service is provided with mini-vans modified with fold-out ramps.



TPB Chair Muriel Bowser presents Achievement Award to Robert Coward

Event Speakers

On behalf of the TPB, Chair Bowser presented an achievement award to Robert Coward, TPB Access for All Advisory Committee member, for his dedication and commitment to D.C. accessible taxicab service. Mr. Coward has been advocating for this service for many years; he also provides sensitivity- and customer service training to the accessible taxi drivers.

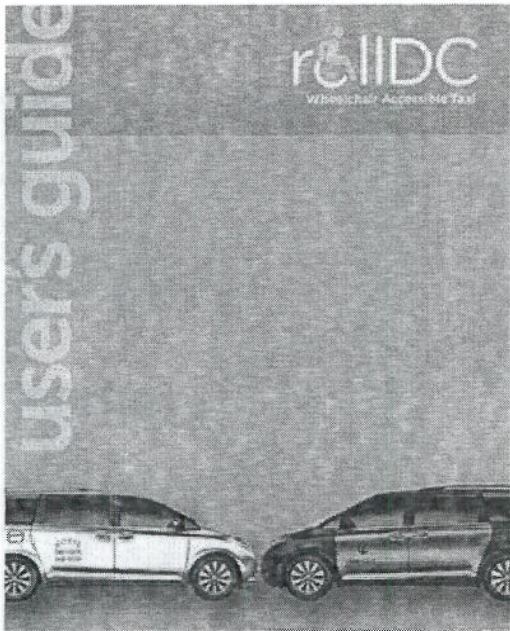
Richard Devylder, Senior Advisor for Accessible Transportation, U.S. Department of Transportation (USDOT) spoke at the event on behalf of Secretary LaHood and commended the pilot project for enhancing opportunities for people with disabilities to “pursue employment, education, essential services and the American dream”.

Media Coverage

The event was covered by the following media outlets: The Washington Post, DC Examiner, WAMU, News Channel 8, The Associated Press, Greater Greater Washington, FastLane, (Secretary of Transportation Ray LaHood’s Official Blog), ABC2 News (Baltimore). The DC Examiner article is attached.



Richard Devylder, USDOT Senior Advisor for Accessible Transportation, speaks at the Dedication Event



For More Information on the project, including a User’s Guide and an online customer satisfaction survey, go to www.tpbcoordination.org.



Published on *Washington Examiner* (<http://washingtonexaminer.com>)

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D.C. unveils wheelchair-accessible taxis

The District's first wheelchair-accessible taxi service was officially unveiled Thursday, the culmination of a two-year pilot program to help the city's 12,000 residents who use wheelchairs to get around town.

Each rollDC minivan is outfitted with a special back-door ramp and hooks to secure a wheelchair or electric scooter for a cab ride anywhere in town. The National Capital Region Transportation Planning Board purchased 20 vans, with Royal Cab and Yellow Cab of D.C. each operating 10 of them.

The taxis, some of which have been in service for more than a year, provide options that paratransit services can't, riders say. MetroAccess, Metro's shared-ride service for persons with disabilities, requires a call a day in advance and keeps to a strict schedule. With the wheelchair-accessible taxis, riders can come and go as they please, said Richard Devylder, a senior adviser for accessible transportation to the U.S. Transportation Secretary Ray LaHood.

"Paratransit is very limited. They're on a schedule," said Devylder, who was born without arms or legs and has used the cabs since 2010. "Whereas taxicabs are used to doing things on the fly and they're used to picking people up and changing times and changing locations without any problems. So it gives people with disabilities a lot more flexibility."

Grants totaling \$1.2 million from the Federal Transit Administration and the D.C. Taxicab Commission helped fund the new taxi service. The grants helped pay for the vehicles and to train taxi drivers to properly operate the modified minivans' equipment.

Ridership has steadily climbed as vans were added to the fleet. In March, rollDC riders took 349 trips. Saleem Abdul'Mateen, who's been driving a rollDC taxi for Royal Cab since last summer, said the service is growing in popularity, and already has several loyal customers.

"I was kind of surprised myself by where people want to go," Abdul'Mateen said, describing recent trips to the 930 Club and Mother's Day lunches. "We'll probably exceed the demand for 20 cabs when people get to know about it."

The startup funding from the grants runs out in July 2012 so officials must secure additional funding to maintain operations and expand the service, possibly from another federal grant.

"This is a great start, but there's still more work to be done," said Bobby Coward, an accessibility advocate in D.C. who rides an electric wheelchair. "Twenty cabs is great, but we want more."

bqiles@washingtonexaminer.com

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MEMORANDUM

Date: May 18, 2011
To: Transportation Planning Board
From: Karin Foster
Transportation Planner
Subject: Summary of the April 27th Regional Freight Forum

The Transportation Planning Board (TPB) hosted a Regional Freight Forum on April 27th at the Hyatt Regency Washington on Capitol Hill. This was the first time the TPB had sponsored such a Freight Forum, as well as being the first such recent event with a National Capital Region focus. Eighty individuals attended. The Forum was organized into three panels and concluded with a luncheon speaker. Highlights from each panel are discussed below followed by a summary of luncheon speaker Mortimer Downey's presentation.

Panel 1: Perspectives on Demand

For Panel 1, our first two speakers, Donald Ludlow and Rosalyn Wilson, focused on how demand drives freight transportation needs and how the recession hurt the freight transportation industry. Our third speaker, George Schoener, spoke about the freight programs of the I-95 Corridor Coalition in the Mid-Atlantic region.

Donald Ludlow, Senior Associate at Cambridge Systematics, provided an overview of freight demand factors. Demographic trends unique to the National Capital Region impact growth in demand for freight transportation. Over the next three decades, this region will experience both growing population and increasing household incomes. Additionally, the region has low unemployment rates compared to other major metropolitan regions. These demographic trends drive increased demand for products and services and therefore increased need for freight transportation.

Rosalyn Wilson, Senior Business Analyst at Delcan, spoke broadly about logistics, the management of the flow of goods between points of origin and consumption. Ms. Wilson noted that the recession hit the logistics industry hard, particularly in 2009. Transportation carrier revenues for motor carriers, railroads, and air cargo were all down about 20 percent. The recession led to truck operation bankruptcies and almost 32 percent of the national freight rail cars were put in storage. In 2010, the tide began to turn with increases in gross domestic product (GDP), private inventories, employment, housing values, and modest consumer spending.

George Schoener, Executive Director of the I-95 Corridor Coalition, spoke about some of the Coalition's freight programs. The Coalition spans 16 states and the District of

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Columbia. Its economy makes up 40 percent of the United States (U.S.) GDP, 21 percent of the nation's road miles, 35 percent of the nation's vehicle miles traveled, and 5.3 billion tons of freight shipments annually. The Coalition has conducted two focused studies that include the National Capital Region. They are the Mid-Atlantic Rail Operations Study (MAROps) and the Mid-Atlantic Truck Operations Study (MATOps). MAROps studied four rail corridors and 15 major line segments to identify priority projects. MATOps identified regional truck bottlenecks and highlighted the five worst bottlenecks in each state.

Mr. Schoener also discussed an off-hour deliveries program implemented in Manhattan to reduce congestion. Carriers were provided financial incentives to make off-hour deliveries. Following a pilot program with 33 participants, 32 of the 33 maintained the off-hour deliveries after the pilot program was completed. Delivery time, on average, was reduced from 1.5 hours to one-half hour. Off-hour deliveries mean reduced costs and travel time for carriers, reduced daytime congestion on city streets, and reduced energy consumption and pollution.

Panel 2: Freight System

The second panel provided viewpoints from three modal industries: trucking, rail, and air. Each representative also offered perspectives on operating in the National Capital Region.

Randy Mullett, Vice President of Government Relations and Public Affairs at Con-way Trucking and Logistics, captured the audience with his presentation on trucking statistics and challenges. Con-way is a \$5 billion industry in freight transportation and logistics. The company owns 11,500 trucks, 35,000 trailers, and 20 million square feet of warehouse space globally. Mr. Mullett highlighted that over 500,000 truck companies in the U.S. have fewer than 20 trucks and they contribute 40 percent to the Highway Trust Fund. He also noted that trucks move 70 percent of all goods by weight and 97 percent of all consumer products in the U.S. Future modal shares are expected to stay fairly constant because over 80 percent of U.S. communities are served only by truck. As mentioned by Mr. Ludlow on Panel 1, Mr. Mullett also emphasized that economic growth cannot be decoupled from the growth in transport: there is a direct relationship between population and transport, and people need and want "stuff." He discussed the tension surrounding "livability" and its requirements for high density and mixed-use zoning. Mr. Mullett stated that "livability" sometimes ignores the freight transportation requirements generated by these developments.

Quintin Kendall, Regional Vice President of CSX Transportation, presented the CSX National Gateway proposal and how it would benefit the National Capital Region. The National Gateway is a multi-state, 61 project initiative underway to remove bottlenecks, allow for double-stack clearance, and increased access to regional ports. Thirteen National Gateway projects fall within the National Capital Region. The Virginia Avenue Tunnel is the largest and most complex project of the National Gateway projects, and

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would update the antiquated tunnel to provide a double-stack and double track tunnel through the District of Columbia at a cost of \$160 million. The Baltimore-Washington Rail Intermodal Facility is another project, just outside the National Capital Region, that would increase access to the Port of Baltimore. This project is \$150 million. Mr. Kendall also noted the District of Columbia Potomac River Swing Bridge (also known as Long Bridge) as another National Gateway National Capital Region rail bottleneck.

Darrell Wilson, Assistant Vice President of Government Relations for Norfolk Southern, described Norfolk Southern's completed Heartland Corridor project and the Crescent Corridor project underway. The Heartland Corridor runs from the Port of Norfolk at Hampton Roads, Virginia to Chicago, Illinois. This infrastructure project raised vertical clearances in 28 tunnels and removed 24 overhead obstructions. This was the nation's first multi-state intermodal rail corridor public-private partnership between the Federal Highway Administration's Eastern Federal Lands Division, the U.S. Department of Commerce, Virginia, West Virginia, Ohio, and Norfolk Southern. The new double-stack route eliminates over 200 miles of travel and 24 hours of travel time between the East Coast and Chicago. Mr. Wilson described the Panama Canal expansion as the primary driver for this project. The Crescent Corridor Intermodal Facilities initiative underway is a 2,500 mile rail network from New Jersey to Louisiana that parallels several interstates. The Crescent Corridor includes new and expanded intermodal facilities, rail route speed and capacity improvements, signal upgrades, and infrastructure enhancements totaling \$2.5 billion. Once complete, these rail initiatives would provide energy savings, economic development, shipper options, and highway congestion relief.

Leo Schefer, President of the Washington Airports Task Force, provided an air cargo perspective. Mr. Schefer described air transportation as multimodal, requiring the plane and the truck to deliver the product to its final destination. With such a large United States trade deficit, air cargo planes often return empty to retrieve more cargo, whereas passenger planes travel both ways with passengers. He noted that forty percent of world exports by value now move by air. Primary air cargo demand drivers are high value products (including cell phones, laptops, and pharmaceuticals) and perishable products (including cut flowers, seafood, fruit, and vegetables). These two product types make up 31 percent and 21 percent of North American air imports. The top two exports via Dulles International Airport (Dulles) by value are biomedical (41 percent) and aerospace (16 percent). The top two exports via Dulles by weight are biomedical (12.8 percent) and electronics and telecommunications (5 percent). Mr. Schefer noted that traffic congestion has had a major impact on the air cargo industry. For example, FedEx has launched a Ronald Reagan Washington National Airport Cargo service for more predictable delivery time to Washington D.C. Additionally, the uncertainty about future HOT lanes, tolls, and parkways makes attracting new air cargo business a challenge.

Panel 3: Prioritizing Freight Investments

For Panel 3, Victor Weissberg, Special Assistant to the Director at the Prince George's County Department of Public Works and Transportation and TPB Freight Subcommittee

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Chairman, presented the recent process of the Freight Subcommittee to develop a list of 10 Highlighted Freight Projects. This effort was built upon earlier efforts of the Freight Program, including the *National Capital Region Freight Plan 2010*. The objectives are to raise the profile/awareness of freight issues and to have a short list of identified regional corridors and projects important to freight movement in the region. The Freight Subcommittee determined it was important for freight to separate out short-term and long-term projects. Therefore, one short-term and one long-term project was selected for each Class One railroad (CSX and Norfolk Southern) and one short-term and one long-term highway project was selected for each jurisdiction to provide regional representation, as shown in the Freight Transportation Projects-Summary Table below.

FREIGHT TRANSPORTATION PROJECTS-SUMMARY TABLE			
#	Railroad/Jurisdiction	Long-Term	Short-Term
Rail			
1	CSX	CSX National Gateway Corridor	CSX Virginia Avenue Tunnel
2	Norfolk Southern	NS Crescent Corridor	NS 5.8 Mile B-Line Expansion
Highway			
3	DC	Weigh Station within DC Boundaries	Uniform Commercial Curbside Loading Zone Program
4	MD	Relieve congestion along I-95/I-495 from Woodrow Wilson Bridge to Howard County Boundary	I-70 Phase 4
5	VA	Relieve congestion along I-95 from Prince William County Southern Boundary to MD Boundary	I-66 and I-495 Access Improvements

Panel 3: Panelist Comments

Panelists were advised to comment on freight investment issues where they felt most comfortable, either at the federal level or regional level.

John Horsley, Executive Director of the American Association of State Highway and Transportation Officials, noted the projected growth in goods movement. Mr. Horsley commented that rail alone is not enough to handle all expanded capacity and that highway infrastructure must be maintained and expanded. Nonetheless, Mr. Horsley explained that it is part of the public's responsibility to participate in joint ventures to fund freight rail projects that will benefit goods movement and passenger rail, and reduce highway congestion.

Karen Rae, Deputy Administrator of the Federal Railroad Administration, emphasized the importance of cooperation and public private partnerships to achieve win-win scenarios. For example, she described a Transportation Investment Generating Economic

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Recovery (TIGER) grantee that stood out from others because seven states had cooperated on the project.

Anne Ferro, Administrator of the Federal Motor Carrier Safety Administration, highlighted the important role of zoning officials. In order to accommodate the anticipated traffic a new development will generate, many zoning codes must be updated to include space for commercial vehicle loading and unloading, as well as truck parking/truck rest areas that bolster safety by accommodating truck drivers who have reached their legal limit of daily hours of service .

Lunch: "Will Federal Legislation Carry the Goods?"

The luncheon speaker, Mortimer Downey, Chairman of the Coalition for America's Gateways and Trade Corridors and former U.S. Deputy Secretary of Transportation (1993 through 2001), addressed developments in National Freight Policy.

Mr. Downey highlighted five drivers of transportation policy change: (1) demographic change; (2) global economy; (3) climate change; (4) system condition and performance; and (5) economic downturn. The constraints to change are: (1) fiscal; (2) programmatic; and (3) institutional. Mr. Downey further discussed the political challenges of having multiple layers of government. Some of the constraints that face freight legislation are that: (1) "freight doesn't vote;" (2) there are modal rivalries; (3) freight is largely private sector; and (4) there is a geographic separation of costs and benefits. Nonetheless, Mr. Downey noted a growing consensus for a National Freight Program among major transportation organizations.

Mr. Downey noted the current focus on budget reduction and the anti-tax mentality. This presents a challenging climate when considering Highway Trust Fund revenues. Mr. Downey noted that the Obama Administration's proposed budget included a six-year \$556 billion transportation bill. The House of Representatives Transportation and Infrastructure Committee, Chaired by Senator John L. Mica, has yet to come up with a transportation bill, however, it is anticipated to be severely resource constrained. Regarding freight finance, Mr. Downey emphasized the potential for the private sector to have a role, such as the GARVEE Bonds and TIFIA loans.

Ultimately, a National Freight Policy is a wait and see game.

Some Major Regional Freight Forum Themes:

- Future trends (including demographic, economic, and the widening of the Panama Canal in 2014) will cause sweeping changes for our region.
- Highlighted regional priority freight issues included:
 1. CSX Virginia Avenue Rail Tunnel—Antiquated, built in 1905, single track and single-stack tunnel creates major rail bottleneck.

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2. Commuter and freight rail cooperation is important to manage demand and accommodate growth where freight and passenger railroads are using the same lines.
3. Major CSX and Norfolk Southern rail projects will create new opportunities for truck to rail diversions.
4. Congestion impacts all, including the freight industry. Air cargo carriers have begun to shift business to Ronald Reagan Washington National Airport in order to have more predictable delivery times to Washington D.C.
5. Uniform curb markings are needed for commercial vehicle loading and unloading, efficient use of curbside space, and proper enforcement.
6. Truck parking/truck rest areas bolster safety by accommodating truck drivers who have reached their legal limit of daily hours of service.

Victor Weissberg thanked everyone for attending the TPB's first Regional Freight Forum.

METROPOLITAN WASHINGTON  COUNCIL OF GOVERNMENTS

One Region Moving Forward

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Alexandria
Arlington County
Fairfax
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Loudoun County
Manassas
Manassas Park
Prince William County
*Adjunct Member

May 4, 2011

Hon. Muriel Bowser
Chairwoman
National Capital Region Transportation Planning Board
777 North Capitol Street NE
Washington, DC 20002

Dear Chairwoman Bowser:

Thank you for the opportunity to brief the Transportation Planning Board (TPB) on the newly established Incident Management and Response Steering Committee at the TPB's April 20 meeting. I consulted with Montgomery County Councilmember Phil Andrews, who chairs the Steering Committee and the COG Board Executive Committee concerning two issues identified by the TPB.

Future Briefings and Consultation

The action plan adopted by the COG Board on March 9 outlining Steering Committee goals and tasks builds heavily on the work of the TPB, especially concerning the role of MATOC. The Steering Committee expects to have sufficient work in place by late June to warrant a progress briefing to the COG Board in July and would welcome the opportunity to brief the TPB also. Additional briefings can be provided as work advances, if desired.

Both the COG Board and TPB will have the opportunity to review and comment on the Steering Committee's final draft report in the fall prior to adoption. Project staff will work closely with Mr. Kirby to schedule.

TPB Representation on the Steering Committee

The action plan adopted by the COG Board specifically identified 17 appointees to the Steering Committee, in addition to Chairman Andrews, who also chairs the National Capital Region Emergency Preparedness Council. The Steering Committee includes senior representatives from the three state Departments of Transportation, WMATA and MATOC, ensuring strong input on transportation matters and familiarity with TPB policy and program priorities.

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In addition to the TPB engagement described above, the Steering Committee will look to TPB resources to identify recommendations to address transportation action plan tasks. Rather than appoint specific TPB representatives to serve on the Steering Committee, this approach is designed to ensure that the TPB as a whole will have an opportunity to shape this work as it moves forward and make the most effective use of COG Board and TPB policy oversight roles.

In closing, I would also like to thank the TPB for its advocacy on behalf of MATOC, which has played a growing role in regional incident management and response, and is envisioned by the Steering Committee as having an even greater role and resources in the future.

Please contact me if you have questions or need additional information.

Sincerely,



David J. Robertson
Executive Director

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2011 SESSION

CHAPTER 417

An Act to amend the Code of Virginia by adding in Article 13 of Chapter 3 of Title 58.1 a section numbered 58.1-439.12:06, relating to telework expenses income tax credit.

[S 1335]

Approved March 23, 2011

Be it enacted by the General Assembly of Virginia:

1. That the Code of Virginia is amended by adding in Article 13 of Chapter 3 of Title 58.1 a section numbered 58.1-439.12:06 as follows:

§ 58.1-439.12:06. Telework expenses tax credit.

A. As used in this section, unless the context requires a different meaning:

"Eligible telework expenses" means expenses incurred during the taxable year pursuant to a telework agreement, in an amount up to \$1,200 for each participating employee, that enable a participating employee to begin to telework, which expenses are not otherwise the subject of a deduction from income claimed by the employer in any tax year. Such expenses include, but are not limited to, expenses paid or incurred to purchase computers, computer-related hardware and software, modems, data processing equipment, telecommunications equipment, high-speed Internet connectivity equipment, computer security software and devices, and all related delivery, installation, and maintenance fees. Such expenses do not include replacement costs for computers, computer-related hardware and software, modems, data processing equipment, telecommunications equipment, or computer security software and devices at the principal place of business when that equipment is relocated to the telework site. Eligible telework expenses may also include up to a maximum of \$20,000 for conducting a telework assessment on or after January 1, 2012. Such costs shall be ineligible for this credit if they are otherwise taken as a deduction by the employer from income in any taxable year. The costs included and allowed to be taken as a credit include program planning costs, which may include direct program development and training costs, raw labor costs, and professional consulting fees. Such costs shall not include those for which a credit is claimed under any other provision of this chapter. The credit shall be allowed once for each employer meeting the requirements herein.

"Employer" means any employer subject to the income tax imposed by this chapter.

"Participating employee" means an employee who has entered into a telework agreement with his employer on or after July 1, 2012, in accordance with the policies set by the Department of Rail and Public Transportation. The term shall not include an individual who is self-employed or an individual who ordinarily spends a majority of the workday at a location other than the place where his duties are normally performed.

"Telework" means the performance of normal and regular work functions on a workday at a location different from the place where work functions are normally performed and that is within or closer to the participating employee's residence. The term shall not include home-based businesses, extensions of the workday, or work performed on a weekend or holiday.

"Telework agreement" means an agreement signed by the employer and the participating employee, on or after July 1, 2012, but before January 1, 2014, that defines the terms of a telework arrangement, including the number of days per month the participating employee will telework in order to qualify for the credit, and any restrictions on the location from which the employee will telework.

"Telework assessment" means an optional assessment leading to the development of policies and procedures necessary to implement a formal telework program that would qualify the employer for the credit provided in this section, including but not limited to a workforce profile; a telework program business case and plan; a detailed accounting of the purpose, goals, and operating procedures of the telework program; methodologies for measuring telework program activities and success; and a deployment schedule for increasing telework activity.

B. For taxable years beginning on or after January 1, 2012, but before January 1, 2014, an employer shall be allowed a credit against the taxes imposed pursuant to Articles 2 (§ 58.1-320 et seq.) and 10 (§ 58.1-400 et seq.) of this chapter for eligible telework expenses incurred during the 2012 and 2013 calendar years. The amount of the credit shall not exceed \$50,000 per employer for the 2012 and 2013 calendar years.

Such expenses may be incurred (i) only once per participating employee and (ii) directly by the employer on behalf of the participating employee or directly by the participating employee and reimbursed by the employer.

C. For purposes of this section, the amount of any credit attributable to a partnership, electing small business corporation (S corporation), or limited liability company shall be allocated to the individual partners, shareholders, or members, respectively, in proportion to their ownership or interest in such business entities.

D. The amount of tax credits available to any employer under this section in any taxable year shall not exceed the employer's tax liability. No unused tax credit shall be carried forward or carried back against the employer's tax liability. An employer shall be ineligible for a tax credit pursuant to this section if such employer claims a credit under any other provisions of this chapter.

E. An employer seeking to claim a tax credit provided herein shall submit a reservation application to the Tax Commissioner for tentative approval of the credit between September 1 and October 31 of the year preceding the taxable year for which the tax credit is to be earned. The Tax Commissioner shall establish policies and procedures for the reservation of tax credits by eligible employers. Such policies and procedures shall provide (i) requirements for applying for reservations of tax credits; (ii) a system for allocating the available amount of tax credits among eligible employers; and (iii) a procedure for the cancellation and reallocation of tax credit reservations allocated to eligible employers that, after reserving tax credits, have been determined to be ineligible for all or a portion of the tax credits reserved. Such application shall certify that the employer would not have incurred the eligible telework expenses for which the credit is sought but for the availability of such credit. The Tax Commissioner shall provide tentative approval of the applications no later than December 31 of the year in which the applications are received. When the application and amount of tax credits have been approved and the employer applicant notified, such employer may make purchases approved for the tax credits during the immediately following taxable year or lose the right to such credits.

F. In no event shall the aggregate amount of tax credits approved by the Tax Commissioner exceed \$1 million annually for credits earned in taxable years 2012 and 2013. In the event the credit amounts on the applications filed with the Tax Commissioner exceed the maximum aggregate amount of tax credits, then the tax credits shall be allocated on a pro rata basis based on the amounts allowed by subsection B among the eligible employers who filed timely applications.

G. Actions of the Tax Commissioner relating to the approval or denial of applications for reservations of tax credits pursuant to this section shall be exempt from the provisions of the Administrative Process Act (§ 2.2-4000 et seq.).



COMMONWEALTH of VIRGINIA

Office of the Governor

Sean T. Connaughton
Secretary of Transportation

Mr. Ronald F. Kirby, Director of TP
777 North Capitol Street, Suite 300
Metropolitan Washington Council of Governments
Washington DC 20002-4201

To Our Local Planning Partner,

As you are aware, the Commonwealth's Statewide Transportation Plan identified eleven Corridors of Statewide Significance (CoSS). The CoSS include the major roadways, rail lines, airports, ports and transit services across Virginia. These corridors were identified by transportation professionals including representatives from state transportation agencies, metropolitan planning organizations (MPO) and planning district commissions (PDC) and then verified by the public and stakeholders at numerous public meetings. The Commonwealth Transportation Board (CTB) approved these corridors in December 2009 when they passed a resolution approving the Statewide Transportation Plan.

Transportation staff has met with MPOs and PDCs on several occasions to discuss the importance of the corridors and their significance in developing a state-wide, intermodal network of transportation options. These meetings include:

Meeting	Date	Location	Representation
MPO/PDC Summit	May 21, 2005	Richmond, VA	22 Representatives from MPO/PDCs
Fall Transportation Conference	Nov. 1, 2006	Roanoke, VA	Public booth displaying CoSS concept
Regional Planning Forum	April 27, 2009	Charlottesville, VA	31 Attendees from MPO/PDCs & agencies
Summer Public Meeting 1	June 22, 2009	Falls Church, VA	Open to public; 35 attendees
Summer Public Meeting 2	June 24, 2009	Richmond, VA	Open to public; 31 attendees
Summer Public Meeting 3	June 25, 2009	Hampton Roads PDC	Open to public; 25 attendees
Summer Public Meeting 4	July 9, 2009	Roanoke, VA	Open to public; 30 attendees
Virtual Open House	June-July 2009	Online	Open to public; 130 participants
Fall Forum	Oct. 16, 2009	Richmond, VA	34 Attendees from MPO/PDCs & agencies

In addition to the discussions with MPOs and PDCs, it is important that local jurisdictions are notified of the location of the CoSS so that they can comply with the provision of the Code of Virginia. The Code of Virginia requires:

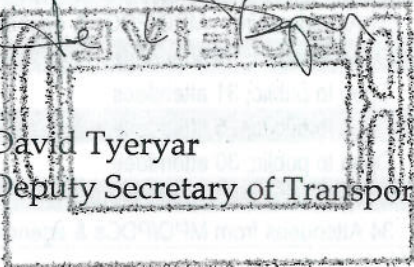

each local government through which one or more of the designated corridors of statewide significance traverses, shall, at a minimum, note such corridor or corridors on the transportation plan map included in its comprehensive plan for information purposes at the next regular update of the transportation plan map. (§15.2-2232)

The CoSS were identified through a lengthy and extensive identification process. A corridor was required to meet all criteria developed during the identification process in order to be named a CoSS. You can find these criteria and other information on the CoSS in the VTrans2035 report found at www.vtrans.org. Also on this site you will find a report on each of the eleven CoSS. These reports were developed as part of the Statewide Transportation Plan update and were intended to serve as a foundation for further studies on each of the corridors. The Commonwealth is currently in the process of identifying smaller sections of each of the corridors for further study. These studies will focus on sections that have safety and congestion issues, support economic activity, and are linked to multimodal infrastructure, among other attributes. These studies will identify multimodal solutions to improving the mobility within the CoSS.

We look forward to working with you as the Commonwealth undertakes these studies. Your jurisdiction will be contacted before any study commences so that efforts can be coordinated.

Thank you.

Sincerely,



David Tyeryar
Deputy Secretary of Transportation



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111 Maryland Avenue
Rockville, Maryland
20850-2364
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240-314-5000
TTY 240-314-8137

April 28, 2011

Mr. Ronald Kirby
Metropolitan Washington Council of Governments
777 N. Capital Street, N.E., Suite 300
Washington, D.C. 20002-4290

Dear Mr. Kirby,

I am pleased to inform you that the City of Rockville intends to continue its financial support of the Metropolitan Washington Council of Governments (COG) 2011 Street Smart program in the requested amount of \$3,100. The City is committed to improving pedestrian and bicyclist safety needs throughout the community.

The Street Smart program complements City pedestrian and bicyclist safety programs by providing a level of media coverage and driver/pedestrian education otherwise not practicable for City programs. Street Smart Campaign advertisements have the potential to reach City residents through radio, transit, television, and Internet advertising. In addition to supporting the Street Smart program, the City will continue to implement annual capital improvement programs related to safety improvements such as the installation of accessible pedestrian signals, construction of new sidewalks, and traffic calming measures.

City staff will continue to coordinate with COG to improve pedestrian and bicyclist safety. If you have any questions or comments, please contact Chief of Traffic and Transportation Emad Elshafei via e-mail at eelshafei@rockvillemd.gov or via telephone at 240-314-8508.

Sincerely,

Scott Ullery
City Manager

EE/kmc

Cc: Day file

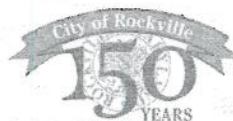
MAYOR
Phyllis Marcuccio

COUNCIL
John B. Britton
Piotr Gajewski
Bridget Donnell Newton
Mark Pierzchala

CITY MANAGER
Scott Ullery

CITY CLERK
Glenda P. Evans

CITY ATTORNEY
Debra Yerg Daniel





BOARD OF COUNTY COMMISSIONERS FREDERICK COUNTY, MARYLAND

Winchester Hall • 12 East Church Street • Frederick, Maryland 21701
301-600-1100 • Fax 301-600-1849 • TTY: Use Maryland Relay
www.frederickcountymd.gov

April 19, 2011

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Barry L. Stanton
County Manager

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, D.C. 20002-4290

Re: FY 2011 Street Smart Campaign

Dear Chair Bowser:

On behalf of the Board of County Commissioners of Frederick County, Maryland, I am writing to thank you for your letter dated April 8, 2011, regarding the National Capital Region Transportation Planning Board's pedestrian and bicyclist safety campaign known as "Street Smart."

Unfortunately, due to the continued economic climate, we are unable to provide funding for this campaign. Please be aware we are interested in receiving your promotional materials on pedestrian and bicyclist safety so that we can consider ways in which we can reach our citizens with the message of pedestrian safety. You may send these materials to Ms. Robin Santangelo, Public Information Officer, 12 East Church Street, Frederick, Maryland 21701 or by e-mail at rsantangelo@FrederickCountyMD.gov.

We wish you the best in your efforts to increase awareness of this important issue. If you have any questions, please feel free to contact Ms. Santangelo at (301) 600-2590 or me at (301) 600-2336.

Sincerely,

BOARD OF COUNTY COMMISSIONERS
OF FREDERICK COUNTY, MARYLAND

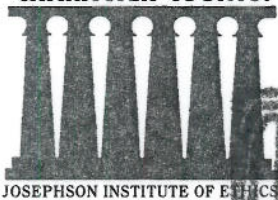
By: 

Blaine R. Young, President

BRY/jmg

cc: Board of County Commissioners
Barry L. Stanton, County Manager
David B. Dunn, Assistant County Manager
Joyce M. Grossnickle, Administrative Officer, Office of the
County Manager
Robin K. Santangelo, Public Information Officer, Office of the
County Manager

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CITY OF MANASSAS VIRGINIA

9027 Center Street
Manassas, VA 20110

Facsimile: 703/ 335-0042
Telephone: 703/ 257-8212

MAYOR
Harry J. Parrish II

CITY COUNCIL
Andrew L. Harrover, V. Mayor
Marc T. Aveni
Sheryl L. Bass
J. Steven Randolph
Jonathan L. Way
Mark D. Wolfe

CITY MANAGER
Lawrence D. Hughes

April 26, 2011

Ms. Murial 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 Ms. Bowser:

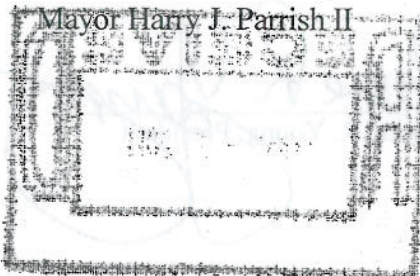
Regretfully, the budget pressures of this current year will cause the City to not participate in the annual Street Smart program. Hopefully in future years we can revisit this program.

Sincerely yours,

Lawrence D. Hughes
City Manager

LDH/kt

cc:





COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Gregory A. Whirley
Commissioner

May 9, 2011

Mr. Ron Kirby, Director of Transportation Planning
Metropolitan Washington Council of Governments
777 N. Capitol Street, NE
Suite 300
Washington, DC 20002

Project: Agency Scoping Meeting Invitation
I-66 Corridor Tier I Environmental Impact Statement
Counties of Fairfax and Prince William
VDOT Project Number: 0066-96A-106, P101

Dear Mr. Kirby,

The Virginia Department of Transportation (VDOT), in cooperation with the Virginia Department of Rail and Public Transportation (DRPT) and the Federal Highway Administration (FHWA) has initiated a study of the I-66 Corridor from the Capital Beltway (I-495) in Fairfax County to State Route 15 in Prince William County (see attached corridor map). The purpose of this study is to identify the transportation needs within the 25-mile corridor and to evaluate the impacts of proposed improvements to meet those needs. The study will examine a wide range of possible improvements to the interstate highway as well as Metrorail, Virginia Railway Express, express bus service and other transit options. These improvements are necessary to enhance safety and to provide increased capacity to meet current and projected future travel demands.

A Tier I Environmental Impact Statement (EIS) is being prepared for the project in accordance with the National Environmental Policy Act. The Tier I study is different from more traditional EIS's in that it will focus on broad issues, such as purpose and need; general location of proposed improvements, and; mode/technology choice. The subsequent Tier II analyses will focus on site-specific details, including specific project impacts, costs and mitigations.

As part of the study process, we would appreciate any comments and suggestions your agency may have regarding important factors that should be considered in the first tier of the environmental study. There are two ways your agency can participate in the early scoping process of the study. One would be to have a representative from your agency attend the Agency Scoping Meeting scheduled for Tuesday, June 7th from 10:30 am to 12:00 noon at VDOT's Northern District office at 4975 Alliance Drive, Fairfax, Virginia. Second would be to provide your agency's written comments or suggestions to the address listed on the following page.

An RSVP from you or a representative is requested by **May 27, 2011**. Please RSVP and/or submit comments or questions to our consultant at the following address:

Stephen Walter
Parsons Transportation Group
3926 Pender Drive, Suite 100
Fairfax, Virginia 22030

If you prefer, you can e-mail your response to Stephen.C.Walter@parsons.com. Please reference "I-66 Tier 1 EIS Agency Scoping" in the subject heading of your correspondence.

If you have questions or need additional information, please contact me by telephone at (804) 225-4249 or email at CG.Collins@VDOT.Virginia.gov.

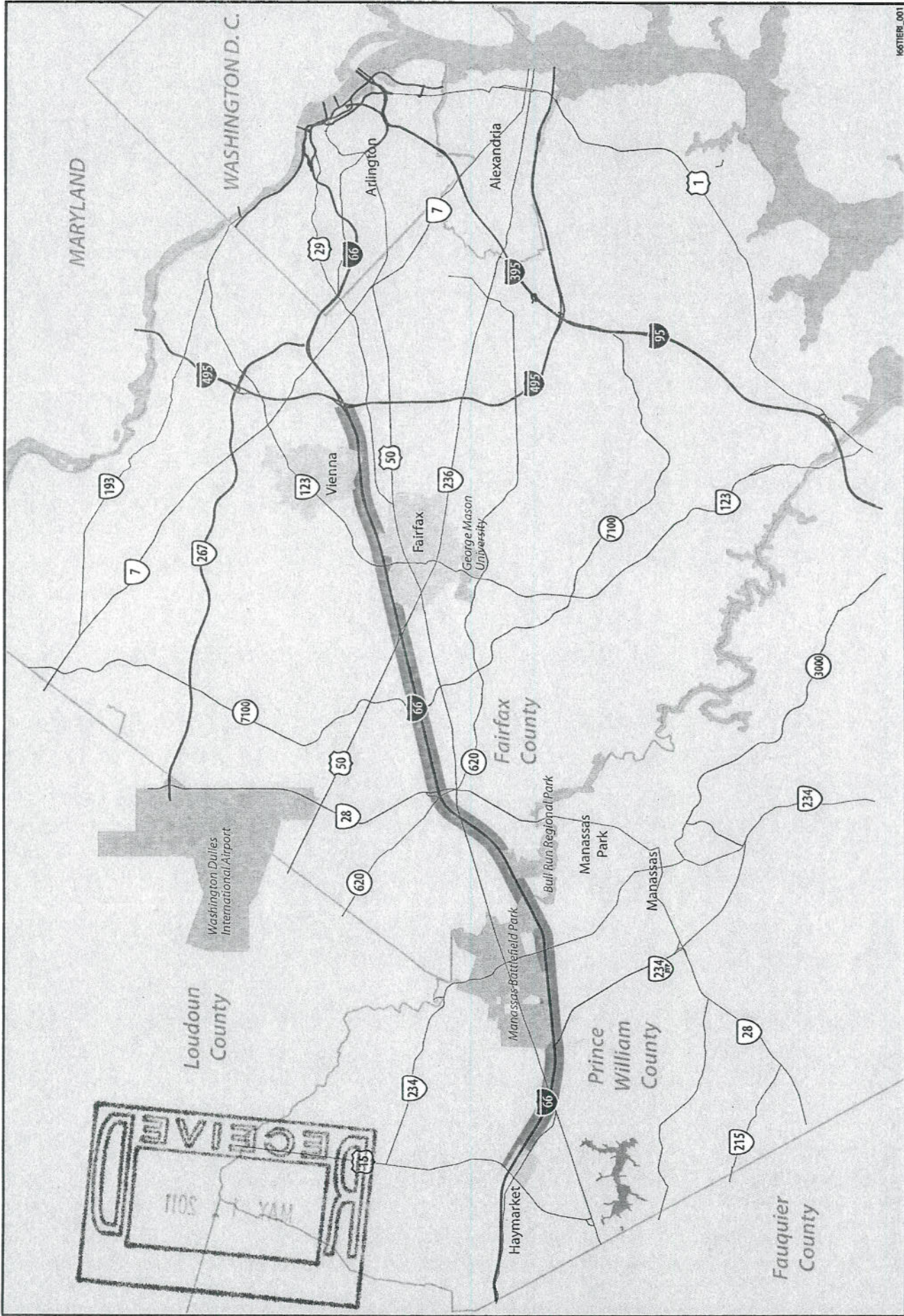
Sincerely,



Chris Collins
Project Manager

Attachments: Project Corridor Map

cc: John Simkins, Federal Highway Administration
Michael Harris, Virginia Department of Rail & Public Transportation



160121.001

Project Corridor
I-66 TIER I ENVIRONMENTAL IMPACT STATEMENT



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

April 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 one amendment to the Maryland Transit Administration (MTA) portion and six amendments to the State Highway Administration portion of the FY 2011-2016 Transportation Improvement Program (TIP) as described in the attached memos. The purpose of the MTA amendment is to add a new project, the Capital Beltway South Side Transit Study, to the TIP. The purpose of the SHA amendments is to add funding to two projects (US 15 at Monocacy Boulevard and I-270 at Watkins Mill Road Extended), to add one new project (MD 4/Suitland Parkway), and to add funding to three grouped project categories (Congestion Management, Environmental Projects, and Urban Reconstruction). These projects are either exempt from the requirement to determine conformity or have been included in the currently approved air quality conformity analysis.

MDOT is requesting an amendment to add a new project, the MTA Capital Beltway South Side Transit Study, to the TIP. The FFY 2010 Transportation Appropriations bill provided a \$500,000 earmark for this project. MDOT will apply the state match for a total project cost of \$625,000.

Statewide, \$70 million has been made available to SHA due to an increase in federal aid Obligation Authority assumptions, funds de-obligated on inactive projects, and non-allocated earmarks. Of this, \$23.35 million will go to the Washington Region for the following amendments:

- I-270 at Watkins Mill Road Extended: add \$1.0 million NHS funding for PE.
- MD 4/Suitland Parkway: add \$1.0 million NHS funding to complete PE.
- US 15 at Monocacy Boulevard: add \$900,000 STP funding for PE and remove \$2.0 million of local money (\$2 million in local funding remains).
- Congestion Management: add \$4.95 million for construction (\$1.25 million NHS funding and \$3.7 million STP funding) and \$100,000 NHS funding for PE. This includes the installation of UPS/LED lights and for sidewalk improvement projects.
- Urban Reconstruction: add \$5.5 million STP funding for PE. Specifically, \$3.0 million is for Middletown Streetscape in Frederick County and \$2.5 million is for

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

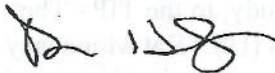
pedestrian safety improvements from Forestville Road to Silver Hill Road in Prince George's County.

- Environmental Projects: add \$5.7 million STP funding for Construction and \$4.2 million STP funding for PE. Specifically, this includes the training, compliance, monitoring and research of the Total Daily Maximum Load (TDML) requirements; installation of trees; as well as pavement remedial projects throughout the Washington region.

MDOT requests that these amendments be approved by the Transportation Planning Board (TPB) Steering Committee on its May 6, 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

Attachments

- 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. Ronald Kirby, Director of Transportation, Metropolitan Washington Council of Governments
 - Ms. Diane Ratcliff, Director, Office of Planning, Maryland Transit Administration
 - Mr. Michael Nixon, Manager, Office of Planning and Capital Programming, Maryland Department of Transportation



MARYLAND TRANSIT ADMINISTRATION

MARYLAND DEPARTMENT OF TRANSPORTATION

Martin O'Malley, Governor • Anthony G. Brown, Lt. Governor
Beverly K. Swaim-Staley, Secretary • Raligh T. Wells, Administrator

MEMORANDUM

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

ATTN: Mr. Mike Nixon

FROM: Ms. Diane Ratcliff, Director
MTA Office of Planning and Programming

DATE: April 26, 2011

SUBJECT: Amendment to FY 2011 Washington TIP

We are requesting an amendment of the Washington Region FY 2011 Transportation Improvement Program (TIP) to add the Capital Beltway South Side Mobility Study. The TIP amendment will reflect the award of \$500,000 in FFY 2010 Surface Transportation Priorities funds flexed from Maryland State Highway Administration to MTA's MD-95-X010 account with the Federal Transit Administration.

The Capital Beltway South Side Mobility Study will analyze the potential use of public transit on the 11th and 12th lanes of the new Woodrow Wilson Bridge. Following the study, recommendations will be made for the mode to be utilized going forward.

After your review, please process the requested amendment with the Metropolitan Washington Council of Governments for inclusion in the FY 2011-2016 TIP. If you have any questions, please do not hesitate to contact Mr. Michael Helta, MTA Transit Analyst at (410) 767-3795 or via email at mhelta@mta.maryland.gov.

cc: Ms. Lyn Erickson, Regional Planner, MDOT
Mr. John Gasparine, Transit Analyst, Office of Planning, MTA
Mr. Robert Schleigh, Deputy Director, Office of Planning, MTA
Ms. Tawanda Carter, Manager, Capital Programming, MTA

11/17/2010

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

FY 2011 - 2016

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/Maryland Transit Administration

Transit

Capital Beltway South Side Transit Study

TIP ID: 5868 Agency ID: 1420 Title: Capital Beltway South Side Transit Study Complete: 2013

Section 5307 80/20/0

625 d

625

625

Total Funds:

625

Description: The Capital Beltway South Side Transit Study will determine the viability of transit use on the 11th and 12th lanes of the new Woodrow Wilson Bridge. Presently the 11th and 12th lanes are being used for maintenance of traffic and breakdown/accident lanes only. The study will explore the option of utilizing these lanes for public transit via Bus Rapid Transit, Light Rail, and Heavy Rail by analyzing each for cost effectiveness and ridership rates. Combined with the modeling of existing and projected land uses in the affected areas, the study will provide a recommendation for the mode of transit to be used on the Woodrow Wilson Bridge going forward. The study area covers the markets within or near the corridor between Alexandria, VA in the west and the WMATA Green Line Branch Avenue station in the East.

Amendment - Add New Project

Amend this project into the FY 2011-2016 TIP with \$625 in Section 5307 and state funds for study in FY 11.

Requested on:

5/6/2011

Transit

MDOT/Maryland Transit Administration

Bicyclist/Pedestrian Accommodations Included

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

M - 3



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

Beverley K. Swain-Staley, Secretary
Neil J. Pedersen, 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
Regional and Intermodal Planning Division

Handwritten signature: Beverley Swain-Staley

DATE: April 28, 2011

SUBJECT: Amendment Request to the Fiscal Year (FY) 2011 Transportation Improvement Program (TIP) for the National Capital Region

The SHA would like to request the following projects for amendments due to \$70 million in funds being made available state-wide, of which \$23.35 million is allocated to the Washington Region. The funds are available primarily due to an increase in federal aid obligational authority assumptions, funds de-obligated on inactive projects, and non-allocated earmarks.

1. TIP ID # 3044 – I-270/Watkins Mill – Added \$1.0 million for PE
2. TIP ID # 3547 – MD 4/Suitland Parkway – Added \$1.0 million to complete PE
3. TIP ID # 4892 – US 15/Monocacy - Added \$900,000 for PE (STP) and removed \$2.0 million of local money.
4. TIP ID # 3085 - Congestion Management, \$4.95 million for construction and \$100,000 for PE. This includes the installation of UPS/LED lights and sidewalk improvement projects.
5. TIP ID # 3083 – Urban Reconstruction, \$5.5 million for PE. Specifically, \$3.0 million for Middletown Streetscape in Frederick County and \$2.5 million for pedestrian safety improvements from Forestville Road to Silver Hill Road in Prince George’s County.
6. TIP ID # 3038 – Environmental Projects, \$5.7 million for Construction and \$4.2 million for PE. Specifically, for the training, compliance, monitoring and research of the Total Daily Maximum Load (TDML) requirements. This includes installation of trees; as well as pavement remedial projects throughout the Washington region.

Mr. Don Halligan
Page Two

The Transportation Improvement Program (TIP) continues to be fiscally constrained. 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. If you have any questions, please do not hesitate to contact me or Reena Mathews, Regional Planner, State Highway Administration (SHA), at 410-545-5568 or via email at rmathews@sha.state.md.us.

Attachments

cc: Mr. Vaughn Lewis, Regional Planner,
Division, SHA
Ms. L'Kiesha Markley, Assistant Division Chief, Regional and Intermodal Planning
Division, SHA
Ms. Reena Mathews, Regional Planner, Regional and Intermodal Planning Division,
SHA

11/17/2010

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

FY 2011 - 2016

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-270										
TIP ID: 3044	Agency ID: MO8391	Title: I-270 Watkins Mill Road Extended	Complete: 2016							
Facility: I 270 Interchange	Local	0/0/100	10,000 a							
From: Watkins Mill Road Extended	NHS	80/20/0	1,658 a	1,213 a	61 a				1,274	
To:									Total Funds: 1,274	

Description: Construct a new interchange at Watkins Mill Road Extended. This consists of a full diamond interchange connecting I-270 to and from Watkins Mill Road Extended. This also includes two-lane Collector-Distributor roads on I-270 in the northbound and southbound directions and the completion of the four-to-six lane connection of Watkins Mill Road from MD 117 to MD 355.

Amendment - Change Funding
Add \$1 million in NHS and state funds in FY 2011 for PE.
Requested on: 5/6/2011

Primary										
MD 4, Pennsylvania Avenue										
TIP ID: 3547	Agency ID: PG6181	Title: Suitland Parkway Interchange	Complete: 2016							
Facility: MD 4 Pennsylvania Avenue Interchange	NHS	80/20/0	2,210 a	1,000 a					1,000	
From: Suitland Parkway									Total Funds: 1,000	
To:										

Description: This project will replace the at-grade intersection at Suitland Parkway with a grade-separated interchange, and widen MD 4 to a 6 lane freeway.

Amendment - Add New Project
Amend this project into the FY 2011-2016 TIP with \$1 million in NHS and state funds in FY 2011 for PE.
Requested on: 5/6/2011

US 15, Catocfin Mountain Highway										
TIP ID: 4892	Agency ID: FR5711	Title: US 15 at Monocacy Boulevard	Complete: 2016							
Facility: US 15 Catocfin Mountain Highway	Local	0/0/100	2,000 a							2,000
From: Monocacy Blvd.	SP	80/20/0	713 a	41 a				41		
To:	STP	80/20/0	900 a				900			
								Total Funds: 2,941		

Description: Study to develop interchange options at Monocacy Boulevard.

Amendment - Change Funding
Removed \$2 million from local funds and added \$900,000 in STP and state funds in FY 2011.
Requested on: 5/6/2011

**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	
Other										
System Preservation Projects										
System Preservation Projects										
TIP ID: 3085	Agency ID:	Title: Congestion Management								Complete: 2010
Facility:	80/20/0	2,162 c	2,277 c	22,200 c	2,220 c	4,440 c			31,137	
From:	80/20/0	637 c	100 a	376 c	360 c	890 c			3,629	
To:			1,903 c							
	80/20/0	174 c	3,879 c	103 c	98 c	243 c			4,323	
									Total Funds: 39,089	

Description: Congestion management program includes projects associated with the following: traffic management - new or reconstruct signals, signing and lighting; signal systemization; commuter action - engineering and construction of Park-n-Ride facilities; CHART - engineering and construction of ITS projects; and intersection capacity improvement - engineering and construction of intersection improvements.

Amendment - Change Funding
Add \$1.25 million in NHS and state funds, and \$3.7 million in STP and state funds, for construction (\$4.95 million total) and \$100,000 in NHS funds for engineering in FY 2011.

TIP ID: 3083	Agency ID:	Title: Urban Reconstruction								Complete: 2010
Facility:	80/20/0	3,361 c	5,500 a	3,043 c	1,614 c				13,690	
From:			3,533 c							
To:										
									Total Funds: 13,690	

Description: Rehabilitation or reconstruction which would include drainage, curb and gutter, pavement milling and resurfacing, streetscapes, sidewalks, signs, markings, and lighting.

Administrative Modification - Change Funding
Transferring \$3.37 million from FY14 to \$1.68 million in FY11 and \$1.68 million FY12.
Amendment - Change Funding
Add \$5.5 million in STP and state funds in FY 2011 for streetscaping and pedestrian safety.

TIP ID: 3038	Agency ID:	Title: Environmental Projects								Complete: 2010
Facility:	ARRA	100/0/0	777 c	333 c	74 c	407 c			814	
From:	ARRA/TIGER	100/0/0	3,024 c							
To:	NHS	80/20/0	2,035 c	1,369 c	370 c	370 a	370 c		2,479	
	STP	80/20/0	4,415 c	4,200 a	1,937 c	2,358 b			23,104	
				14,609 c					Total Funds: 26,397	

Description: Noise abatement, wetland replacement, reforestation and landscape planting.

Administrative Modification - Change Funding
SHA is transferring \$5,898 from FY14 to FY11 in order to add money for the Total Maximum Daily Load Requirement.
Amendment - Change Funding
Add \$5.7 million (construction) and \$4.2 million (engineering) in STP and state funds in FY 2011 for Total Maximum Daily Load Projects.

MDOT/State Highway Administration	Requested on:	3/30/2011
	Requested on:	5/6/2011