

# 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

Transportation Planning Board  
Item 5 – July 20, 2011

## MEMORANDUM

July 8, 2011

TO: Transportation Planning Board

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

Re: **Steering Committee Action**

At its meeting of July 8, 2011 the TPB Steering Committee approved the following resolutions:

- TPB SR1-2012 on an amendment to the FY 2011-2016 TIP that is exempt from the air quality conformity requirement to include funding for five road projects, two Park and Ride lots, the Potomac Yard Metro project, and the Dulles Corridor Metrorail project, as requested by the Virginia Department of Transportation (VDOT).
- TPB SR2-2012 on an amendment to the FY 2011-2016 TIP that is exempt from the air quality conformity requirement to include the DC Statewide Rail Plan and Union Station Escalator project and update funding in FY 2011 for thirteen projects, as requested by the District of Columbia Department of Transportation (DDOT).
- TPB SR3-2012 on an amendment to the FY 2011-2016 TIP that is exempt from the air quality conformity requirement to update funding information in FY 2012 to match the approved WMATA FY 2012 Capital Budget, as requested by the Washington Metropolitan Area Transit Authority (WMATA).
- TPB SR4-2012 on an amendment to the FY 2011-2016 TIP that is exempt from the air quality conformity requirement to update funding for the Virginia Manor Road Project, as requested by the Prince George's County Department of Public Works and Transportation.
- TPB SR5-2012 on an amendment to the FY 2012 Commuter Connections Work Program (CCWP) to include vanpools in the Pool Reward Program.
- TPB SR6-2012 on an amendment to the FY 2011-2016 TIP that is exempt from the air quality conformity requirement to include and update funding for two road projects in Prince George's County, as requested by the Maryland Department of Transportation (MDOT).

The TPB Bylaws provide that the Steering Committee "shall have the full authority to approve non-regionally significant items, and in such cases it shall advise the TPB of its action."

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

**RESOLUTION ON AN AMENDMENT TO  
THE FY 2011- 2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS  
EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE  
FUNDING FOR FIVE ROAD PROJECTS, TWO PARK AND RIDE LOTS, THE POTOMAC  
YARD METRO STATION, AND THE DULLES CORRIDOR METRORAIL PROJECT  
AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

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

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

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

**WHEREAS**, in the attached letter of July 1, 2011 VDOT has requested an amendment to the FY 2011-2016 TIP to include funding for five road projects, two Park and Ride lots, the Potomac Yard Metro project, and the Dulles Corridor Metrorail project, as described in the attached materials; and

**WHEREAS**, the proposed 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 National Capital Region Transportation Planning Board amends the FY 2011-2016 TIP to include funding for five road projects, two Park and Ride lots, the Potomac Yard Metro project, and the Dulles Corridor Metrorail project, as described in the attached materials.

**Adopted by the Transportation Planning Board at its regular meeting on July 8, 2011.**





# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive  
Fairfax, VA 22030

GREGORY A. WHIRLEY  
COMMISSIONER

July 1, 2011

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

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

Dear Chairman Bowser:

The City of Alexandria, Fairfax County, Loudoun County, the City of Manassas, Prince William County, the Metropolitan Washington Airports Authority and the Virginia Department of Transportation (VDOT) request amending the FY 2011-2016 Transportation Improvement Program (TIP) to reflect revisions to the planned obligation of funds for seven priority projects in Northern Virginia.

All of the projects are part of the Washington Metropolitan's Regional Air Quality Conformity Analysis. The proposed projects are outlined below. The funding proposed to be obligated in this amendment has been allocated by the Commonwealth Transportation Board (CTB) as part of the FY 2012-2017 Six Year Program it adopted on June 15, 2011.

- Widening Route 28 (Nokesville Road) between the Route 234 Bypass and the SCL of the City of Manassas (UPC# 100481): The TIP Amendment is to add funding for the PE phase: \$620,000 in AC-RSTP and \$560,000 in AC-Conversion in FY 2012; \$60,000 in AC-Conversion in FY 2013.
- Expand Rolling Road/Franconia-Springfield Parkway/Fairfax County Parkway Ramp to Two Lanes (northeast quadrant) (UPC# 100391). The TIP Amendment is to add funding for the PE phase: \$2,000,000 in AC-RSTP funds in FY 2011, \$800,000 AC-Conversion for in FY 2012, and \$1,200,000 AC-Conversion in FY 2013.

The Honorable Muriel Bowser

July 1, 2011

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- Widening of Route 1 in the Town of Dumfries from its SCL to its NCL (UPC# 90330). The TIP Amendment is to add funding for the PE phase: \$145,987 in STP funds; \$145,986 in EB; and \$134,736 in AC-STP all in FY 2011.
- Construction of Park and Ride Lot I-95/PW County Parkway Telegraph Road Lot (UPC# 87984). The TIP Amendment moves \$800,000 in previous CMAQ funds to FY 2011 and adds \$1,627,711 in CMAQ funds for FY 2011 and adds \$3,723,172 in advanced construction funds in FY 2011 and includes \$400,000 in advanced construction conversion for FY 2013 and \$3,723,172 in advanced construction conversion in FY 2014.
- Construction of the Rte 234/I-66 400-450 Space Park & Ride Lot (UPC# 72803). The TIP Amendment adds \$412,800 in CMAQ funds to the PE phase in FY 2011 and releases \$342,123 in CMAQ funds in the RW phase in FY 2011 and obligates \$5,974,753 in CMAQ funds in FY 2011 for the construction phase.
- Widening of Route 28 between Godwin Drive and the SCL of Manassas from four (4) to six (6) lanes (UPC# 96721 and includes a dual left turn lane to Godwin Drive. The TIP Amendment is to add funding for the PE phase: \$192,000 in RSTP funds and \$460,000 in AC funds in FY 2011.
- Construction of an Interchange at Route 7 and Route 659 – Belmont Ridge Road (UPC#99481). The TIP Amendment is to add funding for the PE phase: \$5,600,000 in STP funds for the PE in FY 2011.
- Potomac Yard Metro in the City of Alexandria (UPC# 99516). The TIP Amendment is to add a PE phase and obligate \$800,000 in STP funds in FY 2011.
- Dulles Corridor Metrorail Project- Phase 1 (DUL0001). Phase 1 of the Dulles Corridor Metrorail Project runs from the East Falls Church Metro Station to Wiehle Avenue in Reston. The TIP Amendment moves \$15,517,000 in Section 5309 New Starts monies from FY 2016 and \$4,282,000 in Section 5309 New Starts monies from FY 2015 and adds these combined funds to the FY 2011 construction phase.

Attached is an updated project funding table.

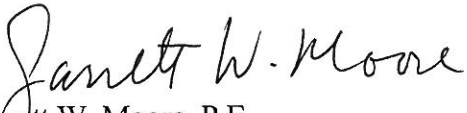
VDOT is requesting that the TPB Steering Committee consider and act on this TIP amendment request at its July 8, 2011 meeting. Staff from the City of Alexandria, Loudoun County, Prince William County, Fairfax County, the City of Manassas, and the Metropolitan Washington Airports Authority and VDOT will be in attendance at the meeting to answer any questions that the members may have.

The Honorable Muriel Bowser  
July 1, 2011  
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Upon approval of this amendment, please furnish copies of the approval to Ms. Renée Hamilton in VDOT's Northern Virginia office and Mr. Chad Tucker in VDOT's Transportation and Mobility Planning Division in Richmond.

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

Sincerely,



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

Attachment

**FY 2011-2016 TRANSPORTATION IMPROVEMENT PROGRAM - NORTHERN VIRGINIA PORTION**  
**CAPITAL COSTS (in \$1,000)**

TIP Amendment - 6/28/2011

New to TIP

Phase	Previous Funding	Funding Source	Funding Shares			FY11	FY12	FY13	FY14	FY15	FY16	Source Total
			Fed	State	Local							
<b>VDOT-Primary</b>												
TIP ID:		Agency ID: 100481	Title: Widening Rte 28 in the City of Manassas									Complete: 2013
Facility:	Rte 28	PE	AC	80%	20%	0%	\$775	\$0	\$0	\$0	\$0	\$775
From:	Rte 234 Bypass	PE	AC-Conv	80%	20%	0%	\$700	\$60	\$0	\$0	\$0	\$760
To:	SCL of City of Manassas											\$1,535
<b>Total Funds</b>												
Description:	Widening of Rte 28 (Nokesville Road) between Rte 234 Bypass and SCL of Manassas											
Jurisdiction:	City of Manassas											
Amendment:	TIP amend. is to add \$620,000 in AC-RSTP for PE ph. in FY11, add \$560,000 in AC-Conversion in FY12 and add \$60,000 in AC-Conversion for PE ph. in FY13.											
Air Quality:	This amendment is included in the air conformity analysis for the Metropolitan Washington region.											
<b>VDOT - Secondary</b>												
TIP ID:		Agency ID: 100391	Title: Fairfax County Parkway - Rolling Road Loop Road									Complete: 2013
Facility:	VA 638	PE	AC	80%	20%	0%	\$2,500	\$0	\$0	\$0	\$0	\$2,500
From:	Fairfax Ctny Parkway	PE	AC-Conv	80%	20%	0%	\$1,000	\$1,500	\$0	\$0	\$0	\$2,500
To:	Rolling Road											\$5,000
<b>Total Funds</b>												
Description:	Expand to two lanes existing single-lane loop ramp in NE quadrant of Rolling Road/Farconia-Springfield Pkwy/Fairfax Ctny Parkway.											
Jurisdiction:	Fairfax County											
Amendment:	Tip Amend. Adds \$2,000,000 in AC-RSTP funds for PE in FY11; \$800,000 AC-Conv. in FY12 AND \$1,200,000 AC-Conv. FY13 PE phase.											
Air Quality:	This amendment is included in the air conformity analysis for the Metropolitan Washington region.											
<b>VDOT-Primary</b>												
TIP ID:		Agency ID: 90339	Title: Widening Rte 1 - Town of Dumfries									Complete: 2013
Facility:	Rte 1	PE	AC	100%	0%	0%	\$135	\$0	\$0	\$0	\$0	\$135
From:	Southern Corporate Limits	PE	EB	80%	20%	0%	\$183	\$0	\$0	\$0	\$0	\$183
To:	Northern Corporate Limits	PE	STP	80%	20%	0%	\$182					\$182
<b>Total Funds</b>												
Description:	Widen Rte 1 northbound to allow both northbound and southbound traffic on the northbound alignment.											
Jurisdiction:	Town of Dumfries											
Amendment:	This TIP amendment is to add PE phase FY11 and to obligate \$145,987 STP & \$145,986 EB, \$134,736 AC-STP FY11.											
Air Quality:	This amendment is included in the air conformity analysis for the Metropolitan Washington region.											
TIP ID:		Agency ID: 96721	Title: Provide 4 to 6 lane widening of Rte 28 and a dual left turn lane to Godwin									Complete: 2016
Facility:	Rte 28	PE	RSTP	80%	20%	0%	\$240	\$0	\$0	\$0	\$0	\$240
From:	Godwin Drive	PE	AC	100%	0%	0%	\$460	\$0	\$0	\$0	\$0	\$460
To:	SCL of City of Manassas											\$700
<b>Total Funds</b>												
Description:	Widening of Rte 28 (Nokesville Road) between Godwin Drive and SCL of Manassas from 4 to 6 lanes.											
Jurisdiction:	City of Manassas											
Amendment:	Tip Amend. To add PE phase and obligate \$192,000 RSTP funds for PE phase FY11 and add \$460,00 in AC.											
Air Quality:	This amendment is included in the air conformity analysis for the Metropolitan Washington region.											

**FY 2011-2016 TRANSPORTATION IMPROVEMENT PROGRAM - NORTHERN VIRGINIA PORTION**  
**CAPITAL COSTS (in \$1,000)**

TIP Amendment - 6/28/2011

New to TIP

Phase	Previous Funding	Funding Source	Funding Shares			FY11	FY12	FY13	FY14	FY15	FY16	Source Total	
			Fed	State	Local								
<b>VDOT - Secondary</b>													
TIP ID:	Agency ID: 99481		Title: Construct Interchange at Rte 7 & Rte 659										Complete: 2016
Facility:	Rte 7	PE	80%	20%	0%	\$7,000	\$0	\$0	\$0	\$0	\$0	\$7,000	
From:	1.0 mi. west of Rte 659 Belmont Ridge Rd												
To:	0.5 mi. east of Rte 659 Belmont Ridge Road												
Description: Construct Interchange at Rte 7 & Rte 659 Belmont Ridge Road						Total						Funds	\$7,000
Jurisdiction: Loudoun County													
Amendment: TIP Amendment to add PE phase and to obligate \$5,600,000 STP funds for the PE Phase in FY11.													
Air Quality: This amendment is included in the air conformity analysis for the Metropolitan Washington region.													
<b>VDOT - Urban</b>													
TIP ID:	Agency ID: 100391		Title: Potomac Yard Metro										Complete: 2013
Facility:	Potomac Yard	PE	80%	20%	0%	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000	
From:	Various												
To:	various												
Description: Expand to two lanes existing single-lane loop ramp in NE quadrant of Rolling Road/Franconia-Springfield Pkwy/Fairfax Ctny Parkway.						Total						Funds	\$1,000
Jurisdiction: Alexandria													
Amendment: Tip Amend adds PE phase and obligates \$800,000 STP for PE phase in FY11/													
Air Quality: This amendment is included in the air conformity analysis for the Metropolitan Washington region.													
<b>MWAA-Dulles Corridor Metrorail Project</b>													
TIP ID:	Agency ID: DUL0001		Title: Dulles Corridor Metrorail Project - Phase 1										Complete: 2014
Facility:	Dulles Corridor Metrorail Project	Cn	0%	0%	100%	\$423,198	\$344,201	\$143,030	\$0	\$0	\$0	\$910,429	
From:	East Falls Church Metro Station		Local	0%	0%	\$159,134	\$55,866	\$0	\$0	\$0	\$0	\$215,000	
To:	Wiehle Avenue		Tax Dist.	0%	0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
			State	0%	100%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
				0%	0%	\$21,282	\$6,500	\$0	\$0	\$0	\$0	\$27,782	
				100%	0%	\$327,223	\$115,799	\$96,000	\$96,000	\$96,000	\$91,718	\$495,517	
			ARRA	100%	0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Description: Perform engineering, design and construction of Dulles Corridor Metrorail Project (Phase 1)						Total Funds						\$1,648,728	
Jurisdiction: Northern Virginia													
Amendment: The proposed amd moves \$15,517,000 in Sect. 5309 New Starts funds from FY 16 and \$4,282,000 in Sect. 5309 New Starts in FY15 and adds these funds To FY 11 Cn													
Air Quality: This amendment is included in the air conformity analysis for the Metropolitan Washington region.													



**FY 2011-2016 TRANSPORTATION IMPROVEMENT PROGRAM - NORTHERN VIRGINIA PORTION**  
**CAPITAL COSTS (in \$1,000)**

TIP Amendment - 6/28/2011

New to TIP

Phase	Previous Funding	Funding Source	Funding Shares			FY11	FY12	FY13	FY14	FY15	FY16	Source Total
			Fed	State	Local							

**VDOT - Interstate**

TIP ID:	Agency ID:	87948	Title: Telegraph Road Park & Ride Facility (Former PRTC Bus garage)									Complete: 2016	
Facility:	1-95	CN	CMAQ	80%	20%	0%	\$3,035	\$0	\$0	\$0	\$0	\$0	\$3,035
From:	1-95/PW Cty Pkwy	Telegraph lot	AC	80%	20%	0%	\$4,654	\$0	\$0	\$0	\$0	\$0	\$4,654
To:	1-95/PW Cty Pkwy	Telegraph lot	ACC	80%	20%	0%	\$500	\$500	\$0	\$0	\$0	\$0	\$3,754
							<b>Total</b>	<b>Funds</b>	\$11,443				

Description: Construct Park & Ride lot on Telegraph Road at old PRTC bus lot.

Jurisdiction: Prince William County

Amendment: TIP Amendment to move \$800,000 CM in previous to FY11 CN and add \$1,627,711 CM funds,\$2,922,290 AC-CM,\$800,882 AC-NH funds CN phase FY11; \$400,000 ACC FY13;\$2,522,290 ACC FY14, \$80,882 ACC FY14.

Air Quality: This amendment is included in the air conformity analysis for the Metropolitan Washington region.

**VDOT-Primary**

TIP ID:	Agency ID:	72803	Title: Construct 400-450 Space Commuter Park & Ride Lot									Complete: 2013	
Facility:	Rte 234 Bypass	PE	CMAQ	80%	20%	0%	\$513	\$0	\$0	\$0	\$0	\$0	\$513
From:	Rte 234 Bypass	Corridor	CMAQ	80%	20%	0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
To:			EB	80%	20%	0%	\$7,468	\$0	\$0	\$0	\$0	\$0	\$7,468
			RSTP	80%	20%	0%	\$53	\$0	\$0	\$0	\$0	\$0	\$53
							\$176	\$0	\$0	\$0	\$0	\$0	\$176
							<b>Total Funds</b>	\$8,210					

Description: To Construct 400-450 Space Park & Ride lot to serve Rte 234 Bypass/-66 corridor.

Jurisdiction: Prince William County

Amendment: This TIP amendment is to add \$412,800 CM funds PE ph.; release \$342,123 in CM funds RW ph.; obligate \$5,974,753 in CM funds phase FY11.

Air Quality: This amendment is included in the air conformity analysis for the Metropolitan Washington region.

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

**RESOLUTION ON AN AMENDMENT TO  
THE FY 2011- 2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS  
EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE  
THE DC STATEWIDE RAIL PLAN AND UNION STATION ESCALATOR PROJECT AND  
TO UPDATE FUNDING IN FY 2011 FOR THIRTEEN PROJECTS, AS REQUESTED  
BY THE DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION (DDOT)**

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

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

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

**WHEREAS**, in the attached letter of June 30, 2011 DDOT has requested an amendment to the FY 2011-2016 TIP to include funding for the DC Statewide Rail Plan and the Union Station Escalator Replacement project and to update funding information and amounts in FY 2011 for thirteen projects, as described in the attached materials; and

**WHEREAS**, the proposed 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 National Capital Region Transportation Planning Board amends the FY 2011-2016 TIP to include funding for the DC Statewide Rail Plan and the Union Station Escalator Replacement project and to update funding information and amounts in FY 2011 for thirteen projects as described in the attached materials.

**Adopted by the Transportation Planning Board at its regular meeting on July 8, 2011.**



GOVERNMENT OF THE DISTRICT OF COLUMBIA  
DEPARTMENT OF TRANSPORTATION



Policy, Planning and Sustainability Administration

June 30, 2011

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

Dear Chairperson Bowser:

The District Department of Transportation (DDOT) requests that the National Capital Region Transportation Planning Board approve several amendments to DDOT's portion of the FY 2011-2016 Transportation Improvement Program (TIP).

The amendments, all of which are in the FY 2011 column, are necessary because several projects have become higher priorities for DDOT since the TIP was adopted, such as the need to have an Emergency Transportation Projects project adequately funded in the TIP in order for DDOT to respond to situations like the recent culvert collapse along Broad Branch. Other projects have moved more slowly than expected or had sufficient funding from previous years' obligations, and can provide funding offsets to the new higher priorities.

DDOT therefore requests the TIP be amended as follows:

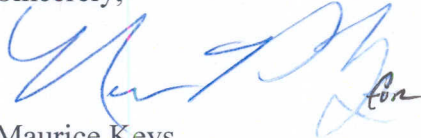
1. *TIP Project ID 5764, Wisconsin Avenue Streetscape Improvements.* Add \$1,920K of NHS funding for the construction phase in FY 2011.
2. *TIP Project ID 3508, Anacostia Riverwalk Trail.* Reduce \$350K of CMAQ funding from the preliminary engineering phase in FY 2011.
3. *TIP Project ID 3232, Bicycle and Pedestrian Management Program.* Add \$4,000K of CMAQ funding for the construction phase in FY 2011.
4. *TIP Project ID 5298, Emergency Transportation Project.* Add \$500K of STP funding for the preliminary engineering phase and \$3,318K of STP funding for the construction phase in FY 2011.

5. *TIP Project ID 2927, Citywide FA Preventive Maintenance.* Add \$6,000K of Bridge funding for the construction phase in FY 2011, for repairs to the Theodore Roosevelt Memorial Bridge.
6. *TIP Project ID 3246, L'Enfant Plaza Promenade/Banneker Improvements.* Add \$5,500K of Bridge funding for the construction phase in FY 2011.
7. *TIP Project ID 3216, Traffic Operations Improvements Citywide.* Add \$695K of STP funds for planning studies, \$365K of HSIP funding for the preliminary engineering phase, \$770K of NHS funds for the construction phase, and \$14,670K of STP funding for the construction phase in FY 2011.
8. *TIP Project ID 3213, Planning and Management Systems.* Reduce \$2,638K of SPR funding from the studies phase in FY 2011.
9. *TIP Project ID 5797, Mount Vernon Square District.* Eliminate the \$500K of STP funding for the preliminary engineering phase in FY 2011.
10. *TIP Project ID 3212, Safety Improvements Citywide.* Reduce \$5,060K of HSIP funding from the preliminary engineering phase, \$3,000K of HSIP funding from the construction phase, \$3,420K of NHS funding from the construction phase, \$820K of STP funding from the preliminary engineering phase, and \$2,000K of STP funding from the construction phase in FY 2011.
11. *TIP Project ID 2945, Traffic Congestion Mitigation.* Eliminate the \$500K of PL funding for the study phase in FY 2011.
12. *TIP Project ID 5754, Benning Road Extension.* Add \$918K of CMAQ funding for the study phase in FY 2011.
13. *TIP Project ID 5753, Anacostia Phase 2.* Replace the \$29,800K of CMAQ funding for the construction phase with \$577K of CMAQ funding for the study phase in FY 2011.
14. Create a new TIP Project for a DC Statewide Rail Plan, with \$300K of STP funding for the study phase in FY 2011.
15. Reinstate TIP Project ID 5709 for Union Station Escalator Replacement, with \$4,271K of private funds (from the Union Station Redevelopment Corporation) and \$4,271K of federal grant funds (from the Federal Railroad Administration) in FY 2011.

These proposed amendments do not add additional capacity for motorized vehicles and do not require conformity analysis or public review and comment. Therefore, DDOT requests that the TPB Steering Committee approve this amendment at its July 8, 2011 meeting. We appreciate your cooperation in this matter.

Should you have questions regarding this amendment, please contact either me at (202) 671-0497 or by e-mail at [maurice.keys@dc.gov](mailto:maurice.keys@dc.gov); or Mark Rawlings at (202) 671-2234 or by e-mail at [mark.rawlings@dc.gov](mailto:mark.rawlings@dc.gov).

Sincerely,

A handwritten signature in blue ink, appearing to read 'Maurice Keys', with a small 'for' written below it.

Maurice Keys,  
Acting Associate Director, Policy, Planning and Sustainability Administration  
(PPSA)



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

Source	Fed/St/Loc	Previous Funding	FY 11	FY 12	FY 13	FY14	FY 15	FY 16	Source Total
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**Primary**

**Glover Park Streetscape/Wisconsin Avenue Reconfiguration**

TIP ID: **5764** Agency ID: Title: **Wisconsin Avenue Streetscape Improvements** Complete: **2012**

Facility: Wisconsin Avenue NW NHS 83/17/0 5,520 c 5,520

From: Garfield Street NW

**Total Funds: 5,520**

To: Whitehaven Parkway NW

Description: Improvements may include roadway repaving, pavement marking, sidewalk widening, curb extensions, pedestrian crossing improvements, median refuges, left turn lanes, traffic signals, streetlights and landscaping in the Glover Park commercial district.

<b>Administrative Modification - Change Description</b>	<b>Approved on:</b>	10/4/2011
Change project description to read as above.		
<b>Amendment - Add Funding</b>	<b>Requested on:</b>	7/8/2011
Add \$1,920K of NHS funding for the construction phase in FY 2011.		



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

	Source	Fed/St/Loc	Previous Funding	FY 11	FY 12	FY 13	FY14	FY 15	FY 16	Source Total	
<b>Bike/Ped</b>											
<b>Anacostia Riverwalk Trail</b>											
TIP ID: 3508	Agency ID: AW016, AW017, AW0		Title: Anacostia Riverwalk Trail					Complete:			
Facility:	CMAQ	80/20/0		50 a			600 a	2,300 c	3,200 c	6,150	
From:	Earmark	80/20/0			400 a	500 a	5,400 c	8,300 c		30,100	
To:					3,250 c	12,250 c					
	STP	80/20/0				600 a	5,500 c	3,200 c		9,300	
									<b>Total Funds:</b>	<b>45,550</b>	

Description: The Riverwalk is a multi-use trail along the east and west sides of the Anacostia River. It will serve as a recreational amenity and transportation alternative for a wide range of users including: bicyclists, inline skaters, pedestrians, persons with disabilities, and others. It will connect 16 waterfront neighborhoods to the Anacostia National Park and the Anacostia River. Sections include:

- a. Kenilworth: includes trail connection from the Benning Road Bridge to the Bladensburg Marina Park on the east side of the Anacostia River (PE planned in FY11 and construction in FY12)
- b. Maine Avenue to the Tidal Basin (PE planned in FY12 and construction in FY13)
- c. Kenilworth: Parkside to Maryland Ave. (PE planned in FY13 and construction in FY14)
- d. Buzzard Point and Virginia Ave. Connections: includes on-street facilities (bicycle lanes and signed routes) and waterfront trails to connect other segments of the Riverwalk Trail to the National Mall, Downtown Washington, DC, and other regional trails (PE planned in FY13 and construction in FY14)
- e. South Cap: includes trail connections from the South Capitol Street Bridge to Oxon Cove (PE planned in FY14 and construction in FY15)
- f. Pump House: along the DC Water 'O' Street Pumping Station

<b>Administrative Modification - Change Description and Funding</b>	<b>Approved on:</b> 8/14/2011
Change project description to read as above. In FY 11 increase CMAQ funding from \$250 to \$400 and change phase from Construction to PE. In FY 12 Increase Earmark funding for construction from \$750 to \$3,250. In FY 13 add \$500 in Earmark and \$600 in STP funds for PE, and increase Earmark funding for construction from \$8,500 to \$12,250. In FY 14 decrease Earmark funds for construction from \$7,033 to \$5,400, add \$600 in CMAQ funds for PE, and add \$5,500 in STP funds for construction. In FY 15 add \$8,300 in Earmark, \$2,300 in CMAQ, and \$3,200 in STP funds for construction. In FY 16 add \$3,200 in CMAQ funds for construction. The additional funds are from the Riverwalk-Kenilworth TIP listing which is being removed and incorporated into this project.	
<b>Amendment - Modify Funding</b>	<b>Requested on:</b> 7/8/2011
Remove \$350K of CMAQ funding from the PE phase in FY 2011.	

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

			Source	Fed/St/Loc	Previous Funding	FY 11	FY 12	FY 13	FY14	FY 15	FY 16	Source Total
<b>District-wide Bicycle and Pedestrian Management Program</b>												
TIP ID: 3232	Agency ID: CM064A, ZUT09A, ZU	Title: <b>Bicycle and Pedestrian Management Program</b>									Complete:	
Facility: Citywide		CMAQ	80/20/0		100 a	100 a	100 a	100 a	100 a	100 a	100 a	10,600
From:					6,000 c	2,000 c	500 c	300 c	300 c	300 c		
To:					100 d	100 d	100 d	100 d	100 d	100 d		
		HSIP	80/20/0		600 c	500 c	500 c					1,600
		State/DC	0/100/0		1,350 c	1,350 c	2,350 c	2,350 c	2,350 c	2,350 c	2,350 c	13,000
					150 d	150 d	150 d	150 d	150 d	150 d		
											<b>Total Funds:</b>	<b>25,200</b>

Description: The goal of this project is to increase the safety and convenience of bicycle and pedestrian travel. It includes the widening of existing routes, curve realignment, grade reduction, and signage and lighting upgrades. Included in the Bicycle and Pedestrian Management Program is:

- a. Bicycle Parking Racks
- b. Bicycle Lanes and Signs (mark dedicated bicycle lanes, including signage)
- c. Bicycle Sharing (a bicycle rental program)
- d. Pedestrian Management Program (enhance and improve the pedestrian experience in the city).
- e. Pedestrian & Bicycle Safety Enhancement,
- f. Pedestrian Master Plan
- g. Cycle Tracks (Pennsylvania Ave, L Street, I Street, 9th Street, 15th Street)

<b>Amendment - Add Funding</b>	<b>Requested on:</b>	7/8/2011
Add \$4,000K of CMAQ funding for the construction phase in Fy 2011.		

<b>Bridge</b>												
<b>Bridge Replacement/Rehabilitation Program</b>												
TIP ID: 5298	Agency ID: AF067A	Title: <b>Emergency Transportation Project</b>									Complete: 2016	
Facility: C ITYWIDE		STP	80/20/0		500 a	25 c	25 c	25 c	25 c	25 c	25 c	3,968
From:					3,343 c							
To:												
											<b>Total Funds:</b>	<b>3,968</b>

Description: Respond to transportation emergencies such as roadway vibrations, sunken pavement, falling steel and concrete from bridges, and other urgent needs. This project will enable the District to quickly respond to emergencies.

<b>Amendment - Add Funding</b>	<b>Requested on:</b>	7/8/2011
Add \$500K of STP funding for the PE phase and \$3,318K of STP funding for the construction phase in FY 2011.		

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

	Source	Fed/St/Loc	Previous Funding	FY 11	FY 12	FY 13	FY14	FY 15	FY 16	Source Total
<b>TIP ID: 2927    Agency ID: CD036A, CD042A, CD    Title: Citywide FA Preventative Maintenance    Complete: 2025</b>										

Facility:	BR	80/20/0		6,000 c	4,000 c	3,500 c	8,000 c		3,500 c	25,000
From:										
To:										<b>Total Funds: 25,000</b>

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

The project also provides Additional Obligation Limitation funds [CDO61] authorized by the 2008 Consolidated Appropriations Act, Division K, Title I (Public Law 110-161). The funds must be used for eligible activities that would not have been advanced during FY 2008, 2009 or 2010, based on the current STIP. This project will use these supplemental funds to construct latex-modified concrete bridge deck overlays on bridges not currently proposed in the District's bridge program.

<b>Amendment - Add Funding</b>	<b>Requested on:</b>	7/8/2011
Add \$6,000K of Bridge funding for the construction phase in FY 2011 for repairs to the Theodore Roosevelt Memorial Bridge.		

	Source	Fed/St/Loc	Previous Funding	FY 11	FY 12	FY 13	FY14	FY 15	FY 16	Source Total
<b>TIP ID: 3246    Agency ID: CDTF8C    Title: L'Enfant Plaza Promenade/Banneker Improvements    Complete: 2012</b>										
Facility:	L'Enfant Promenade (10th St. SW)	BR	80/20/0		7,000 c					7,000
From:										
To:										<b>Total Funds: 7,000</b>

Description: Rehabilitation and maintenance of three bridges (#517, #1114, and #1108) at L'Enfant Promenade.

<b>Amendment - Add Funding</b>	<b>Requested on:</b>	7/8/2011
Add \$5,500 of Bridge funding for the construction phase in FY 2011.		

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

Source	Fed/St/Loc	Previous Funding	FY 11	FY 12	FY 13	FY14	FY 15	FY 16	Source Total
<b>ITS</b>									
<b>Traffic Operations Improvements Citywide</b>									

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

			Source	Fed/St/Loc	Previous Funding	FY 11	FY 12	FY 13	FY14	FY 15	FY 16	Source Total
TIP ID: <b>3216</b>			Agency ID: <b>CIT and CI0, CB025,</b>			Title: <b>Traffic Operations Improvements Citywide</b>						Complete:
Facility:	HSIP		80/20/0			365 a						365
From:	NHS		83/17/0			1,090 a	1,054 a	775 a	775 a	688 a		14,328
To:						1,208 c	361 c	2,256 c	3,043 c	3,078 c		
	STP		83/17/0			2,757 a	1,957 a	1,441 a	1,441 a	1,278 a	1,817 a	50,702
						15,485 c	672 c	4,189 c	5,652 c	5,717 c	8,296 c	
											<b>Total Funds:</b>	<b>65,395</b>

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

- a. Traffic Signal Maintenance
- b. Traffic Signal System Communications and Control Enhancements
- c. Traffic Signal System Operational Support
- d. Traffic Signal Control System Support
- e. Traffic Signal Bulb Replacement
- f. Moveable Barrier System
- g. Corridor Signing
- h. Guidesign Replacement
- i. Hot Thermoplastic Pavement Markings/Two-Way Plowable Prismatic Pavement Markings
- j. Raised Reflective Prismatic Markings
- k. Traffic Signal Improvements
- l. Consultant Design Services
- m. Wayfinding Signage
- n. Sign Inventory and Management System
- o. Transportation Management Center
- p. Vehicle Detection Station
- q. Signal System Upgrade Pilot Program
- r. Intelligent Transportation System (ITS)
- s. Traffic Signal Uninterruptible Power Supply
- t. Variable (dynamic) Message Sign
- u. ITS Communication Master plan
- v. MATOC Annual Fee
- w. ITS Signal Optimization Master plan
- x. Managed Lanes Feasibility Studies

<b>Administrative Modification - Change Description</b>	<b>Approved on:</b>	3/17/2011
Include an additional subproject: x. Managed Lanes Feasibility Studies.		
<b>Amendment - Add Funding</b>	<b>Requested on:</b>	7/8/2011
Add \$695K of STP funds for planning studies, \$365K of HSIP funding for the PE phase, \$770K of NHS funds for the construction phase, and \$14,670K of STP funding for the construction phase in FY 2011.		

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

Source	Fed/St/Loc	Previous Funding	FY 11	FY 12	FY 13	FY14	FY 15	FY 16	Source Total
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**Other**  
**DC Statewide Rail Plan**

TIP ID: **5922** Agency ID: Title: **DC Statewide Rail Plan** Complete:

Facility: STP Fed/St/Loc: 80/20/0 Previous Funding: 300 d Source Total: 300

From: **Total Funds: 300**

To:

Description:

**Amendment - Add New Project** Requested on: 7/8/2011  
Amend this project to the FY 2011-2016 TIP with \$300K of STP funds in FY 2011.

**Planning and Management Systems**

TIP ID: **3213** Agency ID: **CAL16C, PM304C, C** Title: **Planning and Management Systems** Complete: **2013**

Facility: IM Fed/St/Loc: 80/20/0 Previous Funding: 700 d Source Total: 700

From: Local 0/0/100 328 a 328 a 328 a 328 a 328 a 328 a 10,932

To: 1,494 c 1,494 c 1,494 c 1,494 c 1,494 c

PL 80/20/0 2,392 d 2,451 d 2,513 d 2,576 d 2,640 d 2,706 d 15,278

SPR 80/20/0 2,600 d 5,319 d 5,402 d 5,487 d 5,474 d 5,663 d 29,945

STP 80/20/0 1,015 d 1,015 d 1,015 d 1,015 d 1,015 d 1,015 d 6,090

**Total Funds: 62,945**

- Description:
- a. AASHTOWARE
  - b. ADA Ramps
  - c. Advanced Design
  - d. Managed Lane Study
  - e. Planning & Scoping
  - f. Metropolitan Planning
  - g. State Planning and Research Program

**Administrative Modification - Change Description** Approved on: 4/14/2011  
Remove sub-project: h. Tri-State Oversight Committee (TOC)

**Amendment - Modify Funding** Requested on: 7/8/2011  
Reduce \$2,638K of SPR funding from the studies phase in FY 2011.

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

		Source	Fed/St/Loc	Previous Funding	FY 11	FY 12	FY 13	FY14	FY 15	FY 16	Source Total
<b>Roadside Improvements Citywide</b>											
TIP ID: 5797	Agency ID:	Title: Mount Vernon Square District								Complete:	

Facility:	STP	80/20/0					5,000	c			5,000
From:											
To:											<b>Total Funds: 5,000</b>

Description: Complete the Mid and Long-term recommendations from the Mount Vernon Square Study.



**Amendment - Modify Funding**

Eliminate \$500K of STP funding for PE in FY 2011.

**Requested on:** 7/8/2011

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

		Source	Fed/St/Loc	Previous Funding	FY 11	FY 12	FY 13	FY14	FY 15	FY 16	Source Total
<b>Safety Improvements</b>											
TIP ID: 3212	Agency ID: CB0, CI0	Title: <b>Safety Improvements Citywide</b>									Complete:
Facility:		HSIP	90/10/0	5,775 a		5,170 a	5,280 a	4,190 a	4,300 a	4,410 a	35,350
From:							3,000 c	3,000 c	3,000 c	3,000 c	
To:		NHS	83/17/0	1,398 c			3,520 c	1,600 c	1,600 c	1,600 c	8,320
		SPR	80/20/0	160 a	170 a	180 a	190 a	200 a	210 a	220 a	1,170
		STP	83/17/0	2,500 a	180 a	1,000 a	1,000 a	1,050 a	1,052 a	1,052 a	30,084
					5,150 c		7,150 c	4,150 c	4,150 c	4,150 c	
<b>Total Funds:</b>											<b>74,924</b>

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

- A. Hazard Elimination
- B. Traffic Records Strategic Plan Recommendations Implementation
- C. Traffic Engineering Studies
- D. Transportation System Management for Highways (TSMH)
- E. Highway Accident Traffic Data System (TARAS)
- F. Permanent Count Stations
- G. Traffic Data Collection and Analysis Service Citywide
- H. Traffic Signal Construction
- I. Traffic Signal Systems Analysis
- J. Traffic Signal Consultant Design
- K. Traffic Safety Engineering Support Services
- L. Traffic Safety Data Center at Howard University
- M. Citywide Traffic Safety Audits
- N. Pavement Skid Testing, Design and Construction
- O. Traffic Signal Bulb Replacement
- P. Citywide Traffic Management Planning
- Q. Traffic Safety IDIQ Construction
- R. Traffic Safety Design -- HSIP

<b>Administrative Modification - Change Description</b>	<b>Approved on:</b>	4/14/2011
Change project description to read as above, removing sub-projects s. Mt. Pleasant Transportation Implementation Study and item t., Brightwood Transportation Implementation Study.		
<b>Amendment - Modify Funding</b>	<b>Requested on:</b>	7/8/2011
Reduce \$5,060K of HSIP funding from the PE phase, \$3,000K of HSIP funding from the construction phase, \$3,420 of NHS funding from the construction phase, \$820K of STP funding from the PE phase, and \$2,000K of STP funding from the construction phase in FY 2011.		



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

	Source	Fed/St/Loc	Previous Funding	FY 11	FY 12	FY 13	FY14	FY 15	FY 16	Source Total	
<b>Traffic Congestion Mitigation</b>											
TIP ID: 2945	Agency ID: AF026A, CM010, CM0		Title: Traffic Congestion Mitigation							Complete:	
Facility:	CMAQ	80/20/0		1,500 d	1,491 d	1,553 d	1,568 d	1,545 d	1,516 d	9,173	
From:											
To:	PL	80/20/0			500 d	500 d				1,000	
	State/DC	0/0/100		50 a						275	
				125 b							
				100 c							
										<b>Total Funds: 10,448</b>	

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



<b>Administrative Modification - Change Description</b> Change project description to read as above.	<b>Approved on:</b> <del>8/14/2011</del>
<b>Amendment - Modify Funding</b> Eliminate \$500K of PL funding for the study phase in FY 2011.	<b>Requested on:</b> 7/8/2011

**Transit**

**Streetcar**

TIP ID: 5754	Agency ID:	Title: Benning Road Extension	Complete:
Facility: Streetcar (track, poles, overhead wires, etc)	CMAQ	80/20/0	1,500 d
From: Along Benning Road from Oklahoma Ave NE			
To: Along Benning Road to 42nd Street NE			
			<b>Total Funds: 1,500</b>

Description: The Benning Road Streetcar Extension is a 1.95-mile surface fixed guide way transit line that includes electrically powered streetcar vehicles operating along tracks located within the existing street and travel lanes. The NEPA study will address potential impacts of the project, as well as, preliminary engineering (conceptual) for the line.

<b>Administrative Modification - Change Name, Description, Funding Source</b> - Change Project name from "H Street/Benning Road Extension" to "Benning Road Extension." - Change the project description to read as above. - Remove \$34.5 million in BD funding from FY 2011 (also remove \$15 million in BD funding and \$73.409 million in FA from "Previous Funding" column).	<b>Approved on:</b> <del>8/18/2011</del>
<b>Amendment - Add Funding</b> Add \$918K of CMAQ funding for the study phase in FY 2011.	<b>Requested on:</b> 7/8/2011

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

	Source	Fed/St/Loc	Previous Funding	FY 11	FY 12	FY 13	FY14	FY 15	FY 16	Source Total
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TIP ID: **5753** Agency ID: Title: **Anacostia Phase 2** Complete: **2015**

Facility: MLK Jr Ave SE	CMAQ	80/20/0	1,253 d	577 d						577
From: Howard Rd SE										
To: Good Hope Rd SE										
<b>Total Funds:</b>										<b>577</b>

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


**Administrative Modification - Change Name, Description, Funding Source** **Approved on:** 7/18/2011  
 - Change project name from "MLK Extension" to "Anacostia Phase 2"  
 - Change project description to read as above.  
 - Change source of funding of \$29.8 million in FY 2011 from FA to CMAQ.

**Amendment - Modify Funding** **Requested on:** 7/8/2011  
 Remove \$29,800K of CMAQ funding for the construction phase and add \$577K of CMAQ funding for the study phase in FY 2011.

**Union Station Enhancements**

TIP ID: **5709** Agency ID: Title: **Union Station Escalator Replacement** Complete: **2012**

Facility:	ARRA/Rail	100/0/0	8,000 c							
From:										
To:	FRA Earmark	100/0/0		4,271 c						4,271
	PRIV	0/0/100		4,271 c						4,271
<b>Total Funds:</b>										<b>8,542</b>

Description: Existing escalators are at the end of their useful life and need to be replaced. These escalators connect Union Station to its parking garage and provide intermodal connections between intercity passenger rail and transit buses, sightseeing buses, intercity buses, rental cars, car-sharing vehicles, private autos and rail transit. Failure to replace these escalators imperils ability of Union Station to process existing passengers and will preclude anticipated increases in intercity passenger rail patronage. 

Existing escalators run 24 hours 7 days per week. New escalators will employ a "sleep" mode in which they slow down and consume less energy when not in use.

**Amendment - Add New Project** **Requested on:** 7/8/2011  
 Project was in a previous TIP. Amend to the FY 2011-2016 TIP with \$4,271 of private funds (from the Union Station Redevelopment Corporation) and \$4,271 of federal grant funds (from the Federal Railroad Administration) in FY 2011.

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

**RESOLUTION ON AN AMENDMENT TO  
THE FY 2011- 2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS  
EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO UPDATE  
PROJECT INFORMATION FOR FY 2012 IN ORDER TO MATCH THE APPROVED  
FY 2012 CAPITAL BUDGET, AS REQUESTED BY THE WASHINGTON  
METROPOLITAN AREA TRANSIT AUTHORITY (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**, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

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

**WHEREAS**, on April 20, 2011 the TPB approved an amendment to the FY 2011-2016 TIP as requested by WMATA to update funding information and amounts to reflect the proposed FY 2012 Capital Budget; and

**WHEREAS**, in the attached letter of July 8, 2011 WMATA has requested an amendment to the FY 2011-2016 TIP to update funding information and amounts in FY 2012 to match WMATA's approved FY 2012 Capital Budget, as described in the attached materials; and

**WHEREAS**, the proposed 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 National Capital Region Transportation Planning Board amends the FY 2011-2016 TIP update funding information and amounts in FY 2012 to match WMATA's approved FY 2012 Capital Budget, as described in the attached materials.

**Adopted by the Transportation Planning Board at its regular meeting on July 8, 2011.**





July 8, 2011

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

RE: Amendment to the FY 2011-2016 TIP in order to match the WMATA's approved FY 2012 Capital Budget

Dear Chairman Bowser:

The region's six-year Transportation Improvement Program (TIP) outlines the schedule for obligating federal funds to state and local projects. WMATA's TIP was amended on April 15, 2011 to reflect its proposed FY 2012-2017 Capital Improvement Program (CIP). Since that time, WMATA's Board of Directors has approved the FY 2012-2017 CIP with several changes. The purpose of this amendment is to modify project budgets and sources of funds in the TIP for FY 2012 in order to match those in WMATA's approved FY 2012 capital budget.

Attachment A is a summary of the proposed FY 2012 project budgets and funding-source information for this TIP amendment. These funding sources include only new federal and local funds, and exclude funding that will be carried forward from prior years. Attachment B shows the FY 2012 project budgets as amended in April 2011 as well as the proposed changes to each budget. The TIP's overall FY 2012 capital program for WMATA would be increased from \$714.0 million to \$735.6 million, reflecting the availability of federal, state and local funds, including the federal funds authorized under the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), and the funding to match the federal funds.

These TIP projects do not affect the currently approved air-quality-conformity analysis because these projects are either exempt or not regionally significant in terms of air quality.

**Washington  
Metropolitan Area  
Transit Authority**

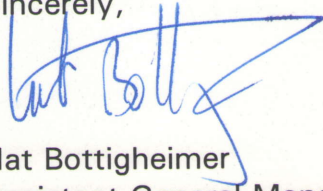
600 Fifth Street, NW  
Washington, DC 20001  
202/962-1234

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*

WMATA requests that the TPB Steering Committee approve this amendment at its July 8, 2011 meeting.

Sincerely,



Nat Bottigheimer  
Assistant General Manager  
Department of Planning and Joint Development

Attachments

Washington Metropolitan Area Transit Authority

Proposed Amendment to the FY 2011-2016 Transportation Improvement Program - Funding Sources FY 2012

July 8, 2011

Attachment A

(in YOY \$ Millions)

Category	Project	FY 2012	Federal 5307 Grants	Federal 5309 Grants	Federal PRIIA Grants	CMAQ, Bus Facility, Bus Safety, Safety/Security	Local Funding
Vehicles/Vehicle Parts	Rail Cars - Replacement, Rehabilitation, & Enhancements	\$49.9	\$0.0	\$1.7	\$23.9	\$0.0	\$24.3
	Buses - Replacement, Rehabilitation, & Enhancements	\$125.7	\$83.0	\$0.0	\$1.9	\$11.8	\$29.0
	Access & Service Vehicles	\$17.1	\$11.0	\$2.6	\$0.0	\$0.0	\$3.4
Rail System Infrastructure Rehabilitation	Rail Line Segment Rehabilitation	\$61.9	\$0.0	\$32.9	\$10.3	\$0.0	\$18.6
Maintenance Facilities	Bus Garages - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement	\$106.8	\$45.0	\$0.0	\$0.0	\$0.0	\$61.8
	Rail Yards - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement	\$15.5	\$0.0	\$0.0	\$7.7	\$0.0	\$7.7
	Bus and Rail Facilities Maintenance Support - Systemwide Support Equipment, Environmental Compliance Projects, and Administrative Support	\$16.5	\$0.0	\$0.0	\$0.0	\$10.4	\$6.1
Systems and Technology	Systems and Technology	\$57.2	\$0.0	\$28.8	\$0.0	\$0.0	\$28.4
Track & Structures	Track and Structures	\$57.8	\$0.0	\$0.0	\$28.9	\$0.0	\$28.9
Passenger Facilities	Passenger Facilities	\$77.7	\$2.8	\$32.6	\$11.7	\$0.0	\$30.6
Maintenance Equipment	Maintenance Equipment	\$134.8	\$0.0	\$2.3	\$64.0	\$0.0	\$68.6
Other Facilities	Other Facilities	\$6.4	\$0.0	\$0.2	\$1.3	\$0.0	\$4.9
Project Management and Support	Credit Facility	\$5.3	\$0.0	\$0.0	\$0.0	\$0.0	\$5.3
	<b>Total Capital Improvement Program:</b>	<b>\$732.6</b>	<b>\$141.8</b>	<b>\$101.2</b>	<b>\$149.7</b>	<b>\$22.2</b>	<b>\$317.6</b>
Other/ Federal Earmarks	Bus and Bus Facilities	\$3.0	\$0.0	\$0.0	\$0.0	\$2.4	\$0.6
	<b>Total:</b>	<b>\$735.6</b>	<b>\$141.8</b>	<b>\$101.2</b>	<b>\$149.7</b>	<b>\$24.6</b>	<b>\$318.2</b>

\* Note: Figures do not include funding from previous years.

Washington Metropolitan Area Transit Authority  
Proposed Amendment to the FY 2011-2016 Transportation Improvement Program - Changes in FY 2012 Funding  
July 8, 2011  
Attachment B  
(in YOE \$ Millions)

Category	Project	Approved FY 2012 TIP Budget as Amended April 2011	Proposed FY 2012 TIP Budget July 2011	Change
Vehicles/Vehicle Parts	Rail Cars - Replacement, Rehabilitation, & Enhancements	\$61.9	\$49.9	(\$12.0)
	Buses - Replacement, Rehabilitation, & Enhancements	\$113.9	\$125.7	\$11.8
	Access & Service Vehicles	\$17.1	\$17.1	\$0.0
Rail System Infrastructure Rehabilitation	Rail Line Segment Rehabilitation	\$89.1	\$61.9	(\$27.2)
Maintenance Facilities	Bus Garages - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement	\$113.9	\$106.8	(\$7.0)
	Rail Yards - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement	\$1.5	\$15.5	\$14.0
	Bus and Rail Facilities Maintenance Support - Systemwide Support Equipment, Environmental Compliance Projects, and Administrative Support	\$6.1	\$16.5	\$10.4
Systems and Technology	Systems and Technology	\$55.5	\$57.2	\$1.7
Track & Structures	Track and Structures	\$51.8	\$57.8	\$6.0
Passenger Facilities	Passenger Facilities	\$58.9	\$77.7	\$18.8
Maintenance Equipment	Maintenance Equipment	\$131.6	\$134.8	\$3.2
Other Facilities	Other Facilities	\$4.4	\$6.4	\$2.0
Project Management and Support	Credit Facility	\$5.3	\$5.3	\$0.0
<b>Total Capital Improvement Program:</b>		<b>\$711.0</b>	<b>\$732.6</b>	<b>\$21.6</b>
Other/ Federal Earmarks	Bus and Bus Facilities	\$3.0	\$3.0	\$0.0
<b>Total:</b>		<b>\$714.0</b>	<b>\$735.6</b>	<b>\$21.6</b>

\* Note: Figures do not include funding from previous years.



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

**RESOLUTION ON AN AMENDMENT TO  
THE FY 2011- 2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT  
TO UPDATE FUNDING FOR THE VIRGINIA MANOR ROAD PROJECT, AS  
REQUESTED BY THE PRINCE GEORGE'S COUNTY DEPARTMENT OF  
PUBLIC WORKS AND TRANSPORTATION (DPWT)**

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

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

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

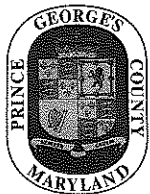
**WHEREAS**, in the attached letter of July 1, 2011 DPWT has requested an amendment to the FY 2011-2016 TIP to change the source of funds from private to state/local and to add \$20 million to the Virginia Manor Road project, as described in the attached materials; and

**WHEREAS**, the proposed 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 National Capital Region Transportation Planning Board amends the FY 2011-2016 TIP to change the source of funds from private to state/local and to add \$20 million to the Virginia Manor Road project, as described in the attached materials.

**Adopted by the Transportation Planning Board at its regular meeting on July 8, 2011.**





Rushern L. Baker, III  
County Executive

# PRINCE GEORGE'S COUNTY GOVERNMENT



Department of Public Works and Transportation  
Office of the Director



July 1, 2011

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

Dear Chairperson Bowser:

The Prince George's County Department of Public Works and Transportation (DPW&T) requests an amendment to the State Highway Administration portion of the FY 2011-2016 Transportation Improvement Program (TIP) as described in the attached memo. The purpose of this amendment is to add and modify funding for Virginia Manor Road in the TIP. This project is currently included in the Constrained Long Range Plan (CLRP) and approved air quality conformity analysis.

The Virginia Manor Road project will construct two segments: one beginning just north of the access road entrance to the Eastern Operations facilities to the tie in to a new interchange at Contee Road and I-95 Interchange, and second segment of Virginia Manor Road will connect the western tie-in from the Contee Road interchange at I-95 with a new road section that will end at Old Gunpowder Road (see attachment for project details). Prince George's County is requesting \$30 million in planning and construction funding for this project.

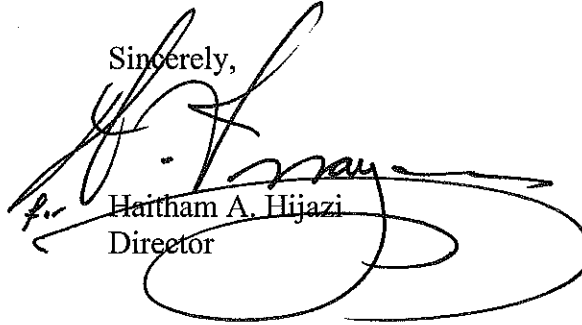
Funding has become available resulting from a three-party agreement between the Maryland Department of Transportation (MDOT), Prince George's County, and the Konterra developer. Under the agreement, MDOT agrees to construct a set of roadway improvements to facilitate access from I-95 and the ICC, and to enable planned development in the area to proceed forward, in exchange for Konterra's donation of the land needed for State funding and related highway improvements (agreement summary attached).

Prince George's County requests that this amendment be approved by the Transportation Planning Board (TPB) Steering Committee at its July 8, 2011 meeting.

The Honorable Muriel Bowser  
July 1, 2011  
Page 2

We appreciate your cooperation in this matter. If you have any questions or comments, please do not hesitate to contact Mr. Victor Weissberg, my Special Assistant, at (301) 883-5604 or via email at [vweissberg@co.pg.md.us](mailto:vweissberg@co.pg.md.us). Of course, please feel free to contact me directly.

Sincerely,



Haitham A. Hijazi  
Director

Attachments

cc: Mr. Ronald Kirby, Director of Transportation, Metropolitan Washington Council of Governments  
Mr. Andre' Issayans, Deputy Director, Prince George's County Department of Public Works and Transportation  
Mr. Victor Weissberg, Special Assistant to the Director, Prince George's County Department of Public Works and Transportation  
Mr. Donald A. Halligan, Director, Office of Planning and Capital Programming  
Ms. Lyn Erickson, Manager, Office of Planning and Capital Programming, Maryland Department of Transportation  
Mr. Michael Nixon, Manager, Office of Planning and Capital Programming, Maryland Department of Transportation

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

Source	Fed/St/Loc	Previous Funding	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	Source Total
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**Prince George's County**

**Secondary**

**Virginia Manor Road/MD 201 Kenilworth Ave. Extended**

TIP ID: 3165 Agency ID: Virginia Manor Road Title: Virginia Manor Road Complete: 2015

Facility: Virginia Manor Road


From: Muirkirk Road

To: Old Gunpowder Road

State/Local 0/100/0

3,000 a 20,000 c 7,000 c

**Total Funds: 30,000**

Description: Construction to provide a four-lane facility to support local development and to improve area traffic flow. This project will reconstruct and realign Virginia Manor Road in conjunction with the construction of the Inter County Connector and the construction of Konterra. Project to be constructed between Old Gunpowder Road (except the new Contee Road Interchange) and the ICC/Virgina Manor Road Interchange through a three party agreement agreed to by the State, the developer and the County. 

**Amendment - Modify Funding**

Remove private funding source and amounts and add \$30 million in state and local funds over FY 2012 through 2014.

**Requested on:**

7/8/2011



## Maryland, Prince George's County and Konterra Agreement

### Fact Sheet

For the past four years, the Maryland Department of Transportation (MDOT) and Prince George's County have participated in discussions with the owners of Konterra to acquire 240 acres of Konterra property needed for construction of the ICC and related interchanges and service roads. The three parties have reached an agreement that brings eminent domain proceedings to an amicable resolution. Under the agreement, the parties agree to construct a set of highway improvements to facilitate access from I-95 and the ICC, and to enable planned development in the area to proceed forward, in exchange for Konterra's donation of the land needed for the ICC and related highway improvements.

### MAJOR TERMS OF THE AGREEMENT

The major terms of the agreement are as follows:

- Owners of Konterra agreed, in lieu of payment, to donate to SHA the approximately 240 acres required to build the ICC, plus another 83 acres required for additional SHA improvements in the area.
- SHA will proceed with construction of a modified version of the remaining two ICC contracts (formerly known as contracts D and E), which will extend the ICC from the I-95 interchange east to Van Dusen Road; SHA also will construct service roads along I-95 north of the ICC interchange.
- SHA also will construct a planned interchange connecting I-95 with Contee Road Extended in the vicinity of the current Van Dusen Road Bridge over I-95; this interchange is included in the current Prince George's County Master Plan and has been identified by Prince George's County as a high transportation priority.
- Prince George's County will construct a new roadway to be known as Virginia Manor Road Extended, which will connect the ICC/Virginia Manor Road interchange with the new I-95/Contee Road interchange, and will continue west to connect this new interchange with Old Gunpowder Road.
- This new road will become a state highway once four lanes are opened to traffic; MDOT will pay \$30 million toward the cost for this new roadway, with Prince George's County repaying the State a combination of \$10 million in cash and county-owned land that is needed by the state.

**BENEFITS OF THE AGREEMENT**

This agreement is beneficial and advantageous to the State for several reasons:

- At no cost, the State acquires 240 acres of land needed for the ICC while staying within budget and the ICC financial plan. Had the case gone to court, the ruling could have been for far more money than the state anticipated paying.
- In addition, SHA received another 83-acre parcel of land from Konterra that the State would have eventually had to purchase for state highway improvements.
- The State will now be able to use funds that would have been used to purchase land from Konterra for safety improvements to I-95 and an unfunded planned interchange with Contee Road.
- A very high transportation priority project for Prince George's County, the I-95/Contee Road interchange can now proceed, enabling access from I-95 to the South Laurel area and planned economic development.
- A new roadway, Virginia Manor Road Extended, which is included in state and county master plans as a state highway, will be constructed and provide significantly improved access to the South Laurel area.
- The roadway improvements that will be funded will enable high-end economic development to proceed forward in Prince George's County; such economic development activity is a policy priority for both the State of Maryland and Prince George's County.
- Economic impact studies show there will be considerable tax revenues for both the state and the county from the economic development supported by these highway improvements; economic analyses show that these investments would be paid back in additional tax revenues within a relatively short period of time.

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April 19, 2011



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

**RESOLUTION APPROVING AN AMENDMENT TO  
THE FY 2012 COMMUTER CONNECTIONS WORK PROGRAM (CCWP) TO  
INCLUDE VANPOOLS IN THE POOLS REWARDS PROGRAM**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB) has been designated by the Governors of Maryland and Virginia and the Mayor of the District of Columbia as the Metropolitan Planning Organization (MPO) for the Washington Metropolitan Area; and

**WHEREAS**, on March 16, 2011, the TPB approved the FY 2012 Commuter Connections Work Program (CCWP); and

**WHEREAS**, the Pool Rewards program was established in FY 2009 after a demonstration pilot program, and it offers a \$130 carpool incentive over a 90-day period for commuters that were previously driving alone to and from work, and

**WHEREAS**, successful vanpool incentive programs are in operation in other major metropolitan areas such as San Diego, Houston, Seattle, Los Angeles, and Phoenix; and

**WHEREAS**, the Commuter Connections State TDM Work Group and state funding agencies have agreed to expand the Pool Rewards program as described in the attached memorandum to encourage newly formed vanpools with destinations in the Washington DC non-attainment region eligible to participate; and

**WHEREAS**, the proposed change in Pool Rewards work activity narrative to include vanpools is shown in the attached page from the FY 2012 CCWP;

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2012 Commuter Connections Work Program to include vanpools as described in the attached materials.

**Adopted by the Steering Committee of the Transportation Planning Board at its regular meeting on July 8, 2011.**

# MEMORANDUM

July 8, 2011

To: TPB Steering Committee

From: Nicholas Ramfos  
Director, Alternative Commute Programs

Subject: FY 2012 CCWP 'Pool Rewards Program Expansion

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The purpose of this memorandum is to outline the expansion of the Commuter Connections 'Pool Rewards Program to include Vanpools. The Commuter Connections State TDM Work Group met and discussed the 'Pool Rewards program expansion to vanpools on May 10, and June 14, 2011. The state funding agencies agreed that the FY 2012 CCWP be amended to expand the program.

## Background on Program Expansion

The current Commuter Connections 'Pool Rewards program was established in FY 2009 after a demonstration pilot program was initiated and then continued in FY 2010. The program is geared towards offering a \$130 carpool incentive over a 90-day period for commuters that were previously driving alone to and from work. The \$130 is the maximum each carpooler can receive. Survey results from those that participated in the pilot program showed over a 90% retention rate for carpoolers and led to the continuation of the program during FY 2011.

This program expansion will be based on other experiences that have been in operation in other major metropolitan areas such as San Diego, Houston, Seattle, Los Angeles, and Phoenix.

The purpose of expanding the 'Pool Rewards program to include vanpools would be to help start new vanpools throughout the region which will help reduce congestion and improve air quality. Vanpooling is generally defined as 5 to 15 people commuting to and from work together in a van. As part of the program expansion to vanpools, it is recommended that a flat rate monthly incentive payment of \$200 would be provided to each vanpool through contracted providers not to exceed 35% of the total vanpool costs. This incentive amount will also allow for the formation of at least 50 vanpools and would reduce the monthly fare for the vanpool passengers. In return, each vanpool would need to enter data into the 'Pool Rewards system that would help track vanpool occupancy and travel patterns and then be translated to the National Transit Database (NTD) working through WMATA. The reporting of the vanpool miles will allow for WMATA to realize additional Section 5307 funds for the region that can be used for capital expenditures that will directly benefit the region's commuters. COG/TPB staff

will work with WMATA's NTD Reporting staff to ensure that the correct data would be collected for reporting purposes.

### Information on National Transit Database and Federal Requirements

The National Transit Database (NTD)<sup>1</sup> is the system through which the Federal Transit Administration (FTA) collects uniform data needed by the Secretary of Transportation to administer department programs, including § 5307. The database consists of selected financial and operating data that describe mass transportation characteristics. Recipients of § 5307 Urbanized Area Formula Program grants must submit a NTD report through the life of the grant and/or capital equipment obtained through the grant. The reports are submitted using web-based forms available at <http://204.68.195.57/NTD/ntdprogram>.

The most important data for vanpools to collect and report are revenue miles and passenger miles because these are direct inputs into the grant formula. FTA specifies two options to collect this data: a 100% count that measures each passenger mile, or a random sample of trips that will achieve 95% confidence and 10% precision levels. Traditionally, bus/transit agencies place ride checkers on-board sampled bus routes in order to log each individual passenger trip. The random sample option would be onerous to a vanpool agency because of the large number of vanpools with unique routes. Best practices have been developed by existing vanpool programs to collect 100% counts. All vanpool programs that submit NTD data provide each vanpool group with variations of three forms to complete: a form to record daily odometer readings and number of passengers; a form to record fuel transactions; and a form to record the names of passengers, and what dates they rode in the vanpool. The last form is used strictly for auditing purposes to verify ridership. The recording of each vanpool's daily financial and ridership data is normally handled by one of the vanpool's regular riders who volunteers as the vanpool's "bookkeeper". Each month, the bookkeeper transmits this data (by mail, fax, e-mail, or on-line) to the vanpool program manager, who totals up the data on all vanpools and enters these totals into the NTD On-Line Reporting Tool (see <http://204.68.195.57/NTD/checkBrowser.do>).

In the 'Pool Rewards program, the information would be collected on-line minimizing costs with sending out three forms each month. COG/TPB staff would also work with WMATA to ensure that the proper data was being collected and submitted, including the portion of the trips that needed to be reported between UZA's<sup>2</sup>

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<sup>1</sup> Excerpts from the Northern Virginia Transportation Commission's FTA § 5307 Formula Earnings Potential from Vanpools Report in the DC Metropolitan Region Report, August 7, 2009

<sup>2</sup> Publicly sponsored vanpools are eligible for § 5307 formula funding. Many vanpools operate over long distances and frequently travel between or through more than one FTA designated urbanized area (UZA) In these cases, the formula funding allocation is:

1. All vehicle trips that start and end within a UZA are allocated to that UZA.
2. All vehicle trips that are between a UZA and a non-UZA may be allocated to the UZA.
3. All vehicle trips that are between a UZA with population > 200,000 and another UZA with

The following section is information supplied by Mr. John Giorgis, NTD Manager at FTA (in a telephone interview conducted on July 17, 2009 with NVTC). Private transit, private shuttles, and private vanpools are not eligible to count towards § 5307 formula earning. "Private" refers to services that are exclusive to a particular institution or group and not open to the general public. For vanpools to be counted towards § 5307 formula earning, a governmental entity must sponsor the vanpool, and set terms or rules of vanpool operations. FTA does not specify how a governmental entity sponsors a vanpool. As a practical matter, at the minimum, sponsorship means that vanpool participants have signed an agreement with the vanpool sponsor promising to follow federal rules (see below). FTA does not require a governmental entity to subsidize vanpools. As a practical matter, however, publicly operated vanpools are subsidized to compensate for the time and effort of NTD data collection and reporting, and to encourage vanpool use and growth as an alternative to single-occupant vehicle travel.

#### References:

1. FTA Circular 9030.1C, dated 10-01-98: The terms "transit" and "mass transportation" are used interchangeably in transit law. The term "mass transportation" is defined as "transportation by a conveyance that provides regular and continuing general or special transportation **to the public**, but does not include school bus, charter, or sightseeing transportation." (Sections 5302 (a) (7) and (a) (14)). Source: [http://www.fta.dot.gov/laws/circulars/leg\\_reg\\_4125.html](http://www.fta.dot.gov/laws/circulars/leg_reg_4125.html)

#### **Vanpools must operate within federal rules**

All vanpools that participate in FTA § 5307 formula funding programs (both vanpool fleets and owner operated) must follow these rules:

1. Vanpools must be open to the public
2. Vanpools must advertise their services to the general public
3. Vanpools must be non-discriminatory with regards to race, nationality, religion, age, sex, etc.
4. ADA-equipped vans must be available when needed. The ADA rules for vanpools are markedly different than ADA rules for fixed-route transit service. An ADA-equipped vehicle does not need to be available at all times for all origin-destination pairs. FTA requires that whenever an individual who needs an ADA-equipped vehicle subscribes to become a vanpool passenger, the agency must provide an ADA-equipped vehicle. This provides the vanpool agency ample time to relocate an ADA –equipped vehicle to where it is needed. Most agencies get by with one ADA-equipped vehicle. In practice, vanpool agencies seldom get requests for ADA-equipped vehicles. According to APTA's

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population < 200,000 may be allocated to the larger UZA.

4. All vehicle trips between two UZAs with population > 200,000 must be allocated to either UZA, or divided between them.

Reference: FTA 2008 NTD Annual Reporting Manual, page254.

2009 Public Transportation Factbook, just 4.4% of the nation's vanpool fleet is accessible.

Reference: American Public Transportation Association (APTA) Vanpool Definition: "Vanpool service is not required to be accessible by law, as are other modes, since the passengers are voluntary participants. Rather, a vanpool would be assigned an accessible van if a person in need of such a van became a vanpool participant." Source: <http://www.apta.com/research/stats/vanpool/definitions.cfm>

Incentive Table for Vanpool Rewards:

<b>Incentive Cost</b>	<b>Annual Cost Per Van</b>	<b>Number of Potential Vans</b>
\$50/month	\$600	200
\$75/month	\$900	133
\$100/month	\$1,200	100
\$125/month	\$1,500	80
\$150/month	\$1,800	66
\$175/month	\$2,100	57
\$200/month	\$2,400	50
\$225/month	\$2,700	44
\$250/month	\$3,000	40
\$275/month	\$3,300	36
\$300/month	\$3,600	33
\$325/month	\$3,900	30
\$350/month	\$4,200	28
\$375/month	\$4,500	26

The 'Pool Rewards Vanpool services would be contracted out to vanpool providers who would compete for customers and business. Subsidy for capital costs is limited to the lower of actual depreciation or a fixed percentage of the total contract cost (not to exceed 35% for vanpool services). Vanpools would be accepted into the program as long as they were newly formed and they would need to be commuting into the Washington DC non-attainment region. Marketing for the program would be conducted through "Pool Rewards and any additional "value-added" marketing that could be realized through the Mass Marketing TERM. COG/TPB staff will also work with WMATA to explore additional marketing opportunities for the program.

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

**RESOLUTION ON AN AMENDMENT TO  
THE FY 2011- 2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS  
EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE  
THE US 1 BALTIMORE AVENUE PROJECT AND TO ADD FUNDING TO THE I-95/  
I-495, BRANCH AVENUE METRO ACCESS, PHASE 2 PROJECT, AS REQUESTED  
BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

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

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

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

**WHEREAS**, in the attached letter of June 30, 2011 MDOT has requested an amendment to the FY 2011-2016 TIP to include the reconstruction of US 1 from College Avenue to MD 193 with \$8.8 million in STP funding, and to add \$500,000 in NHS funding to the I-95/I-495 Branch Avenue Metro Access, Phase 2 project, as described in the attached materials; and

**WHEREAS**, the proposed 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 National Capital Region Transportation Planning Board amends the FY 2011-2016 TIP to include the reconstruction of US 1 from College Avenue to MD 193 with \$8.8 million in STP funding, and to add \$500,000 in NHS funding to the I-95/I-495 Branch Avenue Metro Access, Phase 2 project, as described in the attached materials.

**Adopted by the Transportation Planning Board at its regular meeting on July 8, 2011.**





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

**Martin O'Malley**  
Governor

**Anthony G. Brown**  
Lt. Governor

**Beverley K. Swaim-Staley**  
Secretary

**Darrell B. Mobley**  
Deputy Secretary

June 30, 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 two amendments to the State Highway Administration portion of the FY 2011-2016 Transportation Improvement Program (TIP) as described in the attached memo. The purpose of these amendments is to add one project to and modify one project in the highway portion of the TIP. These projects are either exempt from the requirement to determine conformity or have been included in the currently approved air quality conformity analysis.

The two projects are:

US 1, College Avenue to MD 193 – Add \$8.8 million STP funding

This project would reconstruct US 1 from College Avenue to MD 193 (1.4 miles). This project would improve traffic operations, pedestrian circulation and safety. This amendment is for Preliminary Engineering only. Future phases are not funded at this time. This project is a breakout of a larger project that last appeared in the FY 2009 TIP, but had been deferred due to the economic downturn.

I-95 / I-495, Branch Avenue Metro Access, Phase 2 - Add \$500,000 NHS funding

The additional Preliminary Engineering funding for this project will allow the design of improvements at Linda Lane to move forward. These improvements are necessary in order for the proposed Branch Avenue flyover to function properly. This project is in the current FY 2011 TIP.

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

- More projects have been completed under budget;
- Contingency needs for incentives and claims have been less than estimates and obligations;
- Right of Way purchases have been either less than original estimates due to the downturn of the economy or to a reduction in the number of parcels needed to complete the project;

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



The Honorable Muriel T. Bowser

Page Two

- Revenue sources were reduced over the past two and one-half years and the State is looking to maximize all potential available funds for current and future projects and insure all older federal funds could be used before Congress can withdraw certain types of funds;
- “Special funding sources” became available over the life of the older projects that also had regular federal funds that were not needed any longer. These special funds were from items such as discretionary funds, third parties, other federal agencies, etc.
- FHWA has verbally requested that MDOT reduce the outstanding unexpended inactive balance from 5% of the current apportionment to 3% within the next 6 months.

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

MDOT requests that these amendments be approved by the Transportation Planning Board (TPB) Steering Committee on its July 8, 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](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

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. Douglas H. Simmons, Deputy Administrator/Chief Engineer for Planning, Engineering, Real Estate and Environment, State Highway Administration  
Mr. Gregory I. Slater, Director, Office of Planning and Preliminary Engineering, State Highway Administration

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


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

**Interstate**

**I-95/I-495, Capital Beltway**

TIP ID: 3554	Agency ID: PG2151	Title: Branch Avenue Metro Access - Phase 2	Complete: 2020						
Facility: I 95/495 Capital Beltway	NHS	80/20/0	3,729 a	550 a	700 a	130 a			1,380
From: MD 5/Branch Avenue Metro Station									<b>Total Funds: 1,380</b>

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

**Amendment - Add Funding**  
Add \$500,000 to FY12 for Preliminary Engineering using NHS funds. Requested on: 7/8/2011

**Secondary**

**US 1, Baltimore Avenue**

TIP ID: 3108	Agency ID: PG2531	Title: Baltimore Avenue from College Avenue to Sunnyside Avenue	Complete: 2020						
Facility: US 1 Baltimore Avenue	STP	80/20/0	1,337 a	3,000 a	3,000 a	2,800 a			8,800
From: College Avenue									<b>Total Funds: 8,800</b>

To: I-95/I-495 Capital Beltway Description: Reconstruct US 1 from College Avenue to I-95/I-495 Capital Beltway. Sidewalks and wide curb lanes will be included where appropriate. 

**Amendment - Add Project**  
Amend project to the 2011-2016 TIP with \$8.8 million for Preliminary Engineering using STP funds between FY 2012 and 2014. Requested on: 7/8/2011



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

Beverley K. Swaim-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 *MD*  
Regional and Intermodal Planning Division

**DATE:** June 28, 2011

**SUBJECT:** **FY 2011 TIP and STIP Amendment Requests**  
US 1 in College Park  
I-95/I-495 (Capital Beltway), Branch Avenue Metro Access - Phase 2

Attached are amendments for inclusion in the FY 2011 Washington Region Transportation Improvement Programs (TIP). The purpose of the TIP amendment request is to reflect the addition of a new project (US 1 College Park) and to account for a significant change in the funding status for an existing project (Branch Avenue Metro Access).

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

- More projects completing under budget
- Contingency needs for incentives and claims less than estimates and obligations
- Right-of-Way purchases either less than original estimates due to the downturn of the economy or reduction in the number of parcels needed to complete the project
- Revenue sources reduced over past two and one-half years, State looking to maximize all potential available funds for current and future projects and insure all older federal funds could be used before Congress withdrew certain types of funds
- Availability of "special funding sources" over the life of the older projects that also had regular federal funds that were not needed any longer. These special funds were from items such as discretionary funds, third parties, other federal agencies, etc.
- FHWA verbally requesting that the State reduce the outstanding unexpended inactive from five percent of current apportionment to three percent within the next six months

My telephone number/toll-free number is **410-545-5675/1-888-204-4828**  
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410-545-0300 • www.marylandroads.com

Mr. Don Halligan  
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US 1, College Avenue to MD 193 (Agency ID PG 2531)

This project would reconstruct US 1 from College Avenue to MD 193 (1.4 miles). This project would improve traffic operations, pedestrian circulation and safety. This amendment is for Preliminary Engineering only. Future phases are not funded at this time. This project is a breakout of a larger project that last appeared in the FY 2009 TIP; it is also included in the Washington Region's Constrained Long Range Plan.

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

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

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

After your review, please forward these requests to the Washington Metropolitan Council of Governments so that they may be considered at the July 20th Transportation Planning Board meeting. Upon approval of the requested TIP amendments, please process amendments to the FY 2011 STIP using the funding information provided in the attached. If you have any questions, please do not hesitate to contact me or Vaughn Lewis, Regional Planner, State Highway Administration (SHA), at 410-545-5673 or via email at [vlewis@sha.state.md.us](mailto:vlewis@sha.state.md.us).

Attachments

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