



NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD

Item 5

MEMORANDUM

July 16, 2014

TO: Transportation Planning Board

FROM: Gerald K. Miller
Acting Co-Director, Department of
Transportation Planning

RE: Additional Letters Sent/Received

The attached additional letters sent/received will be reviewed along with other letters sent/received under item 5 of today's TPB agenda.

Attachment

FAUQUIER COUNTY
DEPARTMENT OF COMMUNITY DEVELOPMENT



ADMINISTRATION
Third Floor – Court and Office Building
29 Ashby Street, Suite 310
Warrenton, VA 20186

(540) 422-8200
Fax: (540) 422-8201

ZONING & DEVELOPMENT SERVICES
Third Floor – Court and Office Building
29 Ashby Street, Suite 310
Warrenton, VA 20186

Zoning & Development Plans: (540) 422-8220
Permitting & Building: (540) 422-8230
Fax: (540) 422-8231

PLANNING
10 Hotel Street, Suite 305
Warrenton, VA 20186

(540) 422-8210
Fax: (540) 422-8211

July 11, 2014

Mr. Patrick Wojahn
Chair, National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, DC 20002-4290

RE: Fauquier County's TPB Membership

Dear Mr. Wojahn:

On June 12, 2014, the Fauquier County Board of Supervisors authorized the County to join the National Capital Region Transportation Planning Board (TPB) as a voting member effective July 1, 2014. Enclosed you will find a copy teste of the resolution as well as a map of the amended urbanized area within Fauquier County to be included in the TPB's urbanized area, as approved by the Board.

Supervisor Peter B. Schwartz has been appointed to serve as the elected representative for the County. He represents the Marshall Magisterial District and is a former member of the Commonwealth Transportation Board. The Board designated Kimberley P. Fogle, Fauquier County's Director of Community Development, as the alternate. Below is the contact information for both the Fauquier County representative and alternate.

Peter B. Schwartz
Fauquier County
Supervisor, Marshall Magisterial District
10 Hotel Street
Warrenton, VA 20186
Peter.Schwartz@FauquierCounty.gov

Kimberley P. Fogle, AICP
Fauquier County
Director of Community Development
29 Ashby Street, Suite 310
Warrenton, Virginia 20186
(540) 422-8200
Kimberley.Fogle@FauquierCounty.gov

We look forward to participating in the regional transportation planning processes as a member of the National Capital Region Transportation Planning Board. If you need any additional information

or have any questions, please contact Marie Scheetz at Marie.Scheetz@FauquierCounty.gov or (540) 422-8210.

Regards,

Marie Scheetz

RESOLUTION
A RESOLUTION TO JOIN THE NATIONAL CAPITAL REGION
TRANSPORTATION PLANNING BOARD AND PARTICIPATE IN THE
REGIONAL TRANSPORTATION PLANNING PROCESS

WHEREAS, the 2010 Census designated the Town of Warrenton, portions of the adjoining service districts and areas adjacent to Route 29 northeast of Warrenton as an urban cluster; and

WHEREAS, the Washington DC-VA-MD urbanized area was recently expanded to include the urban cluster portions of Fauquier County; and

WHEREAS, the National Capital Region Transportation Planning Board (TPB) implements the transportation planning process for the region comprised of the Washington DC-VA-MD urbanized area; and

WHEREAS, Federal law mandates that transportation projects be included in the Constrained Long-Range Plan and the six-year Transportation Improvement Program prepared by the TPB to receive federal funding; and

WHEREAS, Federal law also mandates that the interests of residents in the planning region be represented in the transportation planning and programming process; and

WHEREAS, the National Capital Region Transportation Planning Board invited Fauquier County to become a voting member of the TPB, representing the citizens' interests and participating in the regional transportation planning process; and now, therefore, be it

RESOLVED by the Fauquier County Board of Supervisors this 12th day of June 2014, That the Board of Supervisors does hereby authorize the County join the National Capital Region Transportation Planning Board and participate in the region's transportation planning process; and, be it

RESOLVED FURTHER, That the Board does hereby designate the area for inclusion as shown on the map entitled "Areas for Inclusion in the National Capital Region Transportation Planning Board's Urbanized Area", including the entire Town of Warrenton and the Route 29/15 corridor south from the Town of Warrenton to the intersection of Routes 29/15/17 and Routes 29/15/17 BUS; and, be it

RESOLVED FINALLY, That the County Administrator and County Attorney be, and are hereby, authorized to execute any requirements associated with membership in the National Capital Region Transportation Planning Board.

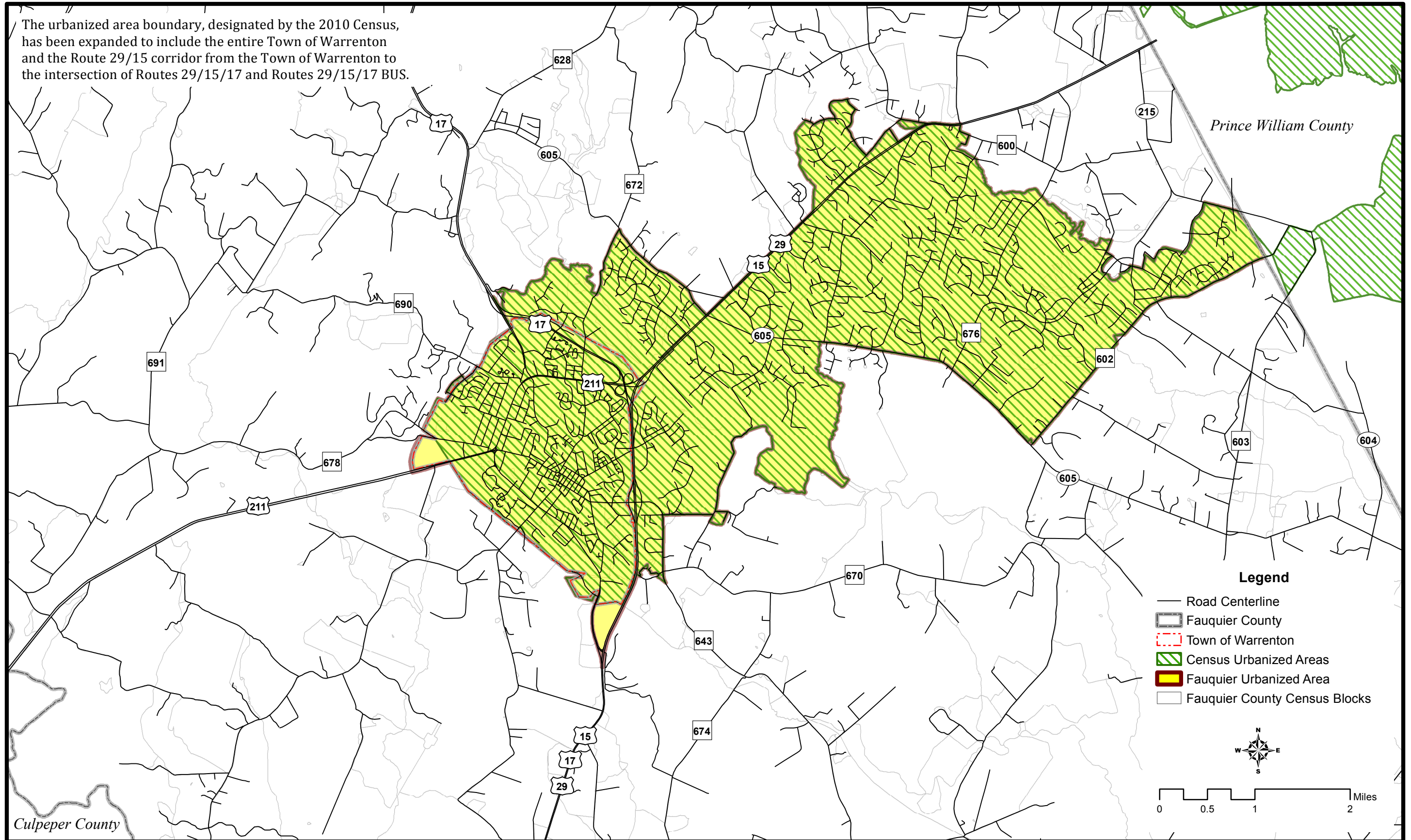
A Copy Teste

A handwritten signature in black ink, appearing to be 'Paul S. McCulla', written in a cursive style.

Paul S. McCulla
Clerk to the Board of Supervisors

Area for Inclusion in the National Capital Region Transportation Planning Board's Urbanized Area

The urbanized area boundary, designated by the 2010 Census, has been expanded to include the entire Town of Warrenton and the Route 29/15 corridor from the Town of Warrenton to the intersection of Routes 29/15/17 and Routes 29/15/17 BUS.





NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD

MEMORANDUM

July 14, 2014

To: Transportation Planning Board

From: Andrew Austin
Transportation Planner

Re: Public Forum on the FY 2015-2020 Transportation Improvement Program

On Thursday, July 10 TPB staff held a public forum on the development of the 2014 Constrained Long-Range Transportation Plan (CLRP) and the FY 2015-2020 Transportation Improvement Program (TIP). The public forum on the TIP is required under the Federal Metropolitan Planning Regulations.

The forum was held following an abbreviated meeting of the Citizens Advisory Committee (CAC). It was attended by approximately 30 people including TPB Chair, Patrick Wojahn, members of the general public and the CAC, and representatives from the District, Maryland and Virginia departments of transportation.

A presentation by TPB staff explained the background and purpose of the CLRP and TIP, as well as the development of the 2014 Update to the CLRP and the FY 2015-2020 TIP. The Transportation Planning Information Hub (www.transportationplanninghub.org) was presented as a resource for learning about the state and local processes that generate projects to be included in the CLRP and TIP. The new projects proposed for inclusion in the 2014 Update to the CLRP were reviewed as well as the status of several major regional projects and historical funding in the TIP. A second presentation was given on the financial analysis being conducted for the CLRP.

Attendees asked a wide range of questions covering the source of funds and how non-federal funds were shown, the air quality conformity modeling process, specific funding mechanisms, inclusion of funding for Metro 2025 and beyond, and the coordination of land-use, particularly with respect to the work being done under Region Forward.



NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD

MEMORANDUM

July 16, 2014

To: Transportation Planning Board

**From: Robert Griffiths
Acting Co-Director,
Department of Transportation Planning**

Subject: COG Board Presentation on the Region's Highway and Bridge Infrastructure

Background

The COG Board identified "Regional Infrastructure" as one of its main focus areas in its 2014 Work Plan. This "focus on infrastructure" is geared toward providing essential information on what defines and distinguishes our region's infrastructure, who owns and manages it, what it costs to maintain, what the future needs will be and where COG can add value to the dialogue through policy and advocacy. Members of the COG Board believe that a long-term commitment to capital investment and maintenance of our infrastructure is vital to achieving our Region Forward vision for a more prosperous, accessible, livable and sustainable metropolitan Washington.

The COG Board received briefings on the WMATA Momentum strategic plan in February, on the region's drinking water infrastructure in April, on the region's energy infrastructure in May, and on the region's waste water and storm water infrastructure in June. On July 9th, TPB staff and officials from District of Columbia, Maryland, and Virginia departments of transportation briefed the COG Board on the region's highway and bridge infrastructure.

Overview of the Region's Highway and Bridge Infrastructure

TPB staff provided an overview of the extent and ownership of region's highway and bridges infrastructure, the current condition of this infrastructure, and the estimated costs required to maintain this infrastructure over the next 25 years. This presentation noted that currently about a quarter of the 10,000 lane-miles of highway in the region have "unacceptable" pavement quality and about 5% of the region's 3,300 bridges are rated "structurally deficient," meaning that some portion of the bridge deck or the structures supporting it are experiencing advanced deterioration and are in need of significant repair. This presentation further noted that the region was expected to spend approximately 100 billion dollars on highways and bridges over the next 25 years and that 42% of this total would be for regular on-going operations and 39% would be for the repair, rehabilitation and replacement of the region's aging highways and bridges. This basic level of spending and capital investment will be required to maintain our highways and bridges in a state of good repair and to maintain the region's economic competitiveness and quality of life.

District Department of Transportation (DDOT) Infrastructure

DDOT manages and maintains the District of Columbia's infrastructure. This includes 1,100 miles of highways and local roads and 241 bridges. DDOT's FY 2014 expenditures totaled approximately 500 million dollars. Major upcoming DDOT highway and bridge projects include:

- 16th Street Bridge over Military Road
- Key Bridge
- Pennsylvania Ave. Bridge over Rock Creek
- 31st Street Bridge over C&O Canal
- 7th Street, NW Florida to N St.
- I-395 HOV Bridge over Potomac River
- Theodore Roosevelt Bridge
- U Street, NW Florida to 14th Street
- Canal Road
- Broad Branch Road
- Oregon Ave.
- Oxon Run Trail
- East Capitol Street Bridge

Maryland State Highway Administration (MDSHA) Infrastructure

MDSHA manages and maintains 4,490 lane mile of highway and 1,625 bridge structures in Charles County, Frederick County, Montgomery County and Prince George's County. In FY 2014 MDSHA spent about 90 million dollars in safety and resurfacing projects in these jurisdictions and the cities and towns located within these counties. MDSHA projects currently underway include:

- MD 97/Randolph Road Interchange Construction...\$40M
- MD 5 Metro Access Project...\$37M
- Motter Avenue/MD 15 Bridge Replacement...\$14.3M
- MD 234 Bridge Replacement...\$4M

Virginia Department of Transportation (VDOT) Infrastructure

VDOT manages and maintains all Interstate, primary and secondary roads in Fairfax, Loudoun and Prince William Counties. VDOT also maintains primary roads in Arlington, but Arlington maintains its own secondary roads. Alexandria maintains responsibility for all of its roads. Pavement ride quality is rated as "good or acceptable" on 81% of VDOT maintained roads in Northern Virginia and only 2.4% of VDOT owned and maintained bridges there are rated as "structurally deficient". Major VDOT bridge projects include:

Recently Completed:

- I-395 over the GW Parkway...April...\$4M
- Rt. 29 over tributary of Accotink Creek... May...\$550K
- Old Keene Mill over Accotink Creek...April...\$2.7M
- Collision damage repairs SB I-95 over Russell Rd...May...\$500K

In Construction this Summer/Fall:

- Towlston Road Bridge ...\$1.5M
- Portsmouth Culvert...\$875K
- I-395 Retaining Wall...\$1.5M
- I-66 over Rt. 29...\$2.1M
- I-395 Seminary Rd. HOV Ramp and NB Aux. Lane...\$60M
- Bridge painting contract for 7 bridges \$3.3M

COG Board Letter to Congress on Highway Trust Fund

Following the briefings, the COG Board approved a letter to send to the region's Congressional representatives urging immediate action to replenish the federal Highway Trust Fund, from which nearly all federal aid for road and transit projects flows. In April, federal officials warned that the fund would become insolvent as early as the end of July of this year and that payments to states for maintenance and construction projects already underway would be slowed or halted altogether.

In its letter, the COG Board pointed out that approximately \$2 billion in federal funding has already been programmed to be spent on hundreds of improvements in the Washington region this year, and that many of the projects address critical safety needs. It further noted that Highway Trust Fund insolvency would put transportation agencies in the impossible position of deciding which projects to keep funding and which to halt.

The COG Board's letter joined the one sent by the TPB in May also urging Congress to address transportation funding needs. In addition to replenishment of the Highway Trust Fund, both letters called for securing more sustainable, long-term funding sources to prevent future threats of insolvency and to support greater investment in transportation infrastructure in the long-term.

Links to July 9th Presentations on the Region's Highway and Bridge Infrastructure:

Regional Overview:

<https://www.mwcog.org/uploads/committee-documents/al1YW15Z20140714160839.pdf>

DDOT Presentation:

<https://www.mwcog.org/uploads/committee-documents/a11YXFpd20140709164354.pdf>

MDSHA Presentation:

<https://www.mwcog.org/uploads/committee-documents/bF1YXFpe20140709164157.pdf>

VDOT Presentation:

<https://www.mwcog.org/uploads/committee-documents/al1YXFpc20140709164423.pdf>

COG Board Letter to Congress on Highway Trust Fund:

<https://www.mwcog.org/uploads/committee-documents/aF1YW15X20140714161226.pdf>