

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

**RESOLUTION ON AMENDMENT TO  
THE FY 2007- 2012 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS  
EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT  
TO INCREASE FUNDING FOR THE REPAIR AND REPAINTING OF THE  
SOUTHBOUND 14<sup>TH</sup> STREET BRIDGE AND  
DECREASE FUNDING FOR THE SOUTH CAPITOL STREET BRIDGE PROJECT,  
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**, on October 20, 2006 the TPB adopted the 2006 CLRP and the FY 2007-2012 TIP; and

**WHEREAS**, in the attached letter of July 12, 2007, DDOT has requested an amendment to the FY 2007-2012 TIP to add \$17 million in Interstate Maintenance funds for the repair and repainting of the southbound 14<sup>th</sup> Street Bridge and to remove \$17 million in construction funds from the South Capitol Street Bridge project, as described in the attached materials; and

**WHEREAS**, these funding modifications do not affect the current conformity analysis for the 2006 CLRP and the FY 2007-2012 TIP;

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board amends the FY 2007-2012 TIP to add \$17 million in Interstate Maintenance funds for the repair and repainting of the southbound 14<sup>th</sup> Street Bridge and to remove \$17 million in construction funds from the South Capitol Street Bridge project, as described in the attached materials.

**Adopted by the Transportation Planning Board at its regular meeting on July 18, 2007.**

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

	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	Source Fed/St/Loc	Source Total	Environ. Review
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**Bridge**

1 Title: Repair and Repainting of Southbound 14th Street Bridge Over Potomac River (#1133)										Agency Project ID: CD0/22			
Facility:	14th Street Bridge		750 a	<del>2,200 c</del>							IM	19,200	CE(1)
From:				19,200 c							90 / 10 /		
To:													
Jurisdiction:	District of Columbia											<b>Total Funds:</b>	<b>\$19,200</b>
Description: Design and implement surface and structural repairs to the northbound, southbound, and center express lanes of the bridge. Repaint the northbound, southbound, and center express lanes.													

2 Title:										Agency Project ID: CD0/12			
Facility:	South Capitol Street (Frederick Douglass Me		35,000 a	14,000 a	1,350 c	102,500 c	8,000 a	5,600 a	50,500 c		AC	34,000	DEIS(1)
From:	Independence Avenue			33,000 b			78,000 c	21,900 c			/ 100 /		Under preparation
To:	Martin Luther King Jr., Boulevard			<del>55,000 c</del>							BR	146,900	
Jurisdiction:	District of Columbia			38,000 c							80 / 20 /		
Description: Develop and implement recommendations to transform the South Capitol Street corridor into a significant gateway to Washington, DC. Improvements include the conversion of South Capitol Street from an urban highway to a grand six-lane urban boulevard with the following components:													
At-grade intersections from I Street to N Street													
An at-grade intersection at Potomac Avenue													
A new six-lane Frederick Douglass Memorial Bridge													
An at-grade intersection at South Capitol Street and Suitland Parkway													
An interchange at the Suitland Parkway-I295 junction													
A redesigned intersection at Suitland Parkway and Firth Sterling Avenue													
An interchange at Suitland Parkway and MLK Jr. Boulevard													
New improvements will not preclude future construction of the Anacostia Streetcar Line, nor the tunnel from I-295 to I-395.													
										Fed Earmark NO	69,350		
										80 / 20 /			
										HP/TEA-21	24,600		
										80 / 20 /			
										NHS	78,000		
										80 / 20 /			
										<b>Total Funds:</b>	<b>\$352,850</b>		

GOVERNMENT OF THE DISTRICT OF COLUMBIA  
DISTRICT DEPARTMENT OF TRANSPORTATION



Transportation Policy and Planning Administration

July 12, 2007

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

Dear Chairperson Hudgins:

The District Department of Transportation (DDOT) requests that the FY 2007-2012 Transportation Improvement Plan (TIP) be amended to include more funding for a project to repair the 14<sup>th</sup> Street Bridge, SW and to remove an equivalent amount of funding from the South Capitol Street Bridge project. A copy of the amended TIP Project Description Forms for the 14<sup>th</sup> Street Bridge Repair Project and the South Capitol Street Bridge Project are attached.

The 14<sup>th</sup> Street Bridge repair project is included in the FY 2007-2012 TIP (Project 16 page 40) that meets conformity and which was approved by FHWA on May 8, 2007. However, the scope underestimated repairs needed on the northbound bridge and not enough funding is provided for the work which must be accomplished. In particular, the piers that support the northbound span are deteriorating. Immediate action is required. Otherwise, continually shifting forces from currents and tides against these piers will threaten the structural integrity of the bridge and put public safety at risk. Some funds planned for construction on the South Capitol Street Bridge Project (Project 50 page 47) will not be obligated this year as previously planned. Therefore, a transfer of funds between these two projects is proposed.

As a repair project, no new capacity is created. Therefore this project is exempt from air quality conformity. Because funding will be reduced by an equivalent amount from the South Capitol Street Bridge Project, there will be no impact on the fiscal constraint status of the TIP. Finally, because this project repairs an existing facility, this project does not require public notice and comment. For all these reasons, DDOT must request Board action at the earliest possible time.

DDOT understands that the Federal Highway Administration (FHWA) might not consider approving such an amendment until the TPB and its jurisdictions are fully compliant with all SAFETEA-LU requirements.

As DDOT's recently established financial planning team moves forward in developing future TIPS, we will ensure compliance with all SAFETEA-LU requirements. In light of the fact that DDOT and the TPB are making substantial progress toward meeting these requirements and in light of the safety issues that could arise if the repairs are not made in a timely fashion, we request that the TPB approve such an amendment at its July meeting. FHWA can approve it upon a determination that it is appropriate to do so.

DDOT appreciates your cooperation with our request in this matter. Should you have any questions regarding this amendment, please contact me by e-mail at [rick.rybeck@dc.gov](mailto:rick.rybeck@dc.gov) or by phone at (202) 671-2325.

Sincerely,

A handwritten signature in black ink that reads "Rick Rybeck". The signature is written in a cursive, flowing style.

Rick Rybeck  
Deputy Associate Director

cc     Emeka Moneme  
          Carol Kissal  
          Ron Kirby  
          Sandra Jackson

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## Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 2007-2012

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1. Agency: **DDOT**

Last Modified On: June 20, 2007

2. Location and Jurisdiction: Ward 2

Facility: **14<sup>th</sup> Street Bridge**

From:

To:

Jurisdiction: **District of Columbia**

3. Description of Project or Action:

The goal of this project is to rehabilitate the existing bridges.

The rehabilitation work for the Northbound 14<sup>th</sup> Street Bridge over the Potomac River will include: 1) Removing the existing asphalt overlay and replace it with latex modified concrete overlay and deck repair, 2) Repairing the cracks and spalled concrete for five piers, constructing concrete encasement around those piers, including adding stressing post-tensioning strands at the piers and pier foundation using post-tensioning systems, 3) Repairing existing masonry work, 4) Rehabilitating the bridge drainage system and the street lighting, 5) Repair existing structural steel, including strengthening the existing Trunnion support and repainting of portions of the steel structure, 6) Repairing existing piers and abutments concrete and masonry joints (other than the five bridges mentioned above), and 7) Repairing the bridge Joints.

The rehabilitation work for the Southbound 14<sup>th</sup> Street Bridge over Potomac River will include: 1) Cleaning and repainting of all existing superstructure steel, existing railing and existing metal bridge deck drain pipes, 2) Repairing of existing superstructure and substructure concrete and masonry, 3) Rehabilitating the bridge drainage system, 4) Bridge Lighting Repairs, 5) Structural Steel Repairs, and 7) Bridge Joint Repair.

The 14<sup>th</sup> Street Bridge requires immediate attention so that the integrity of the structure and the safety of the traveling public is not compromised. Due to the uncertainties of the structural behavior in response to constantly shifting currents and tides, it is important to to move forward with this project to avoid structural failure.

4. Project Status: **Construction**

5. Environmental Review: Categorical Exclusion Approved

6. Funding and Schedule Information: **Interstate Maintenance**

Date of completion or implementation:

<b>FY</b>	<b>Amount</b>	<b>Phase</b>	<b>Source</b>	<b>Federal</b>	<b>State</b>	<b>Local</b>
2007	<del>\$2,200</del> \$19,200 **	Construction	Interstate Maintenance	17,300	1,900	
2008						
2009						
2010						
2011						

\*\* Currently there is \$ 2.2 million for Construction in the FY 2007-2012 TIP. This project description form shows increases the FY 2007 Construction by \$ 17 million to \$19.2 million.

Cost and schedule remarks:

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## Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 2007-2012

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1. Agency: **DDOT**

Last Modified On: June 20, 2007

2. Location and Jurisdiction: Ward 6 & 8

Facility: **South Capitol Street (Frederick Douglass Memorial Bridge)**

From: **Independence Ave**

To: **Martin Luther King Jr., Boulevard**

Jurisdiction: **District of Columbia**

3. Description of Project or Action:

The goal of this project is to develop and implement recommendations to transform the South Capitol Street corridor into a significant gateway to Washington, DC. Improvements include the conversion of South Capitol Street from a highway to a grand six-lane urban boulevard with the following components:

- At-grade intersections from I Street to N Street
- An at-grade intersection at Potomac Avenue
- A new six-lane Frederick Douglass Memorial Bridge
- An at-grade intersection at South Capitol Street and Suitland Parkway
- An interchange at the Suitland Parkway-I295 junction
- A redesigned intersection at Suitland Parkway and Firth Sterling Avenue
- An interchange at Suitland Parkway and MLK Jr. Boulevard
- New improvements will not preclude future construction of the Anacostia Streetcar Line, nor the tunnel from I-295 to I-395

4. Project Status:

5. Environmental Review: Draft Environmental Impact Statement Proposed for Preparation

6. Funding and Schedule Information: **Bridge Program**

Date of completion or implementation:

FY	Amount	Phase	Source	Federal	State	Local
2007	<del>\$55,000</del> \$38,000	Construction	Bridge	\$30,400	\$7,600	
2008						
2009						
2010						
2011						

\*\* Currently there is \$ 55 million for Construction in FY 2007 in the FY 2007-2012 TIP. This project description form shows a decrease in the amount of \$17million for construction from \$55 million to \$38 million in FY 2007.

Cost and schedule remarks: