

# **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

## **ITEM #5**

### **MEMORANDUM**

September 11, 2006

TO: Transportation Planning Board

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

RE: TPB Steering Committee Actions

At its meeting on September 8, 2006 the TPB Steering Committee approved the following resolutions:

- TPB SR6-2007 on an Amendment to the FY2006-2011 Transportation Improvement program (TIP) that is exempt from the Air Quality Conformity Requirement to include Job Access and Reverse Commute (JARC) funding for the Georgetown Metro Connection Shuttle Bus as requested by the District of Columbia Department of Transportation (DDOT).
- TPB SR7-2007 on an amendment to the FY2006-2011 Transportation Improvement Program (TIP) that is exempt from the Air Quality Conformity Requirement to fund upgrading a truck enforcement area on Route 9 in Loudoun County and construction of a segment of the Battlefield Parkway in Leesburg, as requested by the Virginia Department of Transportation (VDOT).
- TPB SR8-2007 on an Amendment to the FY2006-2011 Transportation Improvement program (TIP) that is exempt from the Air Quality Conformity Requirement to include the Potomac River Gorge Preservation through Federal Roads Mitigation Project, as requested by the Federal Highway Administration (FHWA).

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.”

TPB SR6- 2007  
September 8, 2006

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

**RESOLUTION ON AMENDMENT TO  
THE FY 2006-2011 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS  
EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT  
TO INCLUDE JOB ACCESS AND REVERSE COMMUTE (JARC) FUNDING FOR  
THE GEORGETOWN METRO CONNECTION SHUTTLE BUS 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 19 2005 the TPB adopted the 2005 Constrained Long-Range Transportation Plan (CLRP) and the FY 2006-2011 TIP; and

**WHEREAS**, for federal FY 2005 there are \$375,974 in Job Access Reverse Commute (JARC) Section 3037 funds earmarked for the Georgetown Partnership to operate the Georgetown Metro Connection shuttle bus; and

**WHEREAS**, the Georgetown Partnership is applying to the Federal Transit Administration (FTA) for these JARC funds to continue to operate the shuttle bus and will provide the required fifty percent matching funds; and

**WHEREAS**, in the attached letter of August 31, 2006, DDOT has requested an amendment to the FY 2006-2011 TIP that is exempt from the air quality conformity requirement to include \$375,974 JARC funding with \$375,974 match or \$751,948 total in FY 2006 to continue operation of the Georgetown Metro Connection shuttle bus; and

**WHEREAS**, local transit projects, such as changes in routes, schedules, or fares and road projects are not regionally significant 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 2006-2011 TIP to include

\$375,974 JARC funds with \$375,974 match or \$751,948 total funds in FY 2006 to continue operation of the Georgetown Metro Connection shuttle bus.

**Adopted by the Transportation Planning Board at its regular meeting on September 8, 2006.**

GOVERNMENT OF THE DISTRICT OF COLUMBIA  
DISTRICT DEPARTMENT OF TRANSPORTATION



Transportation Policy and Planning Administration

August 31, 2006

Michael Knapp, Chair  
Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, NE, 3<sup>rd</sup> Floor  
Washington, DC 20002

Dear Chairman Knapp:

The Georgetown Partnership has informed the District Department of Transportation (DDOT) that some Job Access Reverse Commute (JARC) grant funds from prior years, earmarked for the Georgetown Metro Connection shuttle bus, have not yet been applied for and remain available for this purpose. The Partnership intends to apply for these funds. However, the Federal Transit Administration (FTA) informed DDOT that the current Transportation Improvement Plan for fiscal years 2006 through 2011 must reflect the spending of these prior-year grant funds during the 2006 fiscal year in order for FTA to approve the application. By this letter, DDOT requests that the FY 2006-2011 TIP be amended to show these remaining prior-year JARC funds being spent during FY 2006.

The Georgetown Metro Connection shuttle bus is currently operates two routes – one between Dupont Circle and Rosslyn and the other between Foggy Bottom Metro and Wisconsin Avenue and Whitehaven Parkway. These operations will not change as a result of the proposed TIP amendment. Furthermore, shifts in transit funding do not require conformity analysis. The Georgetown Partnership also provides the local matching funds for this federal grant. Therefore, DDOT requests that this change be approved by the TPB Steering Committee at its meeting on September 8, 2006.

Thank you for considering this request. If you have any questions or concerns, please feel free to contact me at (202) 671-2325.

Sincerely,

A handwritten signature in cursive script that reads "Rick Rybeck".

Rick Rybeck  
Deputy Associate Director

cc Michelle Pourciau  
Tony Tarone

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

**RESOLUTION ON AN AMENDMENT TO  
THE FY 2006-2011 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT  
TO FUND UPGRADING A TRUCK ENFORCEMENT AREA ON ROUTE 9 IN LOUDOUN  
COUNTY AND CONSTRUCTION OF A SEGMENT OF THE BATTLEFIELD PARTWAY  
IN LEESBURG, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF  
TRANSPORTATION (VDOT)**

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

**WHEREAS**, on October 19, 2005 the TPB adopted the 2005 Constrained Long-Range Transportation Plan (CLRP) and the FY 2006-2011 TIP; and

**WHEREAS**, in the attached letter of September 7, 2006, VDOT has requested an amendment to the FY 2006-2011 TIP to advancing funding for a shoulder improvement for a truck enforcement area on Route 9 in Loudoun County and for the construction of the Battlefield Parkway from Kincaid Boulevard to Route 7 in Leesburg as described in the attached materials; and

**WHEREAS**, the Battlefield Parkway project is included in the current conformity analysis and the shoulder improvement project is exempt from the air quality conformity requirement, as defined as defined in Environmental Protection Agency (EPA) regulations "40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule," issued in the May 6, 2005, *Federal Register*;

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2006-2011 TIP to advancing funding for a shoulder improvement for a truck enforcement area on Route 9 in Loudoun County and for the construction of the Battlefield Parkway from Kincaid Boulevard to Route 7 in Leesburg, as described in the attached materials.

**Adopted by the Steering Committee of the Transportation Planning Board at its regular meeting on September 8, 2006.**



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

GREGORY A. WHIRLEY  
ACTING COMMISSIONER

14685 Avion Parkway  
Chantilly, VA 20151  
(703) 383-VDOT (8368)  
September 7, 2006

National Capital Region  
Transportation Improvement Program Amendment

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

Dear Chairman Knapp:

VDOT's Northern Virginia District Office requests amending the FY 2006-2011 Transportation Improvement Program (TIP) to update funding information for one primary road project and one urban project. Both projects are currently in the TIP. This letter clarifies our earlier amendment request for these projects.

VDOT Primary Project:

- Rte 9 – Shoulder Analysis and improvement project will upgrade a truck enforcement area near Cedar Mill and Stony Point roads in Loudoun County. VDOT is reducing the amount of funding for the RW phase from \$150K to \$42K (based on updated RW cost). Additionally, VDOT is advancing the RW funding from FY07 to FY06 since the phase is ready for execution.

VDOT Urban Project:


- Battlefield Parkway – 4 Lanes on 6 Lane RW will construct a four lane parkway from Kincaid Boulevard to Route 7 in the Town of Leesburg. As shown in the table, below, additional funding is being obligated for this project from various sources (as outlined in the attached spreadsheet), and funding is being advanced so that funding for the CN phase, as well as the RW phase, is available. This is necessary since the project will be constructed as a design – build project, thus requiring concurrent funding of RW and CN.

TIP	RW Phase	CN Phase
Current FY06 amount	\$ 0	\$ 0
Requested FY06 amendment amount	\$5,748	\$21,664
Current FY07 amount	\$4,934	\$ 0
Requested FY07 amendment amount	\$ 314	\$ 554

VDOT requests these amendments be approved by the TPB Steering Committee at its meeting on September 8, 2006. In terms of air quality conformity, the Urban project was included in the conformity analysis of the 2005 CLRP and the FY 2006-2011 TIP. The Primary road project is categorically exempt from air quality conformity analysis.

Please call Jo Anne Sorenson at (703) 383-2461, if you need further information on this amendment. Upon approval of this amendment, please furnish copies of the approval to Ms. Sorenson and to Mr. Ben Mannell in VDOT's Transportation and Mobility Planning Division. Thank you for your consideration of this request.

Sincerely,

  
*Asst. Dist. Engr.*  
*for*  
Dennis C. Morrison  
District Administrator  
VDOT – Northern Virginia District

cc: Ms. Diane Mitchell, VDOT-PD (w/ attach.)  
Ms. Deborah Grant, VDOT-PD “  
Mr. Ben Mannell, VDOT-TMPD “  
Ms. Jo Anne Sorenson, VDOT-NoVA “  
Mr. Bud Siegel, PE, VDOT-NoVA “  
Ms. Carol Bondurant, VDOT-NoVA “  
Mr. Richard Burke, VDOT-NoVA “  
Mr. John Lynch, PE, VDOT-NoVA “  
Ms. Theresa Defore, PE VDOT-NoVA “

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

PROPOSED TIP AMENDMENT - 09/7/2006

FY 2006-11

Changes to existing entries are noted in **bold**.

Agency Project ID	Facility, Location, Description	Phase	FY05 TIP Entry	Carry Over	Annual Element FY 06	FY 07	FY 08	FY 09	FY 10	FY 11	Program Total FY 06-11	Funding Source	Funding Shares Fed/st/lo	
<b>VDOT PRIMARY</b>														
70634	Facility: <b>Rte 9- Shoulder Analysis &amp; Improvement</b> From: <b>vic VA751 (Cider Mill Road)</b> To: <b>vic. VA 719 (Stoney Point Road)</b> Jurisdiction: <b>Loudoun County</b>	P.E.	0		0	0	0	0	0	0	\$42	Fed - Demo	90%	10%
		ROW	0		\$42	0	0	0	0	0				
		Const	0		0	0	0	0	0	0				
		Reason for Amendment	Shoulder Analysis and improvement for truck enforcement area.											
Air Quality	Update funding amounts and sources for FY06 Per 40 CFR § 93.126, 127 Shoulder improvements are exempt from conformity or regional emissions analysis.													
<b>VDOT URBAN</b>														
18992	Facility: <b>Battlefield PKY - 4 Lanes on 6 Lane RW</b> From: <b>Kincaid Boulevard</b> To: <b>Rte 7</b> Jurisdiction: <b>Leesburg</b>	P.E.	0	0	0	0	0	0	0	0	\$12,814	Fed - AC	90%	10%
		ROW	0	0	\$5,578	\$314	0	0	0	0				
		Const	0	0	\$21,664	\$554	0	0	0	0				
		Reason for Amendment	Construct battlefield parkway within cited limits.											
Air Quality	Update funding amounts and sources for FY06 and 07 This project was included in the conformity analysis of the 2005 CLRP and the FY 2006-2011 TIP.													

**Note:** The following funding definitions apply:

1. Fed AC (Advance Construction) is a provision the federal government provides States to obtain federal authorization approval without obligating funds.



TPB SR8- 2007  
September 8, 2006

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

**RESOLUTION ON AN AMENDMENT TO  
THE FY 2006-2011 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT  
TO INCLUDE THE POTOMAC RIVER GORGE PRESERVATION THROUGH FEDERAL  
ROADS MITIGATION PROJECT, AS REQUESTED BY THE FEDERAL HIGHWAY  
ADMINISTRATION (FHWA)**

**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 19, 2005 the TPB adopted the 2005 Constrained Long-Range Transportation Plan (CLRP) and the FY 2006-2011 TIP; and

**WHEREAS**, in the attached letter of August 31, 2006, the FHWA District of Columbia Division, in cooperation with the FHWA Maryland Division and the Maryland Department of Transportation State Highway Administration, has requested an amendment to the FY 2006-2011 TIP to include the National Park Service (NPS) project entitled: "C&O Canal NHP and George Washington Memorial Parkway SAFETEA-LU Potomac George Preservation through Federal Roads Mitigation" with funding from a \$500,000 earmark as described in the attached materials; and

**WHEREAS**, this project is exempt from the air quality conformity requirement, as defined as defined in Environmental Protection Agency (EPA) regulations "40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule," issued in the May 6, 2005, *Federal Register*;

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2006-2011 TIP to include the National Park Service (NPS) project entitled: "C&O Canal NHP and George Washington Memorial Parkway SAFETEA-LU Potomac George Preservation through Federal Roads Mitigation" with funding from a \$500,000 earmark, as described in the attached materials.

**Adopted by the Steering Committee of the Transportation Planning Board at its regular meeting on September 8, 2006.**

September 8, 2006

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

FY 2006 - 2011

	FY 05	Carry Over	FY 06	FY 07	FY 08	FY 09	FY 10	FY 11	Source Fed/St/Loc	Source Total	Environ. Review
<b>Federal Lands Highway Program</b>											
1	Facility: Potomac Gorge Preservation/Fed. Road Mitig		500 a						Earmark 100 / /	500	
	From: Great Falls										
	To: Georgetown										
	Jurisdiction:								<b>Total Funds:</b>	<b>\$500</b>	
Description:	The Potomac Gorge is the 15-mile river corridor from Great Falls to Georgetown, including parts of two national parks: Chesapeake and Ohio Canal National Historical Park and George Washington Memorial Parkway. Project activities include: 1) Map and control invasive species in the Potomac Gorge; roads and trails serve as corridors for non-native species invasions. Increase invasive plant species prevention and public education about detrimental effects of invasive species, 2) Potomac River sustainable flow analysis, and 3) Developing improved roadside and trailhead interpretive signage for the Gorge parks, better informing visitors of the area's conservation importance and sensitive use practices such as the Leave No Trace program.									Completion Year:	



U.S. Department  
of Transportation

**Federal Highway  
Administration**

District of Columbia Division  
(202) 219-3536 FAX 219-3545

1990 K Street, NW  
Suite 510  
Washington, DC 20006-1103

IN REPLY REFER TO: HDA-DC

AUG 31 2006

The Honorable Michael Knapp  
Chairman, National Capital Region  
Transportation Planning Board  
C/o Mr. Ronald Kirby  
Director of Transportation Planning  
Metropolitan Washington Council of Governments  
777 North Capital Street, N.E.; Suite 300  
Washington, D.C. 20002-4201

Dear Mr. Chairman:

This letter is in reference to a proposed National Park Service (NPS) project located within the jurisdictional area of the Transportation Planning Board. The NPS, in cooperation with the Federal Highway Administration Maryland Division (FHWA-MD), Maryland Department of Transportation State Highway Administration (MDSHA) has initiated actions to mitigate Federal roads related environmental degradation in the Potomac Gorge area of the national capital region. This high priority project will be undertaken as directed in Public Law 109-59 August 10, 2005, SAFETEA-LU and Memorandum of Agreement executed between the parties in July 2006.

This project is part of a joint effort by NPS, FHWA and MDSHA to map and control invasive species that are spread by roads, and by developing improved floodplain maps for flood emergency preparedness to protect parks and other Federal and county roads.

Based upon discussions between the involved agencies and for the authorization of Federal-aid funds for allocation to MDSHA for park improvements, it was decided to request the Potomac Gorge storm water mitigation project be added as an amendment to the FY2006-2011 Transportation Improvement Program. Additional information on the project is as follows:

Project: C&O Canal NHP and George Washington Memorial Parkway SAFETEA-LU  
Potomac Gorge Preservation through Federal Roads Mitigation

Origin: Public Law 109-59 Highway Projects High Priority Project, Construct Potomac River  
Gorge Storm water Mitigation Project (section 1702 project number 4315)

Funding: Earmark \$500,000 for FY2005-FY2010



Accordingly, the FHWA District of Columbia Division as the primary point of contact and approval authority for all issues concerning the federally supported transportation planning activity for the National Capital Region hereby submits the enclosed amendment.

Thank you for your assistance in this important project. If you have any questions about the information being requested, please contact Sandra Jackson of my staff on (202) 219-3521.

Sincerely,

A handwritten signature in dark ink, appearing to read "Mark R. Kehrli". The signature is fluid and cursive, with a large initial "M" and "K".

Mark R. Kehrli  
Division Administrator

Enclosure

C&O Canal NHP and George Washington Memorial Parkway SAFETEA-LU

Proposed "Potomac Gorge Preservation through Federal Roads Mitigation"

This is not a construction project.

This project is based on a comprehensive conservation plan for the Potomac River Gorge that was completed in 2001 by the National Park Service and The Nature Conservancy (TNC). This Plan highlighted the need for three project components: addressing invasive/alien species, sustainable Potomac River flow, and insensitive public recreational use impacts. Detailed planning for these three project components will occur within 180 days of the finalization of a sub-agreement and a subsequent NPS-TNC task agreement, which together will obligate the resources for this work and commit The Nature Conservancy as the non-federal project partner and lead implementation agency.

**Project Activities**

1. Map and control invasive species in the Potomac Gorge; roads and trails serve as corridors for non-native species invasions. Increase invasive plant species prevention and public education about detrimental effects of invasive species.

This project will mitigate the effects of federal roads and pedestrian (trail) transit on natural resources in the Potomac River Gorge through invasive species control and trail restoration and public education and outreach initiatives. This will be done over a two-year period, enlisting one year-round Student Conservation Association (SCA) intern and three three-month SCA summer interns who will focus on invasive non-native plant mapping and control and trail restoration project work. The SCA crew will be overseen by The Nature Conservancy's Potomac Gorge Habitat Restoration Manager, and the crew will assist with on-the-ground workdays involving volunteers and public education and outreach in invasive species prevention/control and sensitive recreational use practices. The SCA interns will complement and support the efforts of NPS staff, offering more focused and intensive attention to the rare species and natural communities of the Gorge than current NPS resources allow.

2. Potomac River sustainable flow analyses

This project will also support sustainable flow analysis and management planning for the mainstream Potomac River. The Nature Conservancy (TNC) will work with the U.S. Geological Survey, U.S. Army Corps of Engineers (Corps), and Interstate Commission on the Potomac River Basin (ICPRB) to engage watershed jurisdictions and public utilities in

planning for and commitment to sustainable river flow management in the long-term (i.e., 100 year) timeframe, to protect park and other public aquatic and riparian resources. This project will engage TNC experts in applying The Nature Conservancy analytical framework, "Ecologically Sustainable Water Management" (ESWIM), to seek broad-based consensus on long-term Potomac flow management objectives that will balance human and ecosystem flow needs (see <http://www.freshwaters.org/>).

3. Developing improved roadside and trailhead interpretive signage for the Gorge parks, better informing visitors of the area's conservation importance and sensitive use practices such as Leave No Trace program.

This project will promote an outdoor code of ethics and practical skills that preserve the integrity of wild lands and recreational experiences. Park and other land managers commonly face impact concerns that a Leave No Trace Front country program will address by providing visitor education as a solution. The Leave No Trace program is an international effort to promote a consistent, minimum impact message for visitors to recreation lands. The program is managed by the Leave No Trace Center for Outdoor Ethics (Boulder, CO) a non-profit organization whose mission is to promote and inspire responsible outdoor recreation through education, research and partnerships.

Front country is defined as: outdoor areas that are easily accessible by vehicle and mostly visited by day-users. Common front country management concerns may include: off trail hiking, social conflict between visitors, pet waste, pet management, litter, graffiti and vandalism, visitor safety, and trespassing on adjacent private property.

#### Location

The Potomac Gorge is the 15-mile river corridor from Great Falls to Georgetown, including parts of two national parks: Chesapeake and Ohio Canal National Historical Park and George Washington Memorial Parkway. It is one of the most densely biologically rich natural areas in the eastern United States, with more than 240 recorded rare species and natural communities. The project will benefit (1) the state and globally rare species and communities that are the public's natural heritage within the Potomac Gorge project area, (2) park user enjoyment of the natural resources of the Potomac Gorge, and (3) all residents of the region that rely on the Potomac River for their water supply and other environmental services.

This project will help satisfy GPRA goals 1A1B (Invasive Plant Species Control), 1A0 (Misc. Park Specific Goals, Preserve Resources), and 1A02A (Other T & E Species). It will enable conservation actions that will mitigate on-going and serious resource degradation.