

# **National Capital Region Transportation Planning Board**

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

## **Item #5**

### **MEMORANDUM**

**January 18, 2006**

**TO:** Transportation Planning Board

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

**RE:** Letters Sent/Received Since the December 21<sup>st</sup> TPB Meeting

The attached letters were sent/received since the December 21<sup>st</sup> TPB meeting. The letters will be reviewed under Agenda #5 of the January 18<sup>th</sup> TPB agenda

Attachments

**Arlington Coalition for Sensible Transportation**  
**PO Box 5574, Arlington VA 22205-5574**  
**703-271-0895 / info@acstnet.org / http://www.acstnet.org**

January 18, 2006

The Honorable Michael Knapp, Chairman  
National Capital Region Transportation Planning Board  
777 North Capitol St NE, Suite 300  
Washington DC 20002-4201

**Re: Proposed VDOT Study of I-66 "Spot Improvements" in Arlington County  
(Agenda Item 9)**

Dear Chairman Knapp:

**Summary of Request**

The Arlington Coalition for Sensible Transportation (ACST) continues to protest VDOT's proposed I-66 "spot improvement" study as premature, unwarranted, and inimical to the region's best interests. We again ask the TPB to deny VDOT's request to advance the misnamed "spot improvements" and to direct VDOT to complete its Idea-66 feasibility study to address the following critical I-66 corridor issues:

- 1) Analyze Long-Range Public Transportation Needs, VDOT Right-of-Way Boundaries, and Incident Response and Emergency Evacuation Strategies for the I-66 Multimodal Corridor--First!
- 2) Study and Implement Relatively Low-Cost Traffic-Operation Solutions to I-66 Congestion That Do Not Involve Any Significant Roadway Widening and Have Already Been Found Superior Overall to Adding a Third Westbound Travel Lane.
- 3) Establish a New and Effective Long-Range Management Plan for Both Highway and Metrorail Operations in the I-66 Multimodal Corridor.

We further ask the TPB to:

- 4) Require VDOT to establish external policy and technical committees comprised of the relevant localities and public transportation agencies to provide independent oversight and peer review for any further study of I-66 inside the Capital Beltway and
- 5) Specifically prohibit any consideration of adding a continuous travel lane from any on-ramp to the next off-ramp as a "spot improvement" to I-66.

**VDOT's Study Proposal Advances an Unwarranted and Ineffective Third Westbound Lane  
While Not Fixing I-66 Congestion and Ignoring or Worsening Critical Short- and Long-  
Term Corridor Travel Needs**

**VDOT's Revised Study Description Does Not Respond to Arlington's Concerns:** VDOT's revised description of its proposed I-66 study does nothing to address the grave concerns that Arlington County and ACST have raised repeatedly since March 2005; it merely makes it clearer that the primary purpose of this study is to advance an unmanaged third westbound I-66 travel lane through Arlington County in three large segments, by extending three westbound on-ramps to the next off-ramp.

**Proposed Spot Improvements Were Not Part of Idea-66 Report:** Moreover, "spot improvements" of this nature were not even identified, much less recommended, in the biased and clearly manipulated March 2005 Idea-66 report. Since then, however, the new objective of adding a third westbound travel lane in segments was announced on VDOT's Idea-66 project website (see <http://www.virginiadot.org/projects/idea66/whatsnew.htm> ) and in a recently proposed \$16 million earmark of state funds "to complete the funding for phases 1 and 2 of IDEA 66 on Interstate 66 westbound" ( <http://leg1.state.va.us/cgi-bin/legp504.exe?061+bud+11-443> ). VDOT has evidently decided to expand its definition of "spot improvements" to feature the extension of westbound on-ramps to the next off-ramp, and \$50.5 million has been earmarked in SAFETEA-LU and Gov. Warner's proposed state budget to construct at least two "phases" of this unmanaged third westbound lane. VDOT's claims that its proposed on-ramp to off-ramp spot improvements were recommended in the March 2005 Idea-66 report is an outright lie. Even the deeply flawed and biased Idea-66 report, which was clearly written to endorse a preconceived recommendation to widen I-66, actually showed in its master concept evaluation matrix that better managing the existing travel lanes is superior overall to expanding highway capacity. Moreover, the Idea-66 report did **not** recommend adding any travel lanes without HOV, HOT, or express bus restrictions, yet VDOT is now proposing to widen I-66 without any commitment to effectively manage even the added highway capacity. While the Idea-66 report also recommended advancing "spot improvements", these were all localized or shoulder improvements that don't add a new travel lane.

**VDOT's Goal Is To Expeditiously Add An Unwarranted Lane to I-66:** Clearly, the primary purpose of VDOT's proposed \$9.6 million study is to conduct preconstruction activities for building major segments of a third westbound travel lane on I-66 through Arlington County. This is a cynical and possibly illegal scheme to add an unnecessary, ineffective, and unwise third westbound travel lane through much of Arlington while evading NEPA requirements for proper analysis of better performing, less expensive, imminently feasible, and far more sustainable traffic-operation solutions to I-66 congestion; of critical long-range needs for effective Metrorail and highway operations in the I-66 corridor; and of the many negative impacts of this proposed project on traffic operations and the human and natural environment.

**The Region Should Effectively Fix I-66 Congestion Now:** The Washington region should expeditiously and effectively address traffic congestion in the I-66 multimodal corridor and develop a sustainable long-range management plan for both Metrorail and highway operations. A study of I-66 "spot improvements", however, is neither warranted nor a priority at this time, and any further study of I-66 needs effective outside policy and technical oversight by the affected local governments and public transportation agencies.

**The Idea-66 Study Was Seriously Flawed Due to A Lack of External Policy Oversight and Technical Review:** The joint VDOT-FHWA Idea-66 study was an outright disgrace in recommending that all alternatives to adding a third westbound lane be eliminated from further consideration (see page 6-32) based on subjective and exaggerated interpretations of a concocted I-66 "problem statement" (see pages 4-1 to 4-2) focused exclusively on "concepts" that improve toll-free mobility for single-occupant vehicles. Oversight by external policy and technical committees probably would have prevented the political manipulation of the Idea-66 recommendations.

**The Idea-66 Report Actually Found Several Non-Widening Concepts Superior to Widening:** According to the Idea-66 master evaluation matrix (Figure 6-2a on page 6-35), several traffic-management (HOV/HOT) and transit-only concepts scored better overall than the five concepts recommended in the summary matrix (Figure 6-15, page 6-33) which each involved adding a third westbound lane with increased traffic restrictions (HOV, HOT, or bus-only). Adding a third westbound lane to I-66 would do little, if anything, to effectively address I-66 congestion, and even the Idea-66 report stated "none of the concepts substantially changes volumes in the corridor, making less than a 4% change in roadway volumes" (page 6-8). At a minimum, no spot improvement study should be authorized that includes adding vehicular travel lanes from any on-ramp to the next off-ramp.

**Traffic-Operation Improvements Can Effectively Eliminate Congestion Without Any Widening:** On the other hand, much of the peak-period I-66 congestion could be eliminated almost immediately, at practically no cost, and with no disruptive construction simply by expanding the hours of HOV restrictions into the shoulders of the current 2.5-hour restrictions and/or in the reverse-commute direction. Moreover, the Idea-66 master evaluation matrix showed that converting the four existing I-66 lanes into HOT lanes were the best-scoring concepts overall. With conversion into full-time HOT lanes, I-66 would be permanently uncongested at all times, HOVs could always travel for free, SOVs could have access at all times, tolls could be reduced to zero when I-66 is not congested and for traffic to and from Dulles Airport, and the toll revenue could subsidize new 55 MPH express bus service on the always free-flowing travel lanes.

Please reject VDOT's spot improvement proposal in favor of a continued feasibility study--with external policy and technical oversight--that explores these superior non-widening alternatives, completes an accurate survey of the I-66 right-of-way, develops effective strategies for incident management and emergency evacuation, and establishes a long-range management plan for both Metrorail and highway operations in the I-66 multimodal corridor.

Thank you for your consideration.

Allen Muchnick, President  
Arlington Coalition for Sensible Transportation

# **National Capital Region Transportation Planning Board**

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

January 17, 2006

The Honorable Carol Petzold  
Delegate  
Maryland General Assembly  
222 Lowe House Office Building  
Annapolis, MD 21401-1925

Dear Delegate Petzold:

I am writing on behalf of the National Capital Region Transportation Planning Board (TPB) to share our continuing concerns regarding unmet transportation funding needs. In early 2004, the TPB widely distributed a brochure called "Time to Act," which stated that of the \$25 billion required to operate, maintain, and expand the regional transportation system through 2010 **less than half** of the funding is expected to be available. At a recent meeting, the TPB received an update on our regional funding needs; below are the key points made at this presentation.

## ***The Good News***

- Jurisdictions that participate in the Metro compact have made new transit capital funding commitments.
- Maryland has established new vehicle fee revenues.
- Toll financing will help pay for the construction of some new facilities, including the Intercounty Connector (ICC) in Maryland, high-occupancy/toll (HOT) lanes on the Beltway in Virginia, and the extension of Metrorail in the Dulles corridor.
- In response to Virginia Congressman Davis's proposed bill regarding Metro funding and oversight, efforts are underway at the state and local levels to identify dedicated funding for rehabilitating the current Metro System.

## ***The Bad News***

- A recent United States Chamber of Commerce Foundation Study by Cambridge Systematics found a large nationwide shortfall in funding for highways and transit relative to needs, despite increases in federal revenues resulting from new legislation enacted in 2005.
- Global market forces have caused the prices of steel, asphalt, concrete, and other materials to skyrocket in the last two years, and the resulting construction cost inflation has offset some of the progress the region has made since early 2004 toward identifying new sources of transportation funding.

## ***Possible Solutions***

- The Chamber Study identified potential strategies for meeting transportation funding needs, including fuel tax indexing in the short term and vehicle miles of travel fees in the long term. The TPB recently sent the study's Executive Summary to the region's Congressional delegations.
- Since the last time that Maryland, Virginia, or the District of Columbia raised motor fuel tax rates over ten years ago, three-fourths of the other states have raised their motor fuel tax rates.
- Several states have variable motor fuel tax rates (usually responding to price indices), including Kentucky, Maine, Nebraska, New York, North Carolina, and West Virginia.

- Oregon is testing technologies for collecting vehicle miles of travel fees at the gas pump. When vehicles refuel, fees are based on miles traveled rather than on gallons of fuel purchased.

The TPB believes that both short term and long term actions are needed to bring revenues more in line with critical transportation investment needs in this region. I hope you find this information useful and that you will consider it as opportunities arise in the up-coming legislative session.

Sincerely,

Michael Knapp  
Chair, National Capital Region  
Transportation Planning Board



U.S. Department  
of Transportation

Federal Transit Administration  
Region III  
1760 Market Street, Suite 500  
Philadelphia, PA 19103  
215-656-7100  
215-656-7260 (fax)

Federal Highway Administration  
DC Division  
1990 K Street, N.W., Suite 510  
Washington, DC 20006  
202-219-3536  
202-219-3545 (fax)

DEC 21 2005

Honorable Phil Mendelson, 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, NW, Suite 300  
Washington, D.C. 20002-4201

Re: Air Quality Conformity Determination – Washington Metropolitan Area 2005 Constrained Long Range Plan and FY 2006-2011 Metropolitan Transportation Improvement Program

Dear Chairman Mendelson:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have completed our review of the Air Quality Conformity Determination of the 2005 Constrained Long Range Plan (CLRP) and FY 2006-2011 Metropolitan Transportation Improvement Program (MTIP) for the Washington Metropolitan Area adopted by the Transportation Planning Board (TPB) on October 19, 2005.

The metropolitan Washington D.C. area is currently a moderate 8-hour non-attainment area for ozone. The Environmental Protection Agency's (EPA) conformity rule provides for the option of conducting a conformity analysis prior to the setting of new mobile budgets using the existing 1-hour budgets with the milestone years and an analysis of the 2010 attainment year. It is under this option that the 2005 CLRP and FY2006-2011 MTIP are being found in conformance.

EPA, in a letter to FHWA's District of Columbia Division dated December 7, 2005 for the 8-hour supplement to the air quality conformity, (enclosure) acknowledges its review and includes technical documentation that supports the conformity finding of the region's CLRP and FY 2006-2011 MTIP. EPA's technical support document deferred the question of fiscal constraint to us.

We find that the FY 2006-2011 MTIP for the National Capital Region metropolitan planning area is based on a continuing, comprehensive transportation planning process carried on cooperatively by the District of Columbia, State of Maryland, State of Virginia, the National Capital Region Transportation Planning Board, and the Washington Metropolitan Area Transit Authority in accordance with the requirements of the 23 U.S.C. 134 and Section 5303 of the Federal Transit Act.


Based on our transportation planning regulatory requirements, our day-to-day involvement, and extensive review of technical analysis reports, and in accordance with the provision of Section 134 (h)(2)(B), Title 23 USC, we find the financial information needed to support our fiscal constraint determination is complete.


Mr. Phil Mendelson  
Re: Air Quality Conformity Determination  
Page 2

FHWA/FTA finds that the 2005 CLRP and the FY 2006-2011 MTIP conform to the region's State Implementation Plans, and that the conformity determination has been performed in accordance with the Transportation Conformity Rule (40CFR Part 93), as amended.

Any questions concerning this approval action should be directed to Sandra Jackson, of the FHWA District of Columbia Division, at (202) 219-3521 or Anthony Tarone, of the FTA Region III Office, at (215) 656-7061.

Sincerely,

  
Susan Borinsky  
Regional Administrator  
Federal Transit Administration

  
Mark Kehrli  
Acting Division Administrator  
Federal Highway Administration

Enclosure

cc: Dan Tangerlini, District of Columbia Division of Transportation  
Richard White, Washington Metropolitan Area Transit Authority  
JoAnne Sorenson, Northern Virginia District Office, VDOT  
Kellie Gaver, Maryland Department of Transportation  
Nelson Castellanos, FHWA Maryland Division  
Ivan Rucker, FHWA Virginia Division  
Edward Sundra, FHWA Virginia Division  
Gail McFadden-Roberts, FTA Region III  
Pat Kampf, FTA Region III  
Brian Glenn, FTA Washington DC Metropolitan Office  
Deborah Burns, FTA Washington DC Metropolitan Office  
Martin Kotsch, EPA Region III  
Charlie Goodman, FTA Office of Planning





UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION III  
1650 Arch Street  
Philadelphia, Pennsylvania 19103-2029

DEC 07 2005

Mr. Mark R. Kehrli  
Acting Division Administrator  
Federal Highway Administration,  
District of Columbia Division  
1900 K Street, NW, Suite 510  
Washington, D.C. 20006-1103

Dear Mr. Kehrli:

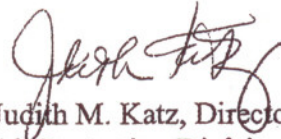
The United States Environmental Protection Agency (EPA), Region III has reviewed the 8-Hour Conformity Determination for the 2005 Constrained Long-Range Plan and the FY 2006-2011 Metropolitan Washington Transportation Improvement Program (TIP) as adopted by the National Capital Region Transportation Planning Board (TPB) and submitted to us by the Federal Highway Administration (FHWA) on October 19, 2005. EPA has reviewed the Conformity Determination in accordance with the procedures and criteria of the Transportation Conformity Rule contained in 40 CFR part 93, sections 93.106, 93.108, 93.110, 93.111, 93.112, 93.113(b), 93.113(c) and 93.118.

Our review of the conformity determinations for the Washington, D.C. Metropolitan Area indicates that the determinations meet the requirements of the Clean Air Act and the applicable regulations promulgated thereunder at 40 CFR Part 93. Enclosed, please find EPA's detailed evaluation titled "Technical Support Document for Review of the 8-Hour Conformity Determination of the 2005 Constrained Long-Range Plan and the FY 2006-2011 Metropolitan Washington Transportation Improvement Program." It should be noted that in our technical support document we are again deferring to the FHWA on the question of whether the Plan and TIP are fiscally constrained. Therefore, our concurrence on the overall conformity determination is predicated upon FHWA determining that the Plan and TIP are fiscally constrained.



Please feel free to call Carol Febbo, Chief, Energy, Radiation and Indoor Environment Branch at (215) 814-2076 or Martin T. Kotsch, at (215) 814-3335 to discuss this review.

Sincerely,



Judith M. Katz, Director  
Air Protection Division

Enclosure

cc: Dan Johnson (FHWA, MD)  
Sandra Jackson (FHWA, DC)  
Ed Sundra (FHWA, VA)  
Howard Simons (MDOT)  
Diane Franks (MDE)  
Jim Sydnor (VDEQ)  
Joan Rohlfis (MWAQC)  
Tony Tarone (FTA)



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Office of Policy and Governmental Affairs**

Transportation Policy Studies

Washington, DC 20590

Tel: (202) 366-9233

Fax: (202) 366-7696

**FAX COVER SHEET**

Date: January 10, 2006

To: Mr. Ronald Kirby, MWCOG

Fax: 202-962-3201

From: Value Pricing Pilot Program  
Patrick DeCorla-Souza, Team Leader

Number of Pages: ~~2~~ 3

Remarks:

Attached you will find the FY 2005 allocation memo for the Regional Network of Value Priced Lanes project. Please feel free to contact our office or your Division with any further questions.







# Memorandum

Subject: **ACTION:** Value Pricing Pilot Program  
FY 2005 Grant Awards

Date: 1/10/2006

From: *James March*  
Sheffi Y. Alston  
Director, Transportation Policy Studies

Reply to  
Attn of: HPTS  
P. Decorla-Souza x64076

To: Mr. Roberto Fonseca  
Virginia Division Administrator (HDA-VA)  
Richmond, VA

The fiscal year (FY) 2005 Appropriations Act, extensions of the Transportation Equity Act for the 21<sup>st</sup> Century and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) authorized additional funding for the Value Pricing Pilot Program in FY 2005. The Value Pricing Pilot Program (VPPP) received under \$8 million for FY 2005. Twenty-four proposals requesting a total of over \$14 million were submitted by nine states.

We request your assistance to amend the Cooperative Agreement with the Virginia Department of Transportation (VDOT) for the Regional Network of Value Priced Lanes project under the authority of the Value Pricing Pilot Program. An 80/20 Federal/State funding match is required under this program. The total request for the project was \$240,000 in Federal funds. **The Secretary of U.S. Department of Transportation has allocated \$240,000 in Federal funds for FY 2005 for the Regional Network of Value Priced Lanes.**

We have been working with Mr. Tom Jennings of your Division on this effort. To allow obligation of funds for this project within the Fiscal Management Information System (FMIS), we are allocating funds and obligation authority as follows:

### Obligation Appropriation

<u>State</u>	<u>Funds</u>	<u>Obligation Authority</u>	<u>Appropriation Code</u>
Virginia	\$240,000	\$240,000	Q88

When the Agreement has been executed, project information should be entered into FMIS. A copy of the Cooperative Agreement, along with any appropriate additional documentation, should be forwarded to the Office of Transportation Policy Studies (HPTS) within 15 days after signing. By copy of this memorandum, we are requesting that the Office of Fiscal Services record the allocation of these funds to the State of Virginia.



The fiscal and administrative aspects of these projects are to be managed through the Federal Highway Administration (FHWA) Division Office. However, because of the direct interest in these projects by Headquarters, HPTS should be consulted regularly on technical aspects of the project, and should be provided with brief quarterly progress reports. In addition, Virginia Department of Transportation shall make project data/information available to the FHWA for any independent, comprehensive program evaluation that may be conducted.

If there are any questions related to this project, please contact Mr. Patrick DeCorla-Souza at (202) 366-4076. Your assistance on this matter is very much appreciated

cc: Ms. LaTonia Newson-Anderson, HCF-10  
Mr. Tom Jennings, HDA-VA  
Ms. Marsha C. Fiol, VDOT  
Mr. Ronald Kirby, MWCOG

FHWA:HPTS:PDecorla-Souza:64076:1/10/06

cc: HPL, HPL-3, HPTS Reader, Ms. Alston, Mr. DeCorla-Souza, Mr. Greenberg, Ms. Jacobs, Mr. Wayne Berman-HOTM-1, Subject File  
(L:\HPTS\VPPP\PROPOSALS\2005\ADMIN\Allocation Memo – Virginia.doc



Post-it® Fax Note 7671		Date 1/17/06	# of pages 1
To Ron Kirby		From Art Holmes	
Co./Dept.		Co.	
Phone #		Phone # 240-777-7170	
Fax #		Fax #	

DEPARTMENT OF PUBLIC WORKS  
AND TRANSPORTATION

Douglas M. Duncan  
County Executive

Arthur Holmes, Jr.  
Director

January 17, 2006

Honorable Phil Mendelson, Chair  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E., Suite 300  
Washington, DC 20002-4290

Dear Chairman Mendelson:

In response to your October 25, 2005, letter to Montgomery County Executive Douglas Duncan, this is to inform you that Montgomery County's Department of Public Works and Transportation will be contributing \$10,000 to the upcoming Street Smart Pedestrian Safety Campaign.

Budgetary constraints prevent us from meeting the five cents per capita formula you suggested. For Montgomery County, this would amount to \$40,600. We do not have funds within our current Fiscal Year 2006 budget to allow us to make such a contribution. We will keep the Transportation Planning Board's suggested Street Smart funding formula in mind as we develop future budgets.

The County Executive stands committed to increasing the walkability of our communities and recognizes pedestrian safety as an integral component of that goal. As such, we are pleased to participate in the regional Street Smart campaign. We will coordinate our local pedestrian safety program with this regional campaign to enhance the effectiveness of our mutually shared goal of protecting pedestrians.

Upon receiving an invoice for the \$10,000 contribution, we will process the payment and transmit it as we have in the past. For more information on our contribution, you can contact either Tom Pogue, our Community Outreach Manager, at 240-777-7171, or Lisa Rother of the County Executive's Pedestrian Safety Program, at 240-777-2593.

Sincerely,

  
Arthur Holmes, Jr.  
Director

AH:tdp

cc: Lisa Rother, Office of the County Executive  
Tom Pogue, Community Outreach Manager, Office of the Director



Office of the Director





# Northern Virginia Transportation Authority

c/o Northern Virginia Regional Commission  
3060 Williams Drive, Suite 510  
Fairfax, Virginia 22031

December 28, 2005

Honorable Pierce R. Homer  
Chairman, Commonwealth Transportation Board  
1401 East Broad Street  
Richmond, Virginia 23219

Subject: NVTA-Approved Projects for FY 2007 CMAQ and RSTP Funding

Dear Secretary Homer:

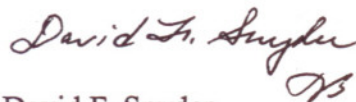
As Chairman of the Northern Virginia Transportation Authority (NVTA), I am officially transmitting the attached list of FY 2007 Congestion Mitigation and Air Quality Improvement (CMAQ) and Regional Surface Transportation Program (RSTP) projects that the Authority approved on November 10, 2005. These projects were developed in concert with the local jurisdictions, and they demonstrate continued regional cooperation and planning regarding transportation matters in Northern Virginia.

As part of the review of the FY 2007 CMAQ and RSTP program, VDOT staff notified us that there was also \$11,012,000 in FY 2006 RSTP funding to be allocated. The attached list identifies the projects for which the NVTA is seeking FY 2006 funds.

In developing the overall program, projects submitted by our local jurisdictions were screened for merit using factors, such as funding eligibility, contribution to emissions reductions, support of the Transportation Planning Board's "Vision Plan," and consistency with local comprehensive plans. The overall program provides a sound balance between highway and transit projects. Accordingly, as NVTA Chairman, I recommend these projects for implementation and respectfully request their funding using allocated FY 2006 and FY 2007 CMAQ and RSTP funds.

If you have any questions, please contact Tom Biesiadny at (703) 324-1154. Thank you for your assistance.

Sincerely,



David F. Snyder  
Chairman

The Honorable Pierce R. Homer  
December 28, 2005  
Page Two

Attachments: a/s

Cc: Members, Northern Virginia Transportation Authority  
Acting Commissioner Greg Worley  
Karen J. Rae, Director, VDRPT  
Barbara Reese, Chief Financial Officer, VDOT  
Dennis Morrison, Administrator, Northern Virginia District, VDOT  
Ron Kirby, Transportation Planning Board  
Marsha Fiol, VDOT (TMPD)  
Michael Estes, P.E., Local Assistance Division, VDOT  
Diane Mitchell, Programming Division, VDOT  
Jo Anne Sorenson, VDOT (NoVA)  
Bill Cuttler, P.E., VDOT (NoVA)

Recommended FY 2007 CMAQ/RSTP Projects - November 4, 2005

CMAQ	Total Requested (\$000)	Proposed Amount (\$000)	Overall Ranking
Regional - COG/TPB Clean Air Partners	\$108	\$108	1 of 1
Regional - COG/TPB - Commuter Operations Center	\$148	\$148	2 of 2
Potomac Yard Transit Improvements in Alexandria	\$0	\$1,785	3 of 7
Ridesharing Enhancements in Alexandria	\$0	\$250	5 of 7
Commuter Services Program (ACCS) Including the Bike/Walk Initiative in Arlington	\$2,500	\$2,485	1 of 8
Traffic Signal Optimization in Arlington	\$540	\$540	4 of 8
Traffic Signal Controller Upgrades in Fairfax City	\$270	\$270	1 of 2
Springfield Central Business District Park-and-Ride Facility	\$4,750	\$4,750	2 of 8
Springfield Area - Engineering Proving Grounds/Saratoga Park-and-Ride Facility	\$1,500	\$1,500	4 of 8
Franconia-Springfield Mall/Metrorail Station Transit Store	\$200	\$200	6 of 8
Dulles Congestion Mitigation Projects	\$4,000	\$2,437	8 of 8
Traffic Signal Management System in Falls Church	\$300	\$300	1 of 1
Alternative Fuel Program in Herndon	\$180	\$180	1 of 1
Ashburn Park-and-Ride Lot	\$1,320	\$1,320	3 of 6
Eastern Loudoun Park-and-Ride Study	\$400	\$385	5 of 6
PRTC Commuter Assistance Program	\$300	\$300	1 of 2
PRTC Bus Acquisition/Replacement Program	\$4,700	\$2,200	2 of 2
Rt.234 Trail in Prince William County	\$100	\$74	2 of 6
I-66/234 Bypass Commuter Lot	\$1,000	\$500	3 of 6
VRE Manassas Line Platform Extensions (Broad Run and Burke Centre)	\$2,000	\$1,000	1 of 1
WMATA Bus Replacement	\$4,000	\$3,958	1 of 2
<b>FY07 Total CMAQ (Projected Available - \$24,690,000)</b>	<b>\$28,316</b>	<b>\$24,690</b>	<b>\$0</b>

<b>RSTP</b>	<b>Total Requested (\$000)</b>	<b>Proposed Amount (\$000)</b>	<b>Overall Ranking</b>
Employer Incentive Funds in Alexandria	\$100	\$100	1 of 7
Bus Shelters in Alexandria	\$250	\$250	2 of 7
Sidewalk and Trail Improvements in Alexandria	\$750	\$750	4 of 7
Rebuilding King St Metro Parking Lot and Bus Lanes	\$1,500	\$500	6 of 7
Traffic Monitoring Cameras in Alexandria	\$200	\$200	7 of 7
Transportation System Management & Communications Plant Upgrade in Arlington (FY 2006 Funds)	\$2,500	\$2,500	2 of 8
Construction of George Mason Boulevard in Fairfax City	\$500	\$500	2 of 2
Route 29/Gallows Improvements	\$7,000	\$7,000	1 of 8
Fairfax County Parkway - Fair Lakes/Monument Drive Interchange	\$13,800	\$13,800	3 of 8
Fairfax County Parkway HOV Lane from US Route 50 to the Dulles Toll Road	\$1,000	\$914	5 of 8
Battlefield Parkway Widening (FY 2006 Funds)	\$1,300	\$1,300	1 of 3
Route 28 Frontage Roads (Pacific Boulevard Segment)	\$2,330	\$2,330	2 of 6
Route 7/Ashburn Village Parkway Interchange Design	\$3,000	\$3,000	4 of 6
Wellington Road Widening in Manassas	\$1,000	\$1,000	1 of 3
Incident Management Variable Message Boards in Manassas	\$200	\$200	3 of 3
Linton Hall Road Improvements (FY 2006 Funds)	\$22,000	\$8,110	1 of 6
<b>FY07 Total RSTP (Projected Available - \$42,454,000)</b>	<b>\$57,430</b>	<b>\$42,454</b>	<b>\$0</b>
<b>FY07 Total CMAQ and RSTP (Projected Available \$67,144)</b>	<b>\$85,746</b>	<b>\$67,144</b>	