

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

June 8, 2009

To: Transportation Planning Board

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

RE: Steering Committee Actions

At its meeting of June 5, 2009, the TPB Steering Committee approved the following resolutions:

- TPB SR14-2009 on an Amendment to the FY 2009 and 2010 Commuter Connections Work Programs to reprogram funds for the Carpool Incentive Demonstration Project and for Virginia Participation in the Employer Outreach Subcommittee.
- TPB SR15-2009 on an Amendment to the FY 2009 -2014 Transportation Improvement Program (TIP) that is exempt from the Air Quality Conformity Requirement to include funding for Preliminary Engineering to widen Route 28 from Route 619 to Route 652 and to reconstruct Purcell Road from Route 234 to Route 1446, and for construction of Detour and Access Roads for the I-66/Route 29 Interchange in Prince William County, as requested by the Virginia Department of Transportation (VDOT).

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 SR14-2009
June 5, 2009

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

**RESOLUTION TO AMEND THE FY 2009 and FY 2010 COMMUTER CONNECTIONS
WORK PROGRAMS TO REPROGRAM FUNDS FOR THE CARPOOL INCENTIVE
DEMONSTRATION PROJECT AND FOR VIRGINIA PARTICIPATION IN THE
EMPLOYER OUTREACH SUBCOMMITTEE**

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 19, 2008 the TPB approved the FY 2009 Commuter Connections Work Program (CCWP); and

WHEREAS, on March 18, 2009, the TPB approved the FY 2010 CCWP which includes the attached work element III D. Carpool Incentive Demonstration Project, with a proposed cost of \$192,000 with funding to be identified; and

WHEREAS, this project will demonstrate the effectiveness of using cash to recruit and retain commuters in carpools traveling on three corridors: (1) I-495 from Bethesda to Tysons Corner, (2) I-495 from Baltimore-Washington Parkway to I-270, and (3) I-395 from Washington DC into Northern Virginia; and

WHEREAS, the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) in the attached letters have each requested that \$64,000 from the budgets in the program elements of the FY 2009 CCWP, as shown in the attached Table 2A, be reprogrammed to provide \$192,000 to fund the Carpool Incentive Demonstration Project work element III D. in the FY 2010 CCWP as shown in the attached material; and

WHEREAS, VDOT also in the attached letter has requested that \$3,210 in the FY 2009 Employer Outreach work element be reprogrammed to the Employer Outreach work element in the FY 2010 CCWP as shown in the attached material to support the participation of Northern Virginia jurisdictions in the regional Employer Outreach subcommittee;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2009 CCWP to reprogram \$192,000 from the budgets in the program elements shown in the attached Table 2A to

fund the Carpool Incentive Demonstration Project work element III D. in the FY 2010 CCWP , and to reprogram \$3,210 of VDOT funds in the FY 2009 Employer Outreach work element to the Employer Outreach work element in the FY 2010 CCWP as shown in the attached materials.

Adopted by the Steering Committee of the Transportation Planning Board at its regular meeting on June 5, 2009

D. CARPOOL INCENTIVE DEMONSTRATION PROJECT STUDY

During FY 2009 COG/TPB staff issued a report on the feasibility of conducting a carpool incentive demonstration project during FY 2010. The purpose of the carpool incentive demonstration project would be to recruit and retain commuters in a carpool through cash or other incentives. Similar programs are in operation in major metropolitan areas such as Los Angeles and Atlanta. Research has shown that commuters who are paid to carpool tend to stay in a carpooling arrangement longer than those carpoolers who are not paid. Commuters who currently take transit or a vanpool to work are eligible to receive \$120 per month under the IRS Qualified Transportation Fringe benefit provisions. Carpoolers are not eligible to participate. This type of a program has been used in a limited fashion in the Washington metropolitan region during large-scale construction projects such as the Wilson Bridge where the program was named "Bridge Bucks." The program proved to be extremely successful in convincing commuters to use an alternative form of transportation other than driving alone during the construction period.

During FY 2010, COG/TPB staff and a volunteer committee of Commuter Connections network members reviewed the top ten congested areas in the MSA with the goal of choosing corridors for implementing a carpool incentive and recommending the feasibility of implementing a demonstration program. The following final recommendations were made to the Subcommittee regarding the three corridors where the demonstration program would operate: 1) The I-495 corridor from Bethesda to Tyson's Corner, 2) the I-495 corridor from I-295 (BW Parkway) to I-270; and 3) I-395 from Northern Virginia into Washington DC. The program guidelines and implementation plans for each of these corridors were developed by a work group in FY 2009 and will be deployed as part of the pilot project. The program will be structured in close coordination with the state Transportation Management Plans (TMPs) that may be implemented in each corridor. The duration of the financial incentive for the three recommended corridors will be for three months for participating commuters.

An additional element of this Demonstration Program will be the preparation of an evaluation report which will be developed under the guidance of the State TDM Work Group and the TDM Evaluation Group. After measuring the benefits produced from the carpool financial incentive program, comparisons can be made from the expected outcomes to the actual outcomes in terms of auto occupancy

and vehicle miles of travel, vehicle trips reduced and emission impacts.

Cost Estimate:

COG/TPB Staff Oversight:	\$32,000
Incentive:	\$95,000
Consultant Support:	\$25,000
Media Buy:	\$40,000

Total Project Cost: Up to \$192,000*

Products:

Implementation of a Carpool Incentive Demonstration Project on the three recommended corridors outlined in the Carpool Incentive Feasibility Study.

Carpool Incentive Demonstration Evaluation Report

Schedule:

July 1, 2009 - June 30, 2010

Carpool Incentive Demonstration Project Implementation: Launch in November 2009

(*Note: To the extent possible, project funds will come from the FY 2009 CCWP underrun dollars from DDOT, MDOT and VDOT and will be re-programmed into this Work Program).

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



Transportation Policy and Planning Administration

May 19, 2009

Mr. Nicholas Ramfos
Director Alternative Commute Programs
Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, DC 20002

Dear Mr. Ramfos:

The purpose of this letter is to request an amendment to the FY2009 Commuter Connections Work Program (CCWP) to carry over under run funds to the FY 2010 CCWP from the following program areas:

Employer Outreach:	\$51,715
Marketing:	\$7,605
Evaluation:	\$4,680

The \$64,000 will be placed in the Mass Marketing TERM in order to implement a carpool incentive program.

Should you have questions or need additional information, please feel free to contact Anna McLaughlin at 202-478-9121.

Sincerely,

A handwritten signature in blue ink, appearing to read 'KRICKS', with a large, looping flourish at the end.

Karina Ricks
Associate Director, TPPA

cc: Mark Rawlings (DDOT)
Jim Sebastian (DDOT)
Deneane Bell (DDOT)



Maryland Department of Transportation
The Secretary's Office

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

John D. Porcari
Secretary

Beverley K. Swaim-Staley
Deputy Secretary

May 20, 2009

Mr. Nicholas Ramfos
Director, Alternative Commute Programs
Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington DC 20002

Dear Mr. Ramfos:

The purpose of this letter is to request that you amend the FY 2009 Commuter Connections Work Program (CCWP) to move funds from the following FY 2009 programs to the FY 2010 Mass Marketing TERM to conduct work activities for the Carpool Incentive Demonstration Project.

Employer Outreach	\$16,225
Monitoring and Evaluation	\$18,200
Mass Marketing	\$29,575
Total	\$64,000

The \$64,000 will be used to develop and implement a regional Carpool Incentive Demonstration Project as shown on the attached information. The above funds must be spent in FY 2010.

For accounting purposes, the \$64,000 will be transferred from MDOT's FY 2009 budget and added to the FY 2010 budget. Therefore, expenditures will be charged to the FY 2010 Mass Marketing budget. This will also be made clear in our upcoming FY 2010 funding commitment letter.

If you have any questions or need additional information, please do not hesitate to contact Mr. Keith Bounds, Regional Planner, at 410-865-1305, toll free at 888-713-1414, or via email at kbounds@mdot.state.md.us. Of course, please feel free to contact me directly.

Sincerely,

Donald A. Halligan, Director
Office of Planning and Capital Programming

Attachment

- cc: Keith Bounds, Regional Planner, Maryland Department of Transportation
- Beth Counterman, Contracts Manager, Maryland Department of Transportation
- Lyn Erickson, Regional Planning Manager, Maryland Department of Transportation





COMMONWEALTH of VIRGINIA

DAVID S. EKERN, P.E.
COMMISSIONER

DEPARTMENT OF TRANSPORTATION

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

May 27, 2009

Mr. Nicholas Ramfos
Director, Commuter Connections
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, DC, 20002

Re: FY2010 Commuter Connections Work Program

Dear Mr. Ramfos:

I am writing to confirm and clarify recent discussions between you and my staff regarding certain adjustments to the FY2010 Commuter Connections Work Program.

First, our decision to assume the administrative responsibility of Virginia's portion of the jurisdictional component of Employer Outreach was not intended to eliminate the participation of Northern Virginia jurisdictions in the regional Employer Outreach subcommittee. Based on data you provided, we understand that the cost for Commuter Connections staff to host such participation is \$3,210, and we would very much like to ensure that this participation continues in FY2010. We also understand that you expect that the FY09 budget will be under-spent by at least this amount. Therefore, as discussed, please take the necessary actions to transfer \$3,210 in unspent FY09 monies to the FY2010 Commuter Connections budget to cover these costs.

Second, we have discussed other potential needs of the Northern Virginia jurisdictions for administrative support by COG as set forth in the attachment to your April 22, 2009, email. Specifically, such support consists of the following activities:

- Sales Conference Calls
- Contract Management
- Update and print employer-based sales materials and employer case studies
- Training
- Other Direct Costs
- Assistance to local jurisdictions to implement voluntary transportation demand management strategies at employment sites

Since we have not received a request for any of these services by any Northern Virginia jurisdiction or agency for FY2010, we do not believe that any of these services will be required and therefore we do not need any additional unspent FY09 funds carried into FY2010 to support these activities.

Mr. Nicholas Ramfos
May 27, 2009
Page Two

I must stress that the collective understanding of all Commuter Connections participants in Virginia is that the support described by those services is purely for Employer Outreach activities targeted to employers and employer-sponsored programs. As such, COG staff participation in other local activities through other Commuter Connections programs must not be considered limited or reduced. We expect COG staff to continue to provide assistance for fairs and other similar promotional events that are not directly related to jurisdictional employer outreach, if requested by local or agency staff.


Third, you have asked the state agencies to provide written approval for the use of \$192,000 (\$64,000 from each of the three states) in FY09 monies in order to fund the Carpool Incentive Program in FY2010. Our understanding is that these funds will come from the activities as described in Attachment 1, which you provided at the May 12th State TDM Work Group meeting. Since the Carpool Incentive Program is specifically identified in the adopted FY2010 Commuter Connections Work Program and clearly shown with \$192,000 in FY09 carryover funding, it is not clear why an additional, separate TPB action is now needed. Nevertheless, please be assured that we support the use of these funds for this specific activity. However, this support is predicated on your assurance at the May 12th State TDM Work Group meeting that these funds are not needed to fully implement the programs and tasks specified in the adopted FY09 Commuter Connections Work Program.

Please recognize that, as we have indicated with previous approvals of carryover funding for other projects, this letter must not be construed as a Department commitment to provide funding for the Carpool Incentive Program in the future. Such a determination will be made at the appropriate time based on our evaluation of the effectiveness of this activity. We appreciate your understanding of this position, and your assistance in conducting this evaluation.

Finally, this letter confirms that we will provide \$101,063 to the Virginia Department of Rail and Public Transportation using \$20,000 in unspent FY09 Virginia Telework TERM funding, as well as \$81,063 in FY2010 TERM funds, as you indicated in your email of April 29. We appreciate your cooperation in this regard.

I trust that this provides you with the necessary guidance in developing materials to submit to TPB in preparing an amendment to the FY2010 Commuter Connections Work Program. However, please let me know if any additional information is required at this time. We very much appreciate your cooperation as we mutually work toward making a good regional program even better and more responsive.

Sincerely,



Robert H. McDonald, P.E.
Chief, Planning Section

Attachment

SOURCES OF FY2010 CARPOOL INCENTIVE CARRYOVER FUNDING

Carpool Incentive Demo Project Carry Over Funds - DRAFT - May 12, 2009

FY 2009 CCWP PE's		DC	MD	VA
	Amount			
Emp Out	\$87,000	\$51,715	\$16,225	\$19,060
Mktg	\$65,000	\$7,605	\$29,575	\$27,820
Evaluation	\$40,000	\$4,680	\$18,200	\$17,120
TOTAL	\$192,000	\$64,000	\$64,000	\$64,000

Source: COG handout at May 12, 2009 State TDM Work Group meeting

**Table 2A
 FY 2009 BUDGETS REPROGRAMMED FOR CARPOOL INCENTIVE DEMONSTRATION WORK ELEMENT AND FOR VIRGINIA
 PARTICIPATION IN THE EMPLOYER OUTREACH SUBCOMMITTEE**

FUNDS SOURCE	Commuter Operations Center	Guaranteed Ride Home	Marketing	Monitoring & Evaluation	Employer Outreach	MD & VA Telework	DC Kiosks	TOTALS
District of Columbia			\$7,605	\$4,680	\$51,715			\$64,000
State of Maryland			\$29,575	\$18,200	\$16,225			\$64,000
Commonwealth of Virginia			\$27,820	\$17,120	\$22,270			\$67,210
Other***								
TOTAL			\$65,000	\$40,000	\$90,210			\$195,210

V. EMPLOYER OUTREACH

The Employer Outreach program provides and supports outreach efforts in ten jurisdictions located in the region's MSA. This program contains regional and jurisdictional components.

COG's Commuter Connections staff provides overall administration and arranges for sales training and support for the jurisdictional components of the program and technical training on the regional sales contact management database. The local jurisdictions provide outreach to employers and work with employers to develop and implement new, or expand existing employer-based alternative commute programs.

The following local jurisdictions provide employer outreach services:

District of Columbia
Frederick County
Montgomery County
Tri-County Council for Southern Maryland
Prince George's County
City of Alexandria
Arlington County
Fairfax County
Loudoun County
Prince William County

Most employers who promote commute alternatives do so for practical reasons associated with the operation of their businesses. But the community as a whole benefits from commute alternatives programs, which improve air quality, reduce traffic congestion, and support economic development. For this reason, many local governments in the region continue to offer programs that encourage commute options at the employment site. These programs range from marketing efforts and incentive programs conducted through ridesharing programs to "adequate public facilities ordinances" that have trip reduction requirements for affected employers.

The Commuter Connections program's ongoing goal has been to weave existing local employer and government programs into a coherent, voluntary regional network, and to promote ways in which worksite commute alternatives programs may grow, without imposing burdensome mandates upon employers.

Regional Components of the Employer Outreach Program include:

- 1) Maintaining and updating a web-based regional employer/employee sales contact database to facilitate local efforts and avoid duplication.
- 2) Coordination with WMATA's SmartBenefits program sales staff, and/or their assigned consultant(s).
- 3) Review of individual local sales contact databases on a continuing basis to ensure quality

control.

- 4) Providing bicycling information to area employers to help and support bicycling to work by their employees.
- 5) Providing a regional "Live Near Your Work" program to assist both employers and prospective employees with information regarding housing near their respective work location.
- 6) Coordinating technical training for the regional sales database on an as needed basis.
- 7) Supporting the Employer Outreach Committee of the Commuter Connections Subcommittee which provides guidance to the program

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The regional components of the program are listed in the three project tasks below. The total annual cost for the regional components of the Employer Outreach program is \$191,531.

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Jurisdictional Components of the Employer Outreach Program include:

- 1) Contacting individual employers in each locality, (carried out by the local sales and service representatives) through the regional contact sales database which Commuter Connections maintains and updates.
- 2) Accomplishing local program goals in DC and Maryland jurisdictions via staff, contractors, TMA's, or other entities. A scope of work is submitted to COG to expedite an annual program contract for each locality, and funding is allocated to localities based upon guidance to COG from the state funding agencies.
- 3) ~~Supporting the Employer Outreach Committee of the Commuter Connections Subcommittee which provides guidance to the program~~
- 4) Providing coordinated marketing materials for the program.
- 5) Providing information on voluntary commuting actions that can be taken by employers and the general public to reduce mobile source emissions, particularly on Air Quality Action days, through the Clean Air Partners program.
- 6) Offering sales support and training for the sales and service representatives in each of the participating jurisdictions.
- 7) COG/TPB support for overseeing pass-thru funding to local sales jurisdictions for the implementation of voluntary transportation demand management strategies at private sector employment sites.
- 8) COG/TPB staff support for updating and printing customized sales materials and employer case studies both in hard copy and for inclusion on the Commuter Connections Web site.

Deleted: Supporting the Employer Outreach Committee of the Commuter Connections Subcommittee which provides guidance to the program

Schedule: July 1, 2000 - June 30, 2010

The jurisdictional components of the program are outlined in the project task below. The total annual costs for the jurisdictional components of the Employer Outreach program are \$609,784.

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Jurisdictional Component Project Tasks

A. **DC AND MARYLAND LOCAL AGENCY FUNDING AND SUPPORT**

Local jurisdictions work with employers to develop and implement new, or expand existing employer-based commuter benefit programs such as transit and vanpool benefits, preferential parking for carpools and vanpools, carpool and vanpool formation, and telework and flexible work schedules. Results from these efforts are recorded in the regional employer database.

Cost Estimate: Pass-thru to Local Jurisdictions: \$548,360

Total Project Budget: \$548,360

Services: New or expanded employer-based TDM programs in DC and Maryland.

Schedule: July 1, 2009 - June 30, 2010

B. **DC, MARYLAND, AND VIRGINIA PROGRAM ADMINISTRATION**

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This project task includes the management and monitoring of pass-thru funding by COG/TPB staff to local sales jurisdictions in DC and Maryland for contract compliance. It also includes support to DC and Maryland jurisdictions, consultants, or TMA staff in implementing voluntary transportation demand management strategies at private and/or non-profit sector employment sites. This task also involves the review and approval of an annual Scope of Work by COG/TPB staff for each of the DC and Maryland sales jurisdictions and day to day contract management. This task also includes COG/TPB staff support for updating and printing sales materials and employer case studies in DC and Maryland.

Cost Estimate: Printing/Postage: \$ 13,664
COG/TPB Staff Oversight: \$47,760

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Total Project Budget: \$ 61,424

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Products:

Electronic and printed updates of sales materials and case studies.

Services:

Oversight to local sales jurisdictions in DC and Maryland to implement voluntary transportation demand management strategies at private sector employment sites.

Bi-annual sales support conference calls to DC and Maryland jurisdictions. Employer site visits by COG/TPB staff as requested or needed by DC and Maryland jurisdictions.

Staff the Employer Outreach Committee [for DC, Maryland, and Virginia Employer Outreach Representatives.](#)

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Schedule:

July 1, 2009 - June 30, 2010

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

**RESOLUTION ON AMENDMENT TO
THE FY 2009- 2014 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS
EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE FUNDING
FOR PRELIMINARY ENGINEERING TO WIDEN ROUTE 28 FROM ROUTE 619 TO ROUTE
652 AND TO RECONSTRUCT PURCELL ROAD FROM ROUTE 234 TO ROUTE 1446, AND
FOR CONSTRUCTION OF DETOUR AND ACCESS ROADS FOR THE I-66/ROUTE 29
INTERCHANGE IN PRINCE WILLIAM COUNTY, 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 November 19, 2008 the TPB adopted amendments to the FY 2009-2014 TIP which was adopted on July 16, 2008; and

WHEREAS, in the attached letter of June 4, 2009 VDOT has requested an amendment to the FY 2009-2014 TIP to include \$1.65 million regional Surface Transportation Program (RSTP) funding for preliminary engineering to widen Route 28 from two to four lanes from Linton Hall Road (Route 619) to Fitzwater Drive (Route 652) and \$914,000 in RSTP and STP funding to reconstruct and realign Purcell Road (Route 643) from Route 234 to Running Deer Road (Route 1146), and \$13.357 million in National Highway System funding and \$8.626 million in SAFETEA-LU funds to construct detour and access roads for the I-66/Route 29 Interchange in Prince William County as described in the attached materials; and

WHEREAS, the Route 28 widening project and the I-66/Route Interchange are included in the current conformity analysis and the Purcell Road reconstruction project is 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 Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2009-2014 TIP to include \$1.65 million regional Surface Transportation Program (RSTP) funding for preliminary engineering to widen Route 28 from two to four lanes from Linton Hall Road (Route 619) to Fitzwater Drive (Route 652) and \$914,000 in RSTP and STP funding to reconstruct and realign Purcell Road (Route 643) from Route 234 to Running Deer Road (Route 1146), and \$13.357 million in National Highway System funding and \$8.626 million in SAFETEA-LU funds to construct detour and access roads for the I-66/Route 29 Interchange in Prince William County, as described in the attached materials.

Adopted by the Steering Committee of the Transportation Planning Board at its regular meeting on June 5, 2009.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

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

DAVID S. EKERN, P.E.
COMMISSIONER

June 4, 2009

National Capital Region: FY 2009-2014
Transportation Improvement Program Amendment

The Honorable Charles A. Jenkins
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 Jenkins:

On behalf of Prince William County and itself, VDOT's Northern Virginia District Office requests amending the 2008 CLRP and FY 2009-2014 Transportation Improvement Program (TIP) to add three projects. The proposed amendment will obligate funding previously allocated by the Commonwealth Transportation Board in its currently approved FY 2009-2014 Six Year Improvement Program. The funding proposed in this amendment provides for the Preliminary Engineering (PE) phase for two projects (UPC 92080 and 90499) which does not affect air quality conformity analyses. The third project (UPC 92374) in the proposed amendment will receive construction funding but the construction will not affect currently approved air quality conformity determination. The proposed amendments to the projects are outlined below.

- Widening Rte 28 from two lanes to four (UPC# 92080): This project involves eventually widening Rte 28, between Linton Hall Road (Rte. 619) and Fitzwater Drive (Rte. 652), from the existing two lanes to four lanes, a distance of approximately 3 miles. The proposed TIP Amendment, however, adds \$1.650M in FY 2009 for PE only. The source of funding is RSTP and AC-RSTP.
- Reconstruction & Realignment of Purcell Road (UPC#90499): This project involves the reconstruction & realignment of the two-lane Rte. 643 (Purcell Road) between Rte. 234

and Running Deer Road (Rte. 1446). The proposed TIP Amendment will add \$ 0.702 M of RSTP funds and \$0.211M of STP funds for the PE phase.

- Advanced Detour and Access Roads Construction (UPC# 92374): The “Advance Detour and Access Road Construction” project was accelerated and separated from the main, I-66 /Rte. 29/Linton Hall Rd. Interchange and Railroad Grade separation project (UPC 52326) interchange project in an effort to further accelerate the project and completion date from 2015 to 2014. The purpose of this advance project is to construct all of the access roads which will allow for removal of the entrances to Route 29 and Route 55 sooner during construction of the interchange project. This advance project will also include construction and installation of all of the “in-plan” utility relocations, which include significant water and sanitary sewer relocations for the Prince William County Service Authority. Finally, this advance project will include construction of all of the initial phase detour roadways, outside of existing travel lanes, which are required for construction of the main project. This main project is already in the CLRP and TIP.

This advance detour and access road project is scheduled to be advertised in October of this year and adhering to this schedule is critical to maintaining the overall schedule and cost of this larger I-66 and Rte.29/Linton Hall Rd. project and to meet VDOT’s fiscal year target for obligating federal funds.


The proposed amendment will add a total of \$21.9M in FY 09 for the construction phase of this project. Funding is derived from SAFETEA-LU earmark (\$6,901,309), federal NH funds (\$10,686,069) and state matching funds (\$4,396,845).

The attached table presents the revised project funding for the FY 2009-2014 TIP document.

VDOT requests that this amendment be reviewed and acted upon by the Steering Committee at its June 5, 2009 meeting. VDOT’s representative will be in attendance at the meeting to answer any questions the Committee may have. Upon approval of this amendment, please furnish copies of the approval to Ms. Jo Anne Sorenson (VDOT’s Northern Virginia office) and to 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,


Morteza Salehi
District Administrator
VDOT – Northern Virginia District
Asst. Dist. Admin.
for

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

TIP AMENDMENT 6/17/09

FY 2009 - 2014 TIP

Agency Project ID	Facility, Location, Description	Phase	Previous Funding	FY09	FY10	FY11	FY12	FY13	FY14	Program Total FY 09-14	Funding Source	Funding Shares		
												Fed	Sta Loc	
VDOT - Primary														
92080	Title: Rte. 28 - Widen to four lanes Facility: Rte. 28 From: Linton Hall Rd (Rte. 619) To: Fitzwater Dr. (Rte. 652) Jurisdiction: Prince William County	P.E. ROW Const	\$0 0 \$0	\$1,650 0 \$0	0 0 \$0	\$0 0 \$0	0 0 \$0	0 0 \$0	0 0 \$0	\$1,400 \$250 \$0	Fed - RSTP Fed -AC RSTP	80% 80%	20% 20%	0% 0%
Description: Preliminary engineering to widen existing road from two to four lanes. Reason for Amendment: To obligate federal RSTP funds for the PE phase to complete widening of Rte 28 from Rte 234 to Fitzwater Dr.		Project included in Air Conformity analysis.												
VDOT - Secondary														
90499	Title: Purcell Road - Two lane reconstruction & realign. Facility: Purcell Road (Rte. 643) From: Route 234 To: Running Deer Road (Route 1446) Jurisdiction: Prince William County	P.E. ROW Cons	0 0 0	\$914 \$0 \$0	\$0 \$0 \$0	0 0 \$0	0 0 0	0 0 0	0 0 0	\$212 \$702	Fed-RSTP Fed- STP	80% 80%	20% 20%	0% 0%
Description: Reconstruct and realign Purcell Road (Rte. 643) from Rte. 234 to Running Deer Road. Reason for Amendment: Obligate federal STP and RSTP funds for the PE phase to improve alignment & safety of heavily traveled secondary roadway.		Project not regionally significant for air quality conformity purposes.												
VDOT - Interstate														
92374	Title: Adv. Detour & Acc. Rds Constr. Re: UPC# 52326 Facility: Gainesville Interchange From: Rte. 29/Virginia Oaks Dr. Intersection To: 0.133 Mile west of WB I-66 Centerline Jurisdiction: Prince William County	P.E. ROW Cons	0 0 0	\$0 \$0 \$21,984	\$0 \$0 \$0	0 0 \$0	0 0 0	0 0 0	0 0 0	\$13,357 \$8,626	Fed-NH Fed-SAFETEA-Lu	80% 80%	20% 20%	0% 0%
Description: Advanced Detour & Access Roads Construction for UPC# 52326 Reason for Amendment: Obligate construction funds for part one of the larger UPC 52326 project & move expeditiously to maintain current Ad date of 10/1309.		While this project is not regionally significant for air quality conformity purposes, the main project (UPC 52326) has been included in the currently approved air quality conformity analyses.												