

National Capital Region Transportation Planning Board

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Date: June 19, 2013
Time: 12 noon
Place: COG Board Room

AGENDA (BEGINS PROMPTLY AT NOON)

- 12 noon 1. **Public Comment on TPB Procedures and Activities**
.....Chairman York
- Interested members of the public will be given the opportunity to make brief comments on transportation issues under consideration by the TPB. Each speaker will be allowed up to three minutes to present his or her views. Board members will have an opportunity to ask questions of the speakers, and to engage in limited discussion. Speakers are asked to bring written copies of their remarks (65 copies) for distribution at the meeting.
- 12:20 pm 2. **Approval of Minutes of May 15 Meeting**
.....Chairman York
- [Minutes](#)
- 12:25 pm 3. **Report of Technical Committee**
..... Ms. Erickson
Chair, Technical Committee
- [Technical Committee Meeting Highlights](#)
- 12:30 pm 4. **Report of the Citizen Advisory Committee**
.....Mr. Still
Chair, Citizens Advisory Committee
- 12:40 pm 5. **Report of Steering Committee**
..... Mr. Kirby
Director, Department of
Transportation Planning (DTP)
- [Steering Committee Actions](#)
- 12:45 pm 6. **Chair's Remarks**
.....Chairman York

Alternative formats of this agenda and all other meeting materials are available upon request. Email: accommodations@mwcoq.org. Phone: 202-962-3300 or 202-962-3213 (TDD). Please allow seven working days for preparation of the material. Electronic versions are available at www.mwcoq.org.

ACTION ITEM

- 12:50 pm 7. **Approval of CY 2013 Projects for Funding Under the Job Access Reverse Commute (JARC) and New Freedom Programs of the Federal Transit Administration (FTA), and Amendment of the FY 2013-2018 Transportation Improvement Program (TIP) to Include the Projects**
 Mr. Wojahn, Chair
 TPB Human Service Transportation
 Coordination Task Force
 Ms. Klancher, DTP

In the Fall of 2006 the TPB became the designated recipient of the FTA JARC and New Freedom program funding for the Washington DC-VA-MD Urbanized Area. These funds are for improving mobility options of low-income commuters and persons with disabilities respectively. A project solicitation for JARC and New Freedom funds was conducted from February 12 through April 17. In May, a selection committee for JARC and a selection committee for New Freedom reviewed the project applications and recommended projects to be presented to the TPB for funding approval. Mr. Wojahn chaired both committees. The Board will be briefed on the solicitation and selection process and asked to approve the projects for funding.

Action: Adopt Resolution R18-2013 to approve CY 2013 projects for funding under the JARC and New Freedom Programs of the Federal Transit Administration, and to amend the FY 2013-2018 TIP to include the projects.

- [CY 2013 JARC and New Freedom Projects and TIP Amendment](#)

INFORMATION ITEMS

- 1:00 pm 8. **Briefing on the 2013 Regional Bike to Work Day**
 Mr. Ramfos, DTP
 In an effort to increase public awareness of the viability of bicycle commuting in the Washington region, the Board at its meeting on April 17 proclaimed Friday May 17 as Bike to Work Day for 2013. The Board will be briefed on the participation and events for the May 17 Bike to Work Day.

- [Briefing on the 2013 Regional Bike to Work Day](#)

- 1:05 pm 9. **Briefing on the Draft 2013 Financially Constrained Long-Range Transportation Plan (CLRP)**
 Mr. Austin, DTP
 At the February 20 meeting, the Board approved the projects submitted for inclusion in the air quality conformity assessment for the 2013 CLRP and FY 2013-2018 TIP. On June 13 the draft plan and a draft conformity assessment were released for public comment at the TPB Citizens Advisory Committee (CAC) meeting. The Board will be briefed on the draft 2013 CLRP. Following a 30-day comment period, the Board will be asked to approve the 2013 CLRP at its July 17 meeting.

- [Briefing on the Draft 2013 CLRP](#)

1:15 pm 10. **Briefing on the Draft Air Quality Conformity Assessment of the 2013 CLRP and FY 2013-2018 TIP**
Ms. Posey, DTP
 The Board will be briefed on the draft conformity assessment, which was released for a 30-day public comment at the CAC meeting on June 13. Additional information will be presented on a recent travel model validation utilizing 2010 information, and on recent regional data on vehicle miles traveled (VMT). The Board will be asked to adopt the conformity assessment at its meeting on July 17.

- [Draft Air Quality Conformity Assessment of the 2013 CLRP and FY 2013-2018 TIP \(Short Report\)](#)

1:30 pm 11. **Briefing on the Draft Outline of the TPB Regional Transportation Priorities Plan (RTPP)**
Mr. Kirby
 The TPB Regional Transportation Priorities Plan (RTPP) is being developed to identify regional strategies that offer the greatest potential contributions toward addressing regional challenges. The Board will be briefed on the draft outline of the RTPP, and on the next steps toward the proposed adoption of the plan in September.

- [Draft Outline of the TPB Regional Transportation Priorities Plan](#)

1:40 pm 12. **Briefing on the Implementation of the TPB Regional Priority Bus Project under the Transportation Investments Generating Economic Recovery (TIGER) Program**
Mr. Randall, DTP
 The Board will be briefed on the current status of the TPB Regional Priority Bus Project, which includes 16 project components being implemented by five project owners under a \$58 million TIGER grant administered by FTA.

- [Briefing on Implementation of TPB Regional Priority Bus Project under the TIGER Program](#)

NOTICE ITEMS

1:50 pm 13. **Notice of a Proposed Amendment to the FY 2013-2018 TIP that is Exempt from the Air Quality Conformity Requirement to Include Project and Funding Updates for Eleven Projects, as Requested by the Maryland Department of Transportation (MDOT)**
 Ms. Erickson
 Notice is provided that the Maryland Department of Transportation (MDOT) has requested an amendment to update eleven projects and funding in the FY 2013-2018 TIP. The Board will be asked to approve this amendment at the July 17 meeting.

- [Proposed Amendment to the FY 2013-2018 TIP as Requested by MDOT](#)

1:52 pm 14. **Notice of a Proposed Amendment to the FY 2013-2018 TIP that is Exempt from the Air Quality Conformity Requirement to Include Project and Funding Updates for the Northern Virginia Section of the TIP**

..... Ms. Cuervo
Notice is provided that the Virginia Department of Transportation (VDOT) has requested an amendment to update projects and funding in the Northern Virginia section of the FY 2013-2018 TIP. The Board will be asked to approve this amendment at the July 17 meeting.

- [Proposed Amendment to the FY 2013-2018 TIP as Requested by VDOT](#)

1:55 pm 15. **Other Business**

2:00 pm 16. **Adjourn**

2 hours

Lunch will be available for Board members and alternates at 11:30 am

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**

777 North Capitol Street, NE
Washington, D.C. 20002-4226
(202) 962-3200

**MINUTES OF THE
TRANSPORTATION PLANNING BOARD
May 15, 2013**

Members and Alternates Present

Monica Backmon, Prince William County
Melissa Barlow, FTA
Eulois Cleckley, DDOT
Helen Cuervo, VDOT
Emad Elshafei, City of Rockville
Marc Elrich, Montgomery County
Gary Erenrich, Montgomery County
Lyn Erickson, MDOT
Jason Groth, Charles County
Rene'e Hamilton, VDOT
Sandra Jackson, FHWA
John D. Jenkins, Prince William County
Shyam Kannan, WMATA
Julia Koster, NCPC
Carol Krimm, City of Frederick
William Lebegern, MWAA
Tim Lovain, City of Alexandria
Eric Olson, Prince George's County
Mark Rawlings, DC-DOT
Paul Smith, Frederick County
David Snyder, City of Falls Church
Kanathur Srikanth, VDOT
Harriet Tregoning, DC Office of Planning
Todd M. Turner, City of Bowie
Jonathan Way, Manassas City
Patrick Wojahn, City of College Park
Scott K. York, Loudoun County
Sam Zimbabwe, DDOT
Chris Zimmerman, Arlington County

MWCOG Staff and Others Present

Ron Kirby
Gerald Miller
Robert Griffiths
Nicholas Ramfos
Andrew Meese
Eric Randall
Rich Roisman
Jane Posey
Andrew Austin
Deborah Kerson Bilek
Sarah Crawford
Karin Foster
Ben Hampton
Bryan Hayes
Debbie Leigh
Deborah Etheridge
Michael Farrell
Mark Moran
Dusan Vuksan
Chuck Bean COG/EO
Bill Orleans HACK
Judi Gold Councilmember Bowser's Office
Patrick Durany Prince William County
George Phillips Prince William County/Transportation
Christine Green Safe Routes to School Nat'l Partnership
Katrina Tucker Tri-County Council for Southern Maryland
Nick Alexandrow PRTC
Pierre Holloman City of Alexandria
Nikia Turner CTV News
Crispus Gordon III DC Council/Chairman Phil Mendelson
Carroll George Private Citizen
Katherine Lizotte Arlington, VA (CLI Trainee)
Monte Edwards DC – The Committee of 100 on the Federal City
Cherian Eapen Montgomery County/Individual
Stephen Brimer City of College Park
Randy Carroll MDE
Cindy Pefleac USRC
Jeanette Tejede deGomez AAA Mid-Atlantic
John B. Townsend AAA Mid-Atlantic
Alex Verzosa City of Fairfax
Wendy Block Sanford City of Fairfax
Mike Lambert Kimcey-Horn Assoc.
Mike Lake Fairfax County DOT

1. Public Comment on TPB Procedures and Activities

Mr. Edwards of the Committee of 100 on the Federal City spoke about the importance of commuter rail in decreasing traffic congestion in the District of Columbia and around the region. He stated that two-thirds of automobiles in D.C. during rush hour are from out of state, and that D.C. has the highest percentage increase in daytime population due to commuters. Compared to similar cities, he said, D.C. has the highest percentage of commuters that drive, and the lowest percentage of workers that use commuter rail.

Mr. Edwards identified the Long Bridge as an example of an obstacle to expanding commuter rail capacity. He said that CSX rail lines that operate south of the bridge use diesel power, and that rails in the north use electric. He suggested that by removing constraints on commuter rail the region could accommodate more commuters. He asked that the Long Bridge study be included on a future TPB agenda. Copies of his remarks were submitted for the record.

Mr. George, a mechanical and design engineer, spoke about driving practices that cause slowdowns during peak traffic, specifically drivers that stop in acceleration lanes when entering highways. He advised replacing acceleration lanes with through lanes that extend so that drivers can get up to speed before merging. Copies of his remarks were submitted for the record.

Chairman York told Mr. Edwards that he will work with staff regarding the Long Bridge Study as an agenda item for a future Board meeting.

Mr. Zimmerman agreed on the importance of discussing the Long Bridge Study further. He stated that he believes that it is the right time to discuss increasing commuter rail capacity to the level seen in other cities.

Mr. Zimbabwe commented that DDOT is conducting the Long Bridge Study, and that DDOT would be able to present at a future meeting.

2. Approval of Minutes of April 17 Meeting

A motion was made to approve the minutes of the April 17 TPB Meeting, which was seconded and passed unanimously.

3. Report of Technical Committee

Ms. Erickson said that the Technical Committee met on May 3 and reviewed three TPB agenda items, including: data describing changes in regional commuting patterns and mode-shifts; an update on the Regional Transportation Priorities Plan; and a summary of the Green Streets policy

workshop. She said that the committee also discussed traffic signal timing and optimization; the status of TIP and CLRP amendment inputs; VDOT's road functional classification update process and status; DDOT's commercial curbside loading zone program; and an update on the TPB's new web-based clearinghouse called the Transportation Planning Information Hub for the National Capital Region.

4. Report of the Citizens Advisory Committee

Mr. Epps, who serves as the Vice Chair for Maryland for the CAC, provided the CAC report. He said the CAC held a productive meeting on May 9th, and that the agenda included a briefing and discussion about the regional transportation priorities plan, a spirited discussion of a letter that was submitted to WMATA regarding the Momentum strategic plan, a briefing and discussion on a potential regional green streets policy, and an update on the TPB transportation plan information hub website.

With regard to the regional transportation priorities plan, Mr. Epps said that the CAC remains extremely interested in the progress of the regional transportation priorities plan. He added that the CAC would like some more clarity on how the plan's final priorities will be selected, and that the CAC would like to determine how to offer comprehensive feedback into the plan before the plan is finalized. He said that the CAC believes it can serve a critical role in providing additional input beyond the planned public opinion survey. He added that the CAC appreciates that it may be given the opportunity to take the survey after the desired sample information is collected, and that the CAC would like to know how this survey feedback would be used to finalize the plan's priorities. He mentioned that if it is determined that taking the survey is not the best mechanism for CAC participation, then the CAC would like to work with the TPB to identify an appropriate and specific avenue for how the committee's input might be incorporated.

Mr. Epps also summarized a letter that the CAC submitted to WMATA detailing its collective comments regarding WMATA's strategic plan, Momentum, and mentioned that the CAC received a briefing and update on a potential regional green streets policy as well as an update on the regional transportation information hub website that is under development.

Chair York thanked Mr. Epps, and said that he would work with TPB staff and follow up with CAC Chair Still to determine ways that the CAC can advise the TPB as the Regional Transportation Priorities Plan nears completion.

5. Report of Steering Committee

Mr. Kirby said that the Steering Committee met on May 3 and approved three resolutions. The Virginia Department of Transportation requested the first resolution to add funds for interchange improvements at Rolling Road and the Franconia-Springfield Parkway. The second resolution, requested by the Maryland Department of Transportation, added funding for construction to the Urban Reconstruction Project. The Maryland Department of Transportation requested a revision

to the Urban Area boundary for the Federal Functional Classification System in the Maryland counties of the Washington Region.

Mr. Kirby distributed a packet of letters sent/received, including one letter that the TPB sent to the Maryland state leadership that expressed the TPB's appreciation for passing new legislation that increases transportation funding. A second letter sent to Secretary LaHood of the U.S. Department of Transportation by the TPB commented on the new performance-based planning and programming process mandated under MAP-21. He said that the letter encouraged USDOT to build on existing performance requirements instead of creating new requirements. The letter also suggested that USDOT keep traffic congestion measures on a broad and simple level, while allowing regional agencies to do the work of disaggregated performance measurement and target-setting. He said that the final item in the packet was the agenda for the Community Leadership Institute that occurred earlier in the month.

Mr. Turner stated that he expected Maryland's Governor O'Malley to sign the transportation-funding bill into law the next day.

6. Chair's Remarks

Chairman York welcomed Ms. Cuervo, the Virginia Department of Transportation's new representative on the TPB. He said that Ms. Cuervo is the administrator for the Northern Virginia District Office. Chair York also recognized recent participants in the TPB's Community Leadership Institute (CLI), and asked Stephen Brimmer to speak on behalf of the participants.

Mr. Brimmer said that the CLI provided a great opportunity to meet and learn with citizen leaders from around the region. He added that the CLI helped him and his classmates to understand the level of planning and collaboration that is necessary in order to plan for the region's transportation needs. He thanked the TPB for the hosting the CLI, TPB staff for facilitating the course, and Kathy Porter for moderating.

Chair York called forward the CLI participants who were present – Stephen Brimer, Cherian Eapen, and Katherine Lizotte – and presented them with certificates.

ACTION ITEM

7. Approval of Amendment to Update Projects and Funding in the District of Columbia Section of the FY 2013-2018 Transportation Improvement Program (TIP)

Mr. Zimbabwe said the resolution put forward makes the TIP consistent with the District's six-year plan. He said the resolution would update the TIP with project information and additional funding to reflect SAFETEA-LU and MAP-21 funding sources. He said DDOT developed the six-year plan in consultation with federal partners, and noted that there may still be some minor administrative modifications in the future. He added that the federal share for the current

program remains relatively flat, but that the proposed program includes a significant increase in local funding.

Mr. Zimbabwe made a motion to adopt Resolution R17-2013. Mr. Tregoning seconded the motion. The motion passed unanimously.

INFORMATION ITEMS

8. Briefing on Changes in Regional Commuter Patterns since 2007

Mr. Griffiths provided a presentation on recent changes in regional commuter patterns and trends, particularly as it relates to the TPB goals of increasing transit use, reducing reliance on single occupancy vehicles for commuting, and having more workers live near their jobs. He described the data sets used in the analysis and provided an overview of caveats in using certain data. He summarized the main findings of the analysis. He said there was a big increase in the number of workers who lived outside of the region in the early part of the decade. He said that by 2011, that growth had flattened, in part due to the increase in housing opportunities within the region and close to employment centers.

Mr. Griffiths presented information on the number of workers added to the region since 2000, and provided information about the jurisdictions in which those workers chose to live. He summarized the change in mode share, noting that there was a reduction in single-occupancy vehicle commuting, a decrease in carpooling, and a significant increase in transit commuting throughout the region. He said transit mode share has increased in every jurisdiction since 2000. He said there were minimal overall changes in walking and biking, but that bike commuting significantly increased in the District of Columbia. He also provided information about how those trends changed within each jurisdiction.

Chair York asked how an individual would be counted if that person drives alone from Loudoun County to take Metrorail in Fairfax County.

Mr. Griffiths responded that the individual would be a transit user for the purposes of this analysis. He said the Census Bureau would count whatever portion of the trip is the longest distance, which would be up to the Census interviewers.

Chair York said it would be interesting to see the results of this analysis in ten years to understand the impacts of rail serving Loudoun County and the changing pattern of development there. He added that Loudoun County cannot currently meet the demand for its commuter buses.

Mr. Way said he does not see that the use of single-occupancy vehicles has changed much according to the analysis. He asked if that fact might raise the priority of congestion mitigation in the Regional Transportation Priorities Plan, because history suggests it is going to continue to be a major problem even with the efforts of transit.

Mr. Erenrich said it is important to remember that keeping the same transit mode share is a tremendously successful goal, as it means the transportation facilities are carrying many more thousands of workers at the same capacities. He said that the region has not made very many supply side transit improvements, but that we are getting more efficiency out of the current system. He asked if there is any statistical validity to breaking down data in any of the jurisdictions into sub-areas.

Mr. Griffiths said it would not be advisable to divide the jurisdictions with this dataset because the sample size is not large enough.

Mr. Zimmerman said that the ability to disaggregate the analysis would be important to understanding trends within jurisdictions, which is important when looking at trends at the regional level. He said it is interesting to see this fundamental change in the way people are getting around, which parallels the changes in the real estate market. He said the trend in the analysis for single-occupancy vehicles demonstrates a shift in commuting trends. He said the increase in transit mode share is striking because of the investments the region has not made in transit. He said he suspects that if the results were disaggregated, we would see that the biggest impact is in areas where the few investments were made. He said he wondered what the impact would be if the region made significant transit investments.

Mr. Zimmerman referred to Chair York's comment about not having enough buses and said that if Loudoun doubled the number of commuter buses, the buses would likely be full. He said it is interesting that people choose to fill those buses, because it likely takes them longer than driving a single-occupancy vehicle, as the buses sit in the same traffic as everyone else.

Mr. Zimmerman said it is impressive that the region has held its transit mode share, but that fact is not impressive compared to other countries, where the number of people taking transit, walking, and biking is growing. He said it is unclear what people would choose to do in the future: do they really want to be in their car, or do they have no other choice than to drive their car? He said he wondered if the small investments show great potential to further shift mode share away from single-occupancy vehicles because people will have a choice when commuting.

Mr. Griffiths said that the Census Bureau would release a data set later in the summer that should allow analysis at the Transportation Analysis Zone (TAZ) level over a five-year period.

Mr. Kannan said he appreciates the work that went into this analysis. He encouraged staff to bring more information on this topic to the Board in the future for discussion. He said his first reaction was that it is fantastic to have increased transit usage. He said, as a steward of the system, he is concerned that WMATA be able to accommodate all of the growth in ridership. He said this analysis demonstrates that the region needs to look at this from the perspective of "what do we need to do about growth in transit ridership," rather than "what if ridership grows."

Mr. Kannan said he has several comments for further discussion. He said the region needs to consider the size of the transit infrastructure that would be necessary to actually hold all of these trips and be able to accommodate projected transit ridership assuming this trend continues. He

said the region also needs to examine the fundamental relationship between where jobs are locating and transit infrastructure investment. He said that the trends are showing that real estate seems to be moving to where the transit is, and wondered how the Board accounts for that in its local and regional plans and investments. He also said he wondered to what extent this analysis feeds back into the forecasts and alternatives scenarios, and would those results look different from the region the Board has currently projected.

Ms. Tregoning thanked Mr. Griffiths for his presentation. She said that one of the most interesting statistics was that 90 percent of recently added workers in the District both live and work in the District. She said many of these transit real estate investments are about changing the economy and tax base for the city. She said the analysis reflects a changing trend in workers insisting on living in a place where they can have transportation choices.

9. Update on the Development of the TPB Regional Transportation Priorities Plan

Mr. Kirby, referring to a PowerPoint Presentation, provided an update of the progress of the Regional Transportation Priorities Plan (RTPP). He summarized the project's historical timeframe and interim milestones, and discussed the administration of a web-based public opinion survey, which is underway and seeks to get reactions from a random sampling of 600 citizens on the importance of key challenges and strategies. He reviewed the content of the web-based survey, which has been developed in conjunction with an organization called MetroQuest. He provided information about key survey parameters, the survey's emphasis on RTPP strategies, survey administration including timeframe and desired sample size, visual content, and the survey's structure. He mentioned that the survey underwent beta tests with small groups of people before going live, and he showed some screen shots to illustrate how the survey appears to the user. He also reviewed the goals and challenges that have been identified as part of the RTPP development, as well as the strategies that have been developed to address these challenges. He said the strategies have been divided into three categories: near-term, ongoing, and long-term, and that people have the opportunity to suggest other strategies through the survey tool.

He summarized the next steps of the RTPP development schedule, which include a presentation of the draft outline of the Plan to the TPB at its June 19 meeting. After the survey results are compiled, he said there will be a TPB Work session in July, and that staff would present the draft Plan at the July 17 TPB meeting. He added that there would be a public comment period and additional engagement activities throughout the remainder of the summer, and that the final draft Priorities Plan would be presented at the September 18 TPB meeting.

He concluded his comments by stating the work of the RTPP is being integrated with the COG Region Forward Coalition's work on developing an Activity Center Strategic Investment Plan. He mentioned that he is also hoping to also establish a fairly formal link with Metro's Momentum strategic plan, since the strategies outlined in the RTPP are consistent with these other initiatives. He added that these efforts would benefit from mutual support as they move forward.

Mr. Way said that it would be interesting to ascertain if the TPB members' opinions reflect the opinions and priorities of the region's citizens, and suggested that TPB members also participate in the web-based survey.

Chair York acknowledged Mr. Way's suggestion, and said that participating in the survey could be entertaining.

Ms. Tregoning emphasized that the region enjoys steady growth, and said that changing land-use is the main contributor to the strategy that concentrates growth with more transit capacity. She advocated for re-designating this strategy as a short-term, rather than a long-term strategy. She also suggested developing a strategy that is solely focused on land-use in order to see an end product that is not conflated with other investments.

Mr. Kirby replied that the regional land use scenario is comprehensive and ambitious, and depends on transit capacity to support mixed-use land use.

Ms. Tregoning responded by stating that in the District, land-use strategies that bring jobs and housing together have resulted in increases in non-transit trips, such as walking and biking. She said that although it may take time to affect the entire region, places with high density could see the results of land-use changes very quickly.

Mr. Elrich said that there is general distrust in government, and that the cost of transit investment only represents a fraction of the broader expenses associated with providing quality of life improvements, such as schools and recreation opportunities. He added that the near-term strategies that were presented, such as improving access around bus stops and rail stations and alleviating bottlenecks, are heavily biased towards making investments in automobile-related transportation because of the relative costs associated with these strategies. He advocated for adding priority bus infrastructure as a near-term strategy, stating that it is probably as cheap – or cheaper – than the suggested road alternatives.

Mr. Kannan thanked Mr. Kirby, and said he was pleased to see the inclusion of a strategy that focuses on concentrated growth with more transit capacity, which he said seems like a logical next step from the Aspirations Scenario that was presented to the TPB in April. He added that three of the seven elements in Metro's Strategic Plan are included in the RTPP effort, including the eight-car trains, the Metrorail station enhancements, and the bus priority corridor network. He addressed Mr. Elrich's comment, and said that small investments that improve access around bus stops and rail stations are critical elements to progress. He pointed to the Forest Glen Metrorail station as an example, stating that 79 percent of the people who park at that station are coming from within a bikable or walkable distance, and that improvements to the physical infrastructure would help increase walking and biking trips.

Mr. Elrich emphasized that if significant funding is available to spend on investment, it should be used for things that truly mitigate the transit landscape, including the ability to provide quality transit service.

Chair York commented that jurisdictions such as Loudoun County would have to invest in road strategies such as alleviating bottlenecks in order to get people to use transit at all. He emphasized that each jurisdiction is going to view these strategies differently.

Mr. Kannan agreed that there are certain areas within the region that would need to make physical infrastructure changes on streets and sidewalks in order to make it easier and safer to access Metro stations and bus stops. He added that he is glad the survey asks respondents about costs, since it elevates issues of making tradeoffs.

Mr. Erenrich emphasized that the intent for the final product is to articulate regional priorities, including identifying the missing links in the regional plan, and the elements that require additional funding. He said there is value to building consensus on issues such as eight car trains and adding transit capacity, but that identifying missing regional links is also critically important.

Mr. Snyder asked if the survey inquires about individual mode choice. He wondered if knowing this would help inform decision-makers.

Mr. Kirby emphasized that the survey is being conducted on a random sample of 600 people. He added that he hopes that several priorities will come out of the RTPP exercise, and perhaps they will fall into high, medium, and low categories.

Mr. Turner acknowledged his past role in the RTPP Task Force, and said he would like to see the process completed. He added that he is impressed with the staff work that has gone into this effort. He said that, although there are different views of the RTPP at this point in the process compared with when it started, it will still be a useful tool to help inform decisions. He added that there will be additional discussion needed to inform decisions after the draft RTPP is released.

Chair York asked if there would be any way for Board members to take the web-based survey.

Mr. Kirby replied that Board members as well as other members of the public, including the CAC, would be welcome to take the survey after the desired 600 respondents have completed the survey.

Chair York acknowledged the importance of understanding the public's opinions before ascertaining TPB member's opinions.

10. Update on Next Steps for Considering a Regional Green Streets Policy for the Washington Region

Mr. Farrell, a member of TPB staff, presented findings from an April 8th workshop hosted by the TPB that discussed developing a regional Green Streets Policy. The workshop was a response to a letter sent by the Anacostia Watershed Restoration Partnership requesting that the TPB develop

a regional Green Streets Policy, similar to the TPB's adopted regional Complete Streets policy. He said that 90 agency staff and other interested parties participated in the workshop, where representatives from the U.S. Environmental Protection Agency, and the Philadelphia Water Department presented alongside representatives of MDOT, VDOT, DDOT, Fairfax, Prince George's, and Arlington.

Mr. Farrell defined Green Streets as streets that involve the use of landscaping, trees, and design elements to capture and filter storm water runoff. He explained that as cities and suburbs continue to develop they create more impervious surfaces resulting in an increase to the amount of storm water contaminates runoff, which can increase the severity of flooding while also introducing more to water bodies.

He said that Philadelphia is responding to stormwater challenges using Green Streets approaches like rain gardens in conjunction with updating regulations and charging people and businesses according to the runoff that they create. He said that regionally, the District of Columbia has an active Green Streets program, and that Prince George's County implemented their Green Streets policy along with their Complete Streets policy in 2012. He said that other local agencies, like VDOT, are looking to encourage green approaches to address flooding and storm water issues in post-war developments that have no stormwater or sewer accommodation.

Mr. Farrell mentioned that the workshop participants found that storm water runoff needs to be reduced for environmental and legal reasons; in some instances green infrastructure is more cost-effective than traditional engineering solutions; and that external benefits of Green Streets include cleaner water supplies, beautification, reduced heat island effect, and improved property values. He said that challenges identified by the workshop include: agencies are still working out how to respond to new laws requiring green treatments; designing effective Green Streets is still a work in progress, especially as there is a need to adapt some designs to regional conditions; and that there was no consensus at present on a specific regional approach or policy. In order to make Green Streets work, a regional policy may make it easier for multiple agencies and developers to cooperate when implementing Green Streets.

Mr. Farrell said that TPB staff will compile current and best practices and develop options for regional approaches to a Green Street Policy, and will then bring this information before the TPB.

Chairman York said that he looks forward to studying Green Streets further. He acknowledged that Green Streets can be effective in creating a more attractive community, but he admitted that he is not sure how Green Streets can impact water filtration. He suggested that perhaps the future presentations could include more engineering detail. He also said that in Loudoun County, they are building water management ponds to help with filtration alongside road redevelopment.

11. Other Business

There was no other business brought before the TPB.

12. Adjourn

The meeting adjourned at 2:05 pm.

TPB Technical Committee Meeting Highlights

June 7, 2013

The Technical Committee met on June 7th at COG. Six items were reviewed for inclusion on the TPB agenda for June 19th.

- TPB agenda Item 7

The Committee was briefed on the 2012 solicitation and competitive selection process for the Federal Transit Administration's (FTA's) Job Access Reverse Commute (JARC) and New Freedom program funding for the Washington Urbanized Area. The Board will be asked to approve the selected projects for funding at the June 19 meeting.

- TPB agenda Item 8

The Committee was briefed on the participation and events for the regional Bike to Work Day which was held on Friday May 17.

- TPB agenda Item 9

The Committee was briefed on the draft 2013 CLRP which was released for public comment on June 13. Following a 30-day comment period, the TPB will be asked to approve the 2013 CLRP at its July 17 meeting.

- TPB agenda Item 10

The Committee was briefed on the draft conformity analysis of the 2013 CLRP and FY 2013-2018 TIP. Additional information was presented on a recent travel model validation utilizing 2010 information and on recent regional data on vehicle miles traveled (VMT). This conformity assessment and draft plan were released for public comment on June 13. The TPB will be asked to approve the conformity assessment at its July 17 meeting.

- TPB agenda Item 11

The TPB Regional Transportation Priorities Plan (RTPP) is being developed to identify regional strategies that offer the greatest potential contributions toward addressing regional challenges. The Committee was briefed on the draft outline of the RTPP and the next steps toward the proposed adoption of the plan in September.

- TPB agenda Item 12

The Committee was briefed on the current status of the TPB Regional Priority Bus Project, which includes 16 project components being implemented by five project owners under a \$58 million TIGER grant administered by FTA.

Two items were presented for information and discussion:

- COG Department of Community Planning and Services staff provided a status report on the development of the Regional Activity Centers Strategic Investment Plan (SIP). As called for in the COG report: *Economy Forward*, the SIP builds directly on work to develop the new Regional Activity Centers map, which was approved by the COG Board in January 2013. Under the direction of a Region Forward Coalition Steering Committee, COG staff, a consultant team, and local government planning staff have been developing elements of the SIP, including place-based and people-focused typologies, and convening focus groups to review elements of the proposed Plan. The Committee was updated on the approach for developing the SIP in advance of a similar briefing to the COG Board on June 12.
- The Committee was updated on ongoing data compilation and review by the Traffic Signals Subcommittee of survey results on traffic signal optimization in the region. It is anticipated that a comprehensive report on traffic signal optimization in the region will be presented to the Technical Committee and TPB in September.

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES
ATTENDANCE - June 7, 2013**

DISTRICT OF COLUMBIA

DDOT Mark Rawlings
DCOP Dan Emerine
 Anthony Foster

MARYLAND

Charles County -----
Frederick Co. Ron Burns
City of Frederick Tim Davis
Gaithersburg -----
Montgomery Co. Gary Erenrich
Prince George's Co. Vic Weissberg
Rockville -----
M-NCPPC
 Montgomery Co. -----
 Prince George's Co. Faramarz Mokhtari
MDOT Mike Nixon
 John Thomas
MTA -----
Takoma Park -----

VIRGINIA

Alexandria Pierre Holloman
Arlington Co. Dan Malouff
City of Fairfax -----
Fairfax Co. Mike Lake
Falls Church -----
Loudoun Co. Robert Brown
Manassas -----
Prince William Co. Monica Backmon
NVTC Claire Gron
PRTC Nick Alexandrow
VRE Christine Hoeffner
VDOT Valerie Pardo
VDRPT -----
NVPDC -----
VDOA -----

WMATA

WMATA Mark Kellogg

FEDERAL/OTHER

FHWA-DC -----
FHWA-VA -----
FTA -----
NCPC -----
NPS -----
MWAQC -----
MWAA -----

COG Staff

Ron Kirby, DTP
Gerald Miller, DTP
Elena Constantine, DTP
Andrew Austin, DTP
Nick Ramfos, DTP
Mark Pfoutz, DTP
Ron Milone, DTP
Andrew Meese, DTP
Jane Posey, DTP
Eric Randall, DTP
William Bacon, DTP
Ben Hampton, DTP
Wendy Klancher, DTP
Daivamani Sivasailam, DTP
Paul DesJardin, DCPS
Joan Rohlfs, DEP

Other Attendees

Randy Carroll, MDE

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 13, 2013

To: Transportation Planning Board

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

Re: Steering Committee Actions

At its meeting on June 7, 2013, the TPB Steering Committee approved the following resolutions:

- SR24-2013: Resolution to concur with the re-designation of the newly realigned segment of I-370 that adjoins the Intercounty Connector, as requested by the Maryland Department of Transportation (MDOT)
- SR25-2013: Resolution on an amendment to the FY 2013- 2018 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement to add funding for intersection improvements on MD 355 and the Job Access and Reverse Commute and New Freedom transit programs, as requested by MDOT
- SR26-2013: Resolution on an amendment to the FY 2013- 2018 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement to add funding for two interchanges and an acceleration/deceleration lane on I-66, widening of Route 50, and bicycle/pedestrian facilities associated with the I-495 HOT lanes, as requested by the Virginia Department of Transportation (VDOT)
- SR27-2013: Resolution to amend the FY 2013 Unified Planning Work Program (UPWP) to modify the tasks in the District of Columbia Technical Assistance Program

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.”

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

**RESOLUTION TO CONCUR WITH THE RE-DESIGNATION OF THE NEWLY
REALIGNED SEGMENT OF I-370 THAT ADJOINS THE INTERCOUNTY
CONNECTOR, AS REQUESTED BY THE MARYLAND DEPARTMENT OF
TRANSPORTATION (MDOT)**

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 Moving Ahead for Progress in the 21st Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, on November 17, 2004, the TPB approved amendments to the Constrained Long-Range Plan (CLRP) which included the InterCounty Connector; and

WHEREAS, in the attached letter of May 20, 2013, MDOT has requested TPB concurrence of the re-designation of the relocated portion of I-370 that previously connected to Redland Extension and now adjoins directly to the InterCounty Connector, as described in the attached materials; and

WHEREAS, the Montgomery County Department of Transportation and the Maryland-National Capital Park and Planning Commission have signed the attached concurrence letters in support of the re-designation;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board concurs with the re-designation of the relocated portion of I-370 that previously connected to Redland Extension and now adjoins directly to the InterCounty Connector, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on June 7, 2013.

Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*



Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

May 20, 2013

Dr. Ronald Kirby
Director
Department of Transportation Planning
Metropolitan Washington Council of Governments
National Capital Region Transportation Board
Suite 300
777 North Capitol Street, N.E.
Washington DC 20002

Dear ~~Dr. Kirby~~ ^{Ron}

The Maryland Department of Transportation (MDOT) and the State Highway Administration (SHA), in response to a recent request from the Federal Highway Administration (FHWA), has initiated the formal re-designation process for I-370 due to the newly relocated connection from I-370 to the InterCounty Connector (MD 200). As part of the compliance process, SHA has received signed concurrence letters from both the Montgomery County Department of Transportation (MCDOT) and the Maryland-National Capital Park and Planning Commission (M-NCPPC) in support of the reclassification process.

SHA's request to FHWA involves a modification of the existing designation for the newly realigned I-370. Once approved, this action will update the interstate designation for the realigned roadway segment in a consistent manner with federal guidelines and support the American Association of State Highway and Transportation Officials Route Numbering Committee's November 16, 2012 decision to approve the renumbering of the I-370 interstate.

The realigned I-370 is a two-way divided highway with a total distance of 2.54 miles, extending from the end of Sam Eig Highway and continues east to the beginning of Maryland Route 200, the Intercounty Connector. (See Attachments 1 and 2). As required under U.S.C. 139 (a), the newly realigned Interstate Route has been constructed to meet all necessary and appropriate federal standards as part of the Interstate Access Point Approval process. These standards were affirmed by the receipt of the Record of Decision (ROD) for the MD 200 (InterCounty Connector) project on January 3, 2006.

My telephone number/toll-free number is 410-545-0412/1-888-204-4828

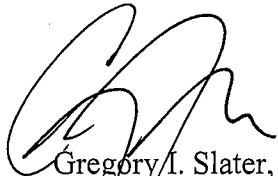
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.roads.maryland.gov

Dr. Ronald Kirby
Page Two

We are requesting MPO concurrence via TPB resolution on the requested re-designation. If you have questions or concerns, please do not hesitate to contact Mr. John Thomas, Regional Planner, SHA at 410-545-5671, toll-free 1-888-204-4828 or via email at jthomas10@sha.state.md.us. Of course, you should feel free to contact me directly.

Sincerely,



Gregory I. Slater, Director
Office of Planning and
Preliminary Engineering

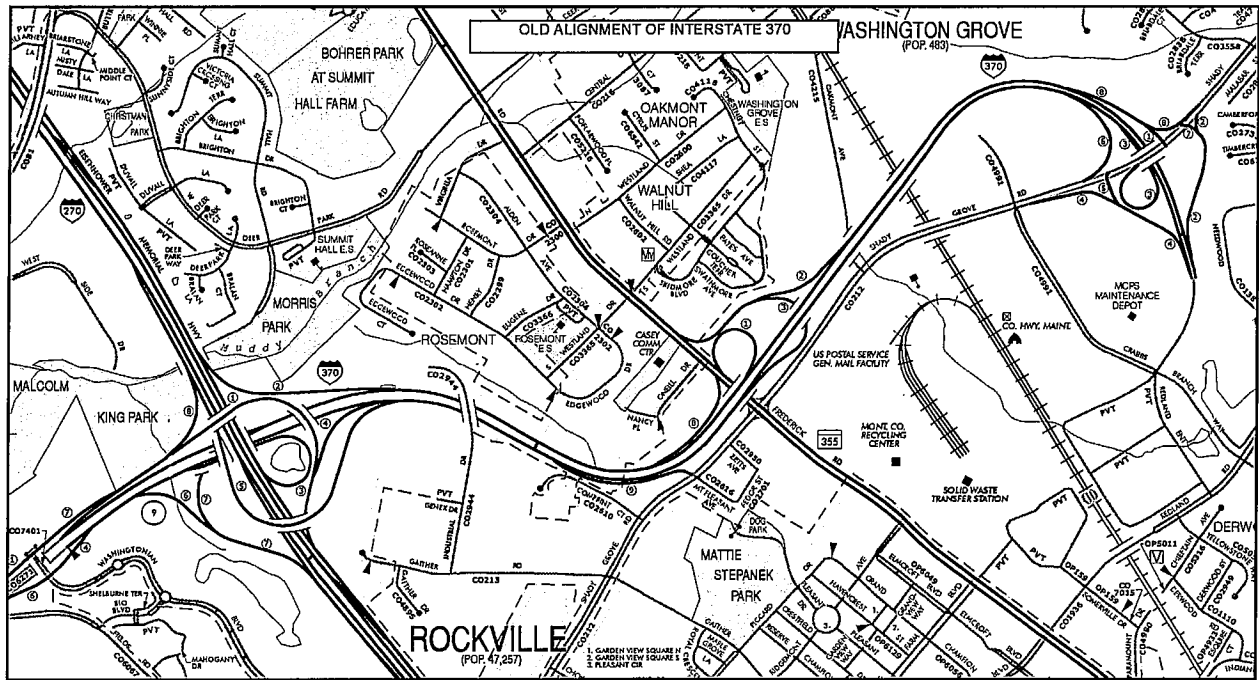
Attachments

cc: Mr. John B. Thomas, Regional Planner, SHA

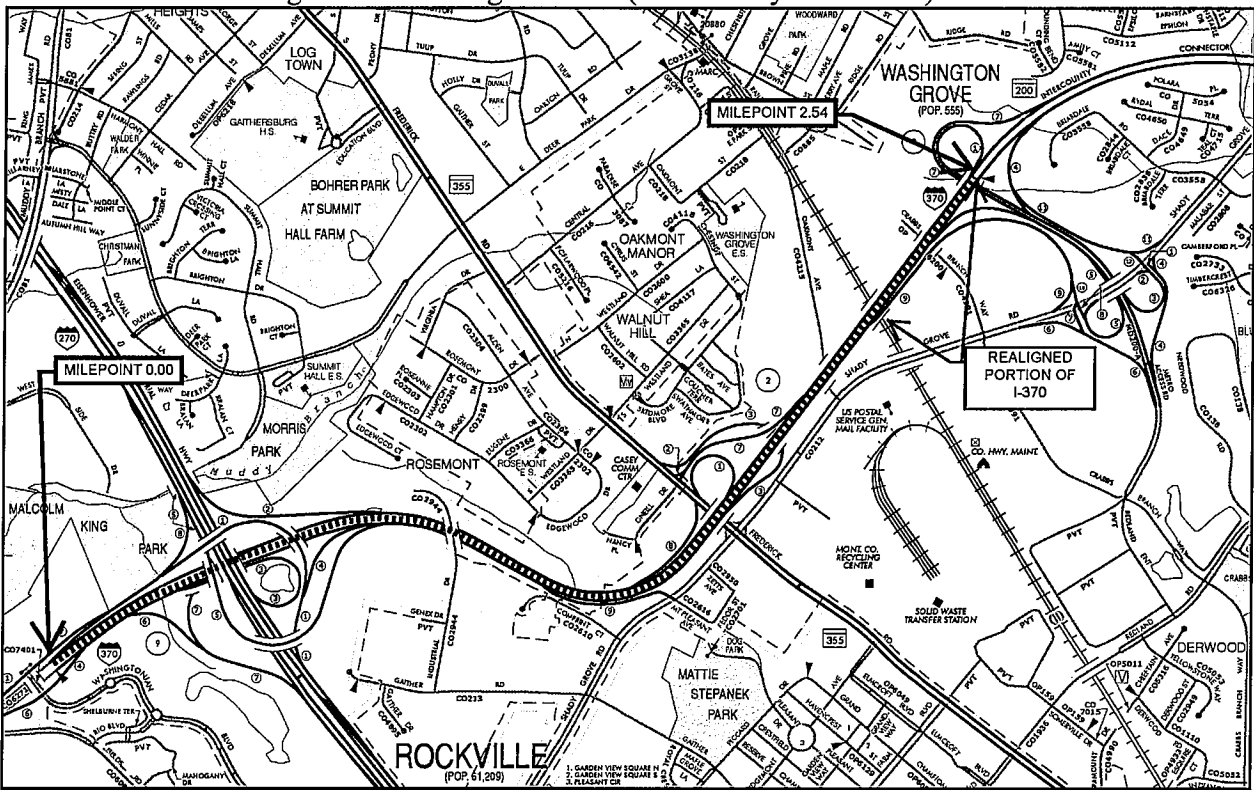
Dr. Ronald Kirby
Page Three

bcc: Ms. Lisa Choplin, Chief, Innovative Contracting Division, Office of Highway
Development, SHA
Mr. Chris Daiczok, Office of Policy and Research, SHA
Ms. Mary Deitz, Chief, Regional and Intermodal Planning Division, SHA
Mr. Andy Dentamaro, Federal Legislative Officer, MDOT
Mr. Bruce Gartner, Assistant Secretary for Transportation Policy and Freight, MDOT
Mr. Donald Halligan, Director, Office of Planning and Capital Programming, MDOT
Ms. Natalie Henson, Office of Policy and Governmental Affairs, MDOT
Ms. Eleanor Huber, Federal Legislative Manager, SHA
Mr. Barry Kiedrowski, Chief, Project Management Division, SHA
Ms. L'Kiesha Markley, Assistant Chief, Regional and Intermodal Planning Division,
SHA
Mr. Frank Principe, Chief of Staff, MDOT
Mr. Jason Ridgeway, Director, Office of Highway Development, SHA
Mr. Douglas H. Simmons, Deputy Administrator/Chief Engineer for Planning,
Engineering, Real Estate and Environment, SHA
Dr. Richard Y. Woo, Ph.D., Director of Policy and Research, SHA
Mr. Brian Young, District Engineer, SHA

Attachment # 1: Old Alignment of I-370



Attachment #2: Realigned I-370 along MD 200 (Intercounty Connector)



Attachment 3 – M-NCPPC Signed Letter of Concurrence

Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*



Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

RECEIVED
FEB 05 2013

Office of the CHAIRMAN
THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

January 30, 2013

Ms. Françoise Carrier
Planning Board Chair
Montgomery County Planning Board
M-NCPPC
8787 Georgia Avenue
Silver Spring MD 20910

Dear Chairperson Carrier:

The Maryland Department of Transportation (MDOT) and the State Highway Administration (SHA), in response to a recent request from the Federal Highway Administration (FHWA), has initiated the formal re-designation process for I-370 due to the newly relocated connection to the InterCounty Connector (MD 200). As part of the compliance process, SHA is requesting the Maryland-National Capital Park and Planning Commission (M-NCPPC) provide concurrence in support of the reclassification process.

SHA's request to FHWA involves a modification of the existing designation for the newly realigned I-370. Once approved, this action will update the interstate designation for the realigned roadway segment in a consistent manner with federal guidelines and support the American Association of State Highway and Transportation Officials (AASHTO) Route Numbering Committee's November 16, 2012 decision to approve the renumbering of aforementioned interstate.

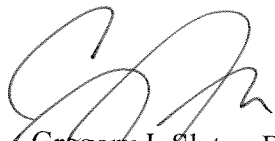
The realigned I-370 is a two-way divided highway with a total distance of 2.54 miles, extending from where Sam Eig Highway ends, and continues east where Maryland Route 200, the Intercounty Connector begins (See Attachments 1 and 2). As required under U.S.C. 139 (a), the newly realigned Interstate Route has been constructed to meet all necessary and appropriate federal standards as part of the Interstate Access Point Approval (IAPA) process. These standards were affirmed by the receipt of the Record of Decision (ROD) for the MD 200 (InterCounty Connector) project on January 3, 2006.

My telephone number/toll-free number is 410-545-5675/1-888-204-4828
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2256 Statewide Toll Free
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0800 • www.roads.maryland.gov

Ms. Françoise Carrier
Page Two

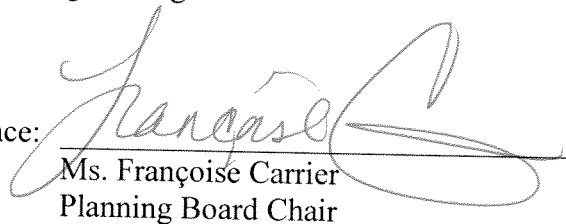
We are requesting your concurrence on the re-designation. Your signature on the line provided below will serve as the Montgomery County Planning Board's concurrence for the re-designation process. We would like to express our appreciation and thanks to your staff for their continued cooperation in this matter. If you have questions or concerns, please do not hesitate to contact Mr. Roy Gothie, Regional Planner, SHA at 410-545-5654, toll-free 1-888-204-4828 or via email at rgothie@sha.state.md.us. Of course, you should feel free to contact me directly.

Sincerely,



Gregory I. Slater, Director
Office of Planning and
Preliminary Engineering

Concurrence:


Ms. Françoise Carrier
Planning Board Chair

2/14/13
Date

Attachments

cc: Mr. Roy Gothie, Regional Planner, SHA
Ms. Melinda Peters, Administrator, SHA

Attachment 4 – MCDOT Signed Letter of Concurrence

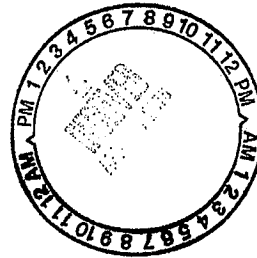
Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*



Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

January 30, 2013



Mr. Arthur Holmes
Director
Montgomery County Department of Transportation
Executive Office Building
10th Floor
101 Monroe Street
Rockville MD 20850

Dear Mr. Holmes

The Maryland Department of Transportation (MDOT) and the State Highway Administration (SHA), in response to a recent request from the Federal Highway Administration (FHWA), has initiated the formal re-designation process for I-370 due to the newly relocated connection from I-370 to the InterCounty Connector (MD 200). As part of the compliance process, SHA is requesting the Montgomery County Department of Transportation (MCDOT) provide concurrence in support of the reclassification process.

SHA's request to FHWA involves a modification of the existing designation for the newly realigned I-370. Once approved, this action will update the interstate designation for the realigned roadway segment in a consistent manner with federal guidelines and support the American Association of State Highway and Transportation Officials (AASHTO) Route Numbering Committee's November 16, 2012 decision to approve the renumbering of the I-370 interstate.

The realigned I-370 is a two-way divided highway with a total distance of 2.54 miles, extending from where Sam Eig Highway ends, and continues east where Maryland Route 200, the Intercounty Connector begins (See Attachments 1 and 2). As required under U.S.C. 139 (a), the newly realigned Interstate Route has been constructed to meet all necessary and appropriate federal standards as part of the Interstate Access Point Approval (IAPA) process. These standards were affirmed by the receipt of the Record of Decision (ROD) for the MD 200 (InterCounty Connector) project on January 3, 2006.

My telephone number/toll-free number is 410-545-5675/1-888-204-4828
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.546.0800 • www.roads.maryland.gov

Mr. Arthur Holmes
Page Two

We are requesting your concurrence on the requested re-designation. Your signature on the line provided below will serve as the Montgomery County Department of Transportation's concurrence for the re-designation process. We would like to express our appreciation and thanks to your staff for their continued cooperation in this matter. If you have questions or concerns, please do not hesitate to contact Mr. Roy Gothie, Regional Planner, SHA at 410-545-5654, toll-free 1-888-204-4828 or via email at rgothie@sha.state.md.us. Of course, you should feel free to contact me directly.

Sincerely,



Gregory I. Slater, Director
Office of Planning and
Preliminary Engineering

Concurrence: Arthur Holmes
Mr. Arthur Holmes
Director

2 APR 13
Date

Attachments

cc: Mr. Roy Gothie, Regional Planner, SHA
Ms. Melinda Peters, Administrator, SHA

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2013-2018 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO ADD FUNDING FOR INTERSECTION
IMPROVEMENTS ON MD 355 AND THE JOB ACCESS AND REVERSE COMMUTE
AND NEW FREEDOM TRANSIT PROGRAMS, AS REQUESTED BY THE
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

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 Moving Ahead for Progress in the 21st Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, on July 18, 2012 the TPB adopted the FY 2013-2018 TIP; and

WHEREAS, in the attached letter of May 30, 2013, MDOT has requested an amendment to the FY 2013-2018 TIP to add a total of \$4.3 million in DOD Office of Economic Adjustment grant funding to fiscal years 2014 through 2018 for intersection improvements to MD 355 between Woodmont Avenue and South Wood Road/South Drive; and to add \$148,000 in Job Access and Reverse Commute (JARC) funding and \$613,000 in New Freedom funding to FY 2013 for those transit programs, as described in the attached materials; and

WHEREAS, these projects 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 Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2013-2018 TIP to add a total of \$4.3 million in DOD Office of Economic Adjustment grant funding to fiscal years 2014 through 2018 for intersection improvements to MD 355 between Woodmont Avenue and South Wood Road/South Drive; and to add \$148,000 in JARC funding and \$613,000 in New Freedom funding to FY 2013 for those transit programs in Maryland, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on June 7, 2013.



Maryland Department of Transportation
The Secretary's Office

Martin O'Malley
 Governor

Anthony G. Brown
 Lt. Governor

Darrell B. Mobley
 Acting Secretary

Leif A. Dormsjo
 Acting Deputy Secretary

May 30, 2013

The Honorable Scott York
 Chair
 National Capital Region Transportation Planning Board
 Metropolitan Washington Council of Governments
 777 North Capitol Street, N.E., Suite 300
 Washington DC 20002

Dear Chairman York:

The Maryland Department of Transportation (MDOT) requests one amendment to the State Highway Administration (SHA) portion and two amendments to the Maryland Transit Administration (MTA) portion of the FY 2013-2018 Transportation Improvement Program (TIP) as described in the attached memos. The SHA amendment is needed to reflect the addition of a \$4.3 million grant from the Office of Economic Adjustment and to break out and identify the MD 355 project (from Woodmont Avenue to South Wood Road/South Drive) as a new project. The MTA amendment is needed to reflect the addition of SAFETEA-LU FY 2013 funding for the Job Access Reverse Commute Program (Section 5316) and the New Freedom Program (Section 5317). This action does not require an air quality conformity analysis. The amendment details are summarized below and in the attached memos.

TIP ID#	Project	Phase	Amount of New Funding
6122	MD 355 from Woodmont Ave to South Wood Rd / South Dr	PE, CO	\$4,300,000
3464	Job Access Reverse Commute	Other	\$148,000
6125	New Freedom Program	Other	\$613,000

MDOT requests that these amendments be approved by the Transportation Planning Board (TPB) Steering Committee at its June 7, 2013 meeting.

The revised funding status will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The cost does not affect the portion of the federal funding which was programmed for transit, or any allocations of state aid in lieu of federal aid to local jurisdictions.

The Honorable Scott York
Page Two

We appreciate your cooperation in this matter. If you have any questions or comments, please do not hesitate to contact Ms. Lyn Erickson, at 410-865-1279, toll-free at 888-713-1414 or via email at lerickson@mdot.state.md.us. Of course, please feel free to contact me directly.

Sincerely



Michael W. Nixon, Manager
Office of Planning and Capital Programming

Attachment

cc: Ms. Mary Deitz, Chief, Regional and Intermodal Planning Division, SHA
Ms. Lyn Erickson, Manager, Office of Planning and Capital Programming,
Maryland Department of Transportation
Ms. Heather Murphy, Deputy Director, Office of Planning and Capital Programming
Maryland Department of Transportation



Martin O'Malley, Governor
 Anthony G. Brown, Lt. Governor

Darrell B. Mobley, Acting Secretary
 Melinda B. Peters, Administrator

MARYLAND DEPARTMENT OF TRANSPORTATION

MEMORANDUM

TO: Mr. Don Halligan
 Director
 Office of Planning and Capital Programming
 Maryland Department of Transportation

ATTN: Mr. Mike Nixon
 Ms. Lyn Erikson

FROM: Mary Deitz, Chief *MD*
 Regional and Intermodal Planning Division

DATE: May 30, 2013

SUBJECT: Amendment Request to the Fiscal Year (FY) 2013 Transportation Improvement Program (TIP) for the National Capital Region

The State Highway Administration (SHA) hereby requests to amend the FY 2013 Transportation Improvement Program (TIP). The modification is needed to reflect a change funding that has been programmed for the following projects in the attached TIP sheets.

The following represents the total amount of funding being added to FY 2013 with this amendment request:

TIP ID#	Project	Phase	Previously Programmed Funding	Amount of New Funding	Comment
6122	MD 355 from Woodmont Avenue to South Wood Road/South Drive	PE, CO	\$33,700,000	\$4,300,000 OEA	Breakout project from parent TIP ID (5423) MDOT Control #11-12 (BRAC Intersections near National Naval Medical Center Bethesda) and reflect \$4.3 million (FY 14-FY 18) in OEA grants received. The OEA grant was received by SHA, but Montgomery County will construct under SHA permit via design build. Coordinated with but separate project from TIP MO#5724

Mr. Don Halligan
Page Two

The revised funding status of these projects will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The cost does not affect the portion of the federal funding, which was programmed for transit or any allocations of state aid in lieu of federal aid to local jurisdictions.

After your review, please forward this request to the Washington Metropolitan Council of Governments (MWCOG). Upon approval of the requested TIP amendment, please process an amendment to the FY 2013 STIP using the funding information provided in the attachment. If you have any questions, please do not hesitate to contact Mr. Vaughn Lewis, Regional Planner, SHA at 410-545-5673 or via email at vlewis@sha.state.md.us, or Mr. John Thomas, Regional Planner, SHA at 410-545-5671 or via e-mail at jthomas10@sha.state.md.us.

Attachment

cc: Ms. Felicia Haywood, Deputy Director of Planning and Preliminary Engineering, SHA
Mr. Vaughn Lewis, Regional Planner, SHA
Ms. L'Kiesha Markley, Assistant Chief, Regional and Intermodal Planning Division,
SHA
Mr. John Thomas, Regional Planner, SHA
Mr. Brian Young, District Engineer, SHA

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

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
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MDOT/State Highway Administration

Secondary

BRAC Intersections near National Naval Medical Center, Bethesda

TIP ID: 6122 Agency ID: MO593 4 Title: MD 355 from Woodmont Ave to South Wood Rd / South Drive Complete: 2017

Facility: MD 355 OEA 100/0/0 860 e 860 e 860 e 860 e 860 e 4,300

From: Woodmont Ave

To: South Wood Rd / South Dr

Total Funds: 4,300

Description: Intersection Improvements including upgrades to pedestrian/bicyclist facilities, resurfacing and geometric improvements. County will design/build project under permit to SHA in conjunction with MD355 crossing project (MO501209 TIP 5724)

Amendment: MD 355 - Woodmont Ave to South Wood Rd / South Dr Requested on: 6/7/2013
Breakout project from parent TIP ID 6072 and add \$4.3 million (FY14-FY18) in OEA grants received. OEA grant received by SHA, Montgomery County will construct under SHA permit via design build in conjunction with TIP#5724



MARYLAND TRANSIT ADMINISTRATION

MARYLAND DEPARTMENT OF TRANSPORTATION

Martin O'Malley, Governor • Anthony G. Brown, Lt. Governor
Beverly K. Swaim-Staley, Secretary • Ralign T. Wells, Administrator

MEMORANDUM

TO: Mr. Don Halligan, Director
Office of Planning and Capital Programming

ATTN: Mr. Mike Nixon

FROM: Ms. Diane Ratchiff, Director
MTA Office of Planning

DATE: May 13, 2013

SUBJECT: Amendment to the Washington Region FY 2013 TIP
To add the JARC and New Freedom projects.

We are requesting an amendment to the Washington Region FY 2013 Transportation Improvement Program (TIP) to add the Job Access and Reverse Commute (JARC) and New Freedom projects. Both projects are ongoing, and the obligations reflected in the current year will be used to fund 2014-2015 awards as follows:

- Under the JARC program, MTA intends to award LifeStyles of Maryland Foundation, Inc. with \$74,200 Section 5316 funds for operating.
- Under the New Freedom Program, MTA intends to award CMRT (Central Maryland Regional Transit) with \$446,341 in Section 5317 funds for their Travel Training program.

After your review, please process the requested amendment with the Transportation Planning Board for inclusion in the FY 2013-2016 TIP. If you have any questions, please do not hesitate to contact Mr. John Gasparine, MTA Program Administrator at (410) 767-3760 or via email at jgasparine@mta.maryland.gov.

cc: Mr. Lyn Erickson, Regional Planner, Office of Planning, MDOT

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

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
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MDOT/Maryland Transit Administration

Transit

Job Access and Reverse Commute

TIP ID: 3464	Agency ID:	Title: Job Access and Reverse Commute							Complete:
Facility:	Section 5316	50/0/50	200 e	148 e					148
From:	(JARC)								
To:									
									Total Funds: 148

Description: The Maryland Job Access and Reverse Commute program provides funding to develop transportation services for welfare recipients and low-income individuals to and from jobs, and to develop transportation services from urban centers to suburban employment opportunities.

Amendment: Add New Project	Requested on: 6/7/2013
Amend project into the TIP with \$148,000 in FY 2013.	

New Freedom

TIP ID: 6125	Agency ID:	Title: New Freedom Program							Complete:
Facility:	Section 5317	73/0/27	400 e	613 e					613
From:									
To:									
									Total Funds: 613

Description: The New Freedom Program is designed to support transportation projects for disabled persons beyond the general provisions of the Americans with Disabilities Act (ADA), with a focus on connections to employment centers.

Amendment: Add New Project	Requested on: 6/7/2013
Amend project into the TIP with \$613,000 in FY 2013.	

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

RESOLUTION ON AN AMENDMENT TO THE FY 2013-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO ADD FUNDING FOR TWO INTERCHANGES AND AN ACCELERATION/DECELERATION LANE ON I-66, WIDENING OF ROUTE 50, AND BICYCLE/PEDESTRIAN FACILITIES ASSOCIATED WITH THE I-495 HOT LANES, 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 Moving Ahead for Progress in the 21st Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, on July 18, 2012 the TPB adopted the FY 2013-2018 TIP; and

WHEREAS, in the attached letter of May 30, 2013, VDOT has requested an amendment to the FY 2013-2018 TIP to add the following funding and projects:

- Add \$13 million to FY 2013 for preliminary engineering, right-of-way acquisition and construction of the interchange reconstruction at I-66 and Route 15 in Prince William County
- Include the new I-66 at Route 28 Interchange Improvements project with \$12 million for preliminary engineering, right-of-way acquisition and construction in FY 2013
- Add \$9.4 million to FY 2013 for preliminary engineering for the Westbound Acceleration/Deceleration Lanes from Westmoreland Street to Haycock Road project (formerly known as IDEA-66 SPOT Improvements Phase II)
- Add \$3.83 million to FY 2013 for preliminary engineering, right-of-way acquisition and construction of the widening of U.S. Route 50 from Sully Road to Poland Road
- Include the new I-495 Express Lanes Bicycle/Pedestrian Facilities – Phase II project with \$1.65 million for preliminary engineering and right-of-way acquisition in FY 2013 and \$2.714 million for construction in FY 2014

...as described in the attached materials; and

WHEREAS, these projects are already included in the air quality conformity assessment of the 2012 CLRP and FY 2013-2018 TIP or 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 Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2013-2018 TIP to add the following funding and projects:

- Add \$13 million to FY 2013 for preliminary engineering, right-of-way acquisition and construction of the interchange reconstruction at I-66 and Route 15 in Prince William County
- Include the new I-66 at Route 28 Interchange Improvements project with \$12 million for preliminary engineering, right-of-way acquisition and construction in FY 2013
- Add \$9.4 million to FY 2013 for preliminary engineering for the Westbound Acceleration/Deceleration Lanes from Westmoreland Street to Haycock Road project (formerly known as IDEA-66 SPOT Improvements Phase II)
- Add \$3.83 million to FY 2013 for preliminary engineering, right-of-way acquisition and construction of the widening of U.S. Route 50 from Sully Road to Poland Road
- Include the new I-495 Express Lanes Bicycle/Pedestrian Facilities – Phase II project with \$1.65 million for preliminary engineering and right-of-way acquisition in FY 2013 and \$2.714 million for construction in FY 2014

...as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on June 7, 2013.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

GREGORY A. WHIRLEY
COMMISSIONER

May 30, 2013

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

RE: National Capital Region FY 2013-2018 Transportation Improvement Program Amendment

Dear Chairman York:

The Virginia Department of Transportation (VDOT) request amending of the FY 2013-2018 Transportation Improvement Program (TIP) to update the funding reflected for the following three projects that are in the current TIP and adding two projects to the TIP.

I-66/Route 15 Interchange Reconstruction (UPC100566)

The TIP amendment will update the funding that is in the current TIP to reflect the latest planned funding obligation for the preliminary engineering, right of way, and construction phases of the project by adding \$13.0M to the previously approved \$55.M. The amendment revises the category of federal funds used by including HSIP funds. This amendment will not impact the regional air quality conformity analysis since the project was included in the approved air quality conformity analysis for the 2012 CLRP.

Widen Route 50 to 6-Lanes from Sully Road(Route 28) to Poland Road (UPC68757)

The TIP amendment will update the funding that is in the current TIP to reflect the latest planned funding for the preliminary engineering, right of way, and construction phases. The proposed amendment adds \$3.83M to the previously planned \$20.3M for PE, RW and CN phases. The amendment also revised the category of federal funds used by adding RSTP, EB and STP funds. This amendment will not impact regional air quality conformity analysis since the project was included in the approved regional air quality conformity analysis for the 2012 CLRP.

HOT Lanes Bicycle/Pedestrian Facilities – Phase II(UPC104005)

This TIP Amendment will add the above project to the TIP and provide funding to build Bicycle/Pedestrian facilities along various segments of the I-495 Express Lanes between the Springfield Interchange and Old Dominion Drive. The proposed amendment adds \$0.44M to the PE phase in FY13, \$0.88M to the RW phase in FY 13 and \$2.17M in CN phase for FY13. As the project does not increase roadway and/or transit capacity it is exempt from the regional air quality conformity analysis.

The Honorable Scott York
May 30, 2013
Page 2

I-66 @Route 28 Interchange Improvements(UPC 103317)

This TIP Amendment will add the above project to the TIP and provide funding for the PE phase of interchange improvements at Route 28 and I-66. The TIP Amendment adds \$ 12.00M to the Preliminary Engineering phase of the project using HSIP and STP funds, and the Advance Construction mechanism. The TIP Amendment is for Preliminary Engineering and is, therefore, exempt from the regional air quality conformity analysis.

I 66 Westbound Accel/Decel Lane from Westmoreland Street to Haycock Road (UPC78828)

The TIP amendment will update the funding that is in the current TIP to reflect the latest planned funding obligation for the preliminary engineering, right of way and construction phases of the project. The amendment adds \$9.4M to the previously planned \$19.2M for the PE and CN phases of the project. The amendment also revises the category of federal funds used by adding NH funds and using AC Conversion mechanism for some of the funding. This amendment will not impact the regional air quality conformity analysis since the project was included in the approved air quality conformity analysis for the 2012 CLRP.

All of the funding proposed in this TIP amendment has been approved by the Commonwealth Transportation Board (CTB) as part of its FY 2013-2018 Six Year Improvement Program. While the proposed funds are new to the TIP they are part of the total federal and state funding estimates included in VDOT's financial plan for the 2010 CLRP update.

Detailed funding table for the FY 2013-2018 TIP update is attached. VDOT requests that this TIP Amendment be considered and acted upon by the Transportation Planning Board's Steering Committee at its meeting on June 7, 2013. VDOT's representative will attend the meeting and be available to answer any questions about the amendment.

Thank you for your consideration of this request.

Sincerely,



Helen L. Cuervo, P.E.
District Administrator
Northern Virginia District

Attachment

Copy: Ms. Dianne Mitchell, VDOT
Ms. Renée N. Hamilton, VDOT-NoVA
Ms. Claudia Llana , P.E.VDOT-NoVA
Mr. Paul Nishimoto VDOT-NoVA
Ms. Maria Sinner, P.E., VDOT-NoVA
Mr. Eugene Weldon, P.E., VDOT-NoVA
Mr. Wayne Lightfood, VDOT-NoVA
Mr. Kanathur Srikanth, VDOT-NoVA

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

TIP Amendment - 6/19/2013

New Funding in BOLD

VDOT Enhancement									
TIP ID:	Agency ID: UPC# 104005					Title: Express Lanes Bicycle/Pedestrian Facilities- Phase II			Complete 2015
Facility:	I-495	PE	Fed-CM	80%	20%	0%	\$0	\$0	\$0
From:	Springfield Interchange	RW	Fed-CM	80%	20%	0%	\$0	\$0	\$0
To:	Old Dominion Drive	CN	Fed-CM	80%	20%	0%	\$0	\$2,714	\$0
							Total Funds:		\$4,364
Description: Project provides Bicycle/Pedestrian facilities for I-495 Express lanes between Old Dominion Dr. and the Springfield Interchange.									
Jurisdiction: Fairfax County									
Amendment: The amendment adds \$440,000 (CM) FY13 PE; \$880,000 (CM) FY13 RW; \$2,171,056(CM) FY14 CN									
Air Quality The project is exempt from the the Air Quality Conformity Analysis for the Metropolitan Washington Region.									
VDOT Primary									
TIP ID:	Agency ID: UPC# 103317					Title: I-66@Route 28 Interchange Improvements			Complete
Facility:	Interstate 66	PE	Fed-HSIP	90%	10%	0%	\$0	\$0	\$0
From:	1.0mi west of Route 28	PE	Fed-STP	80%	20%	0%	\$0	\$0	\$0
To:	1.0 mi. east of Route 28 (2.0M)	PE	Fed-AC	0%	100%	0%	\$0	\$11,250	\$0
							Total Funds:		\$12,000
Description: I-66 @ Route 28 Interchange Improvements PE Only									
Jurisdiction: Fairfax County									
Amendment TIP Amendment to add \$400,000 (STP), \$225,000(HSIP) , \$11,250(AC-Other) FY13.									
Air Quality The project is for Preliminary Engineering only and is exempt from in the the Air Quality Conformity Analysis for the Metropolitan Washington Region.									
TIP ID:	Agency ID: UPC# 78828					Title: Westbound ACCEL/DECEL LN from Westmoreland St to Haycock Rd			Complete
Facility:	Interstate 66	PE	Fed-SLU	80%	20%	0%	\$0	\$0	\$0
From:	0.2 MI West of Rt 703	CN	AC Conv	100%	0%	0%	\$0	\$806	\$0
To:	Haycock Rd	CN	Fed-NH	100%	0%	0%	\$0	\$0	\$0
To:	Rte 29	CN	SLU	80%	20%	0%	\$0	\$16,396	\$0
							Total Funds:		\$10,076
Description: I Westbound Accel/Decel Ln from Westmoreland St to Haycock Road									
Jurisdiction: Arlington County									
Amendment TIP amendment to remove \$1,457,710 FY12 & add \$107,654 FY13 (SLU) PE phase; add an additional \$1,742,290 (NH) & 540,029 (SLU) FFY13, remove \$1,727,609 (AC-NH) FY13 Converting \$805,608 in FY15, add \$9,270,893(AC- other) FY 13 CN phase.									
Air Quality The project is included in the the Air Quality Conformity Analysis for the Metropolitan Washington Region.									

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

FY 2013 - 2018

TIP Amendment - 6/19/2013

New Funding in BOLD

VDOT-Primary	Agency ID: UPC# 68757	Phase	Previous Funding	Funding Source	Funding Shares		FY13	FY14	FY15	FY16	FY17	FY18	Source Total
					Fed	State							
Title: Widen Rte 50 to 6-Lanes from Sully Road (RT. 28) to Poland Road													
Facility:	Route 50	PE		Fed-RSTP		80%	20%	0%	\$0	\$0	\$0	\$0	\$6,313
From:	VA Rte 742 (Poland Road)	RW		Fed-EB		80%	20%	0%	\$0	\$0	\$0	\$0	\$1,056
To:	VA Rte 28 (Sully Road)	RW	\$3,550	Fed-RSTP		80%	20%	0%	\$0	\$0	\$0	\$0	\$0
		RW	\$4,146	Fed-RSTP		80%	20%	0%	\$0	\$0	\$0	\$0	\$0
		RW		Fed-RSTP		80%	20%	0%	\$0	\$0	\$0	\$0	\$2,980
		RW		Fed-STP		80%	20%	0%	\$0	\$0	\$0	\$0	\$12,620
		RW		Fed-AC		100%	0%	0%	\$0	\$0	\$0	\$0	\$576
		CN		Fed-AC		80%	20%	0%	\$0	\$0	\$0	\$0	\$558
Total Funds:													\$24,103
Description:	Project to widen Rte 50 to 6 lanes from Sully Road to Poland Road												
Jurisdiction:	Fairfax County												
Amendment: The TIP Amendment adds \$5,050,210 (RSTP) FFY13, removes \$3,343,247 FFY12, \$6,558,373 FFY13, \$7,761,471, FY14 (ACC-MG/EB) PE phase; add \$10,096,963 (STP), \$844,613 (EB), \$2,383,949 (RSTP), \$575,977 (AC-other) FY13, \$2,840,000 (RSTP) FY12 RW; add \$446,396 (AC-Other) FY13, remove \$1,897,611 (AC-MG/EB) FY14 CN.													
Air Quality The project is included in the the Air Quality Conformity Analysis for the Metropolitan Washington Region.													
Title: I-66 /Route 15 Interchange Reconstruction													
TIP ID:	Agency ID: UPC# 100566					100%	0%	0%	\$0	\$2,564			Complete 2015
Facility:	I-66	PE		ACConv.		90%	10%	0%	\$0	\$0	\$0	\$0	\$0
From:	.301 Miles west of Rte 15	PE	\$1,000	Fed-HSIP		90%	10%	0%	\$0	\$0	\$0	\$0	\$0
To:	.0537 miles east of Rte 15	PE		Fed-AC		90%	10%	0%	\$0	\$2,849			\$2,849
		RW		Fed-ACConv		90%	10%	0%	\$0	\$11,624			\$0
		RW		Fed-AC		90%	10%	0%	\$0	\$0	\$0	\$0	\$11,624
		CN		Fed-AC Conv		90%	10%	0%	\$0	\$3,525	\$20,384	\$0	\$0
		CN		Fed-AC		80%	20%	0%	\$0	\$54,370	\$0	\$0	\$54,370
Total Funds:													\$68,843
Description:	I-66 Route 15 Interchange Reconstruction												
Jurisdiction:	Prince William County												
TIP Amendment to remove \$3,060,000 (ACC-IM) & add \$900,000 (HSIP) FY12, add \$2,564,361 (AC-IM)FY13 with conversion in FY14 PE; add \$10,461,834 (AC-IM) FY13, with conversion in FY14 PE; add \$10,461,834 (AC-IM) FY13, move \$4,500,000 (ACC-IM FY13 to FY14 and add additl \$5,961,834 RW; add \$48,933,405 (AC-Im FY13 , remove \$4,500,000 (ACC-IM) FY13 & \$14,826,196 (ACC-IM) FY14.													
Air Quality The project is included in the the Air Quality Conformity Analysis for the Metropolitan Washington Region.													

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

**RESOLUTION TO AMEND THE FY 2013 UNIFIED PLANNING WORK PROGRAM
(UPWP) TO MODIFY THE TASKS IN THE DISTRICT OF COLUMBIA TECHNICAL
ASSISTANCE PROGRAM**

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 the Moving Ahead for Progress in the 21st Century (MAP-21) Act of 2012 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Washington Metropolitan Area; and

WHEREAS, the Joint Planning Regulations issued in February 2007 by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) require a Unified Planning Work Program for Transportation Planning (UPWP); and

WHEREAS, the UPWP is required as a basis and condition for all funding assistance for transportation planning to state, local, and regional agencies by the FHWA and FTA; and

WHEREAS, the FY 2013 UPWP for the Washington Metropolitan Area was approved by the TPB on March 21, 2012; and

WHEREAS, the District Department of Transportation (DDOT) in the attached letter of June 6, 2013, has requested modifications to the project budgets and to include a task entitled "Outdoor Sign Inventory Update" in the District of Columbia Technical Assistance Program in the UPWP as described in the attached pages from the FY 2013 UPWP;

NOW, THEREFORE, BE IT RESOLVED THAT the STEERING COMMITTEE OF THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD amends the FY 2013 UPWP to change the budget amounts and to include a task entitled "Outdoor Sign Inventory Update" in the District of Columbia Technical Assistance Program in the UPWP as described in the attached pages from the FY 2013 UPWP.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on June 7, 2013

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Policy, Planning and Sustainability Administration

June 6, 2013

The Honorable Scott York, Chairperson
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 York,

The District Department of Transportation (DDOT) requests that the National Capital Region Transportation Planning Board (TPB) approve an amendment to the FY 2013 Unified Planning Work Program (UPWP). Specifically, we are requesting the following:

- 1) Add one additional task to the District of Columbia's Technical Assistance Program Task: Outdoor Sign Inventory Update. The cost of this activity is \$20,000. COG/TPB staff assisted DDOT in 2010 by conducting an inventory of outdoor advertising signs and preparing a database of the signs in a GIS-enabled format. This new proposed project will update the existing inventory by performing field surveys and collect information on any new signs on the recently expanded National Highway System in the District.
- 2) Increase the Bicycle Counts budget from \$17,618.00 to \$28,318.00. This project will collect counts of bike traffic, along with certain related information, at a series of locations around the District of Columbia. This data will be used to measure bike traffic over time and to measure the effectiveness of new bike lanes and trails.
- 3) Reduce the budgets for the Weigh In Motion (WIM) Station Analysis and Peak Period Street Inventory projects from \$20,000 each to \$4,500 and \$4,800, respectively.

DDOT requests that the TPB Steering Committee approve this amendment at its June 7, 2013 meeting. We appreciate your cooperation in that matter.

Should you have questions regarding this amendment, please contact Mark Rawlings at (202) 671-2234 or by e-mail at mark.rawlings@dc.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read 'SZ', is positioned above the printed name.

Samuel Zimbabwe

Associate Director, Policy, Planning and Sustainability Administration (PPSA)

cc: Maurice Keys, DDOT-PPSA (via e-mail)
Eulois Cleckley, DDOT - PPSA (via e-mail)
Mark Rawlings, DDOT - PPSA (via e-mail)
Robert Griffiths, MWCOG (via e-mail)
Gerald Miller, MWCOG (via e-mail)

6. TECHNICAL ASSISTANCE

A. DISTRICT OF COLUMBIA

1. Program Development, Data Requests and Miscellaneous Services

This project is established to account for staff time spent in developing scopes of work for requested projects and in administering the resulting work program throughout the year. Work activities involve meeting with DDOT staff to discuss proposed projects, drafting and finalizing work statements and tasks, creating project accounts when authorized, and progress reporting throughout the projects.

Additionally, this project establishes an account to address requests from DDOT which are too small or too short-lived to warrant separate scopes of work. Requests may include staff time to participate in technical review committees and task forces and execution of small technical studies.

Cost Estimate:	\$10,000
Product:	specific scopes of work
Schedule:	on-going activity

2. Traffic Counts and Highway Performance Management System (HPMS) Support

This task will include procurement of a contractor to perform 7-day vehicle classification counts and 3-day traffic volume machine counts on roadway segments and grade-separated ramps that part of DDOT’s traffic counting program. A total of approximately 200 traffic counts and 60 ramp counts will be performed city-wide at locations specified by DDOT’s HPMS Coordinating Committee. DTP staff will also provide quality control checking of the traffic counts conducted by the contractor and provide technical support to DDOT in preparation of its annual HPMS submittal. This technical support will include processing of the traffic counts into average annual daily traffic (AADT) volumes, growth factoring of AADT volumes, and preparation of vehicle classification summaries of daily travel activity and preparation of traffic volume metadata.

Cost Estimate:	\$235,000
Product:	Machine traffic counts and HPMS submittal support
Schedule:	June 2013

3. Bicycle Counts

This task includes collection of bicycle counts at locations specified by DDOT staff.

Cost Estimate: ~~\$17,618~~ **\$28,318**

Product: Bicycle count files

Schedule: June 2013

4. Weigh In Motion (WIM) Station Analysis

This task includes data collection at the District's WIM station on I-295 and the nearby truck scales in conjunction with DDOT and the Metropolitan Police Department and subsequent analysis of the data to assess the difference in reported vehicle weights.

Cost Estimate: ~~\$20,000~~ **\$4,500**

Product: Data and technical memorandum

Schedule: June 2013

5. Peak Period Street Restrictions Inventory

This task will develop a GIS-based inventory of District streets with peak period travel restrictions (e.g., No Standing). Data will be compiled from existing sources and field collection.

Cost Estimate: ~~\$20,000~~ **\$4,800**

Product: Data and maps

Schedule: June 2013

~~6. Other Tasks to be Defined~~ **Outdoor Sign Inventory Update**

Update GIS-based inventory of outdoor signs on National Highway System routes per FHWA regulations.

Cost Estimate: ~~\$0~~ **\$20,000**

TOTAL DISTRICT OF COLUMBIA COST ESTIMATE: \$302,618

ITEM 7 – Action

June 19, 2013

Approval of CY 2013 Projects for Funding Under the Job Access and Reverse Commute (JARC) and New Freedom Programs of the Federal Transit Administration (FTA), and of an Amendment of the FY 2013-2018 TIP to Include the Projects

Staff Recommendation: Receive briefing on the solicitation and selection process, and approve Resolution R18-2013 to approve CY 2013 projects for funding under the JARC and New Freedom Programs, and to amend the FY 2013-2018 TIP to include the projects.

Issues: None

Background: In the Fall of 2006 the TPB became the designated recipient of the FTA JARC and New Freedom program funding for the Washington DC-VA-MD Urbanized Area. These funds are for improving mobility options of low-income commuters and persons with disabilities respectively. A project solicitation for JARC and New Freedom funds was conducted from February 12 through April 17. In May, a selection committee for JARC and a selection committee for New Freedom reviewed the project applications and recommended projects to be presented to the TPB for funding approval. Mr. Wojahn chaired both committees. This is the final project solicitation for these programs which were not continued under MAP-21.

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

RESOLUTION TO APPROVE TEN PROJECTS FOR FUNDING UNDER THE JOB ACCESS REVERSE AND COMMUTE (JARC) AND NEW FREEDOM PROGRAMS OF THE FEDERAL TRANSIT ADMINISTRATION (FTA) FOR CY 2013 AND TO AMEND THE FY2013- 2018 TIP TO INCLUDE THE PROJECTS

WHEREAS, the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Moving Ahead for Progress in the 21st Century Act (MAP- 21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, under SAFETEA-LU, projects funded by three Federal Transit Administration (FTA) human services transportation programs: Elderly and Persons with Disabilities (Section 5310), Job Access and Reverse Commute (JARC) (Section 5316), and New Freedom (Section 5317) must be derived from a “locally developed, coordinated public transit-human services transportation plan” and JARC and New Freedom projects must be selected on a competitive basis; and

WHEREAS, in July 2006 the TPB established the Human Services Transportation Coordination Task Force to oversee the development of the Coordinated Human Service Transportation Plan (“Coordinated Plan”) and a competitive selection process for identifying projects for JARC and New Freedom funding in the National Capital Region; and

WHEREAS, the JARC program provides capital and operating funding to improve access to jobs for low-income persons; and

WHEREAS, the New Freedom program provides capital and operating funding for improvements for persons with disabilities that are new and go beyond those required by the Americans with Disabilities Act; and

WHEREAS, in August 2006 the TPB was designated by the Mayor of the District of Columbia, the Governor of Maryland, and the Governor of Virginia as the recipient of the JARC and New Freedom programs in the Washington DC-VA-MD Urbanized Area; and

WHEREAS, the Coordinated Plan was developed under the guidance of the task force which included the active participation of representatives from public, private and non-profit transportation and human services providers, as well as participation by members

of the public who provided insight into local transportation needs and strategies for improvement; and

WHEREAS, the Coordinated Plan also includes the selection criteria to be used in the competitive selection process of JARC and New Freedom projects and to inform the selection of Elderly and Disabled Individual Program (Section 5310) projects administered by the District of Columbia, Maryland and Virginia Departments of Transportation; and

WHEREAS, the Coordinated Plan, the selection criteria and the process for a competitive selection process were adopted by the TPB at its regular meeting on April 18, 2007 (R22-2007); and

WHEREAS, the TPB adopted an Update to the Coordinated Human Service Transportation Plan at its regular meeting on December 16, 2009 (R13-2010); and

WHEREAS, the TPB has approved 59 projects for funding under the Job Access Reverse Commute (JARC) and New Freedom Programs since 2007;

WHEREAS, a solicitation for JARC and New Freedom projects was conducted from February 12 through April 17, 2013, during which approximately 1,500 organizations and agencies received an email announcement and brochure announcing the availability of transportation funds; and

WHEREAS, four pre-application conferences were conducted during the solicitation period for interested organizations and agencies to receive technical assistance on the application process and FTA requirements; and

WHEREAS, a selection committee for JARC and a selection committee for New Freedom, both comprised of local and national experts in transportation and human services familiar with special needs populations, met twice in May to review the applications and evaluate them against the selection criteria; and

WHEREAS, the JARC selection committee and the New Freedom selection committee recommended a total of ten projects for funding based on their review and evaluation; and

WHEREAS, the ten projects recommended for funding are described in the attached memorandum;

WHEREAS, the attached FY2013-2018 TIP amendment includes the project information for these ten projects;

NOW, THEREFORE, BE IT RESOLVED THAT the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the ten projects described in the attached memorandum and TIP amendment for funding under the Job Access and Reverse Commute (JARC) and New Freedom Programs of the Federal Transit Administration and amends the FY2013-2018 TIP to include the projects.

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

June 13, 2013

To: Transportation Planning Board

From: Patrick Wojahn, TPB Second Vice Chair
Chair, TPB Human Service Transportation Coordination Task Force
Councilmember, City of College Park, MD

Subject: Grant Recommendations for Funding Under the Job Access and Reverse Commute (JARC) and New Freedom Programs

I am pleased to present to the TPB for approval 10 endorsed grant recommendations for funding under the Job Access Reverse and Commute (JARC) and New Freedom programs of the Federal Transit Administration (FTA). These grant recommendations are the result of a federally-mandated competitive selection process, described below, which I chaired. With the TPB approval of these 10 grants, all of the remaining JARC and New Freedom federal funds will be expended: \$1,318,405 in JARC and \$727,498 in New Freedom funds.

The TPB is the designated recipient for two Federal Transit Administration programs under SAFETEA-LU: 1) Job Access and Reverse Commute, which provides funding for low-income workers to reach employment and employment training activities; and 2) New Freedom, which funds transportation services for persons with disabilities. The federal funds are required to be matched with other sources of funding provided by the grant recipients: 20 percent for capital projects and 50 percent for operating projects. As the designated recipient of these program funds, the TPB is able to fund projects to implement its Coordinated Human Service Transportation Plan ("Coordinated Plan"), which includes selection criteria for the federally-required competitive selection of projects. An Updated Coordinated Plan was approved by the TPB on December 16, 2009. The eight selection criteria from the Coordinated Plan are used to score and rank applications; a copy of the selection criteria is attached.

MAP-21 and Changes to JARC and New Freedom Programs

The 2013 JARC and New Freedom solicitation is the final solicitation for these programs. On October 1, 2012, the transportation law Moving Ahead for Progress in the 21st Century (MAP-21) went into effect, bringing significant changes to the federal programs through which funding for transportation-disadvantaged individuals is delivered. MAP-21 eliminated the JARC Program and combined the New Freedom and Section 5310 Elderly and Disabled Program into the *new* Section 5310 Enhanced Mobility Program for persons with disabilities and older adults. The FY13 Enhanced Mobility apportionment for the Washington, DC-VA-MD Urbanized Area is \$2,805,558.

At the March 20 meeting, the TPB approved sending a formal request to the Governor of Maryland, the Governor of Virginia, and the Mayor of the District of Columbia that the Metropolitan Washington Council of Governments, as the administrative agent for the TPB, be named the Designated Recipient for the Enhanced Mobility program in the Washington DC-VA-MD Urbanized Area. This request for COG to be the Designated Recipient was at the recommendation of the Maryland Department of Transportation (MDOT), Maryland Transit Administration (MTA), District of Columbia Department of Transportation (DDOT) and the Virginia

Department of Rail & Public Transportation (VDRPT). To date the TPB has received the designation letter from the Governor of Virginia and is waiting on the letters from D.C. and Maryland.

As the Designated Recipient, the TPB will be responsible for updating the Coordinated Human Service Transportation Plan, soliciting for projects, grants administration and oversight. TPB staff expects that the first solicitation for Section 5310 Enhanced Mobility grant projects for people with disabilities and older adults will occur in the January to April 2014 timeframe.

Prior Year Solicitations

Since 2007, the TPB has awarded 59 grants totaling \$21 million to support a range of projects such as travel training on how to use the bus and rail system, wheelchair-accessible taxis, low-interest car loan programs, reverse commute bus services and door through door transportation services. A complete list of the 50 grants awarded between 2007 and 2011 is available at http://www.mwcog.org/tpbcoordination/documents/JARCNEF_2011_FundedProjects.pdf.

The solicitations have become more competitive. In the 2011 and 2012 solicitations, the requested funds were double or triple the amount of the available grant funds. In this final solicitation, the JARC funds requested were almost twice the amount of available grant funds, and \$250,000 in New Freedom funds were requested over and above the funds available.

2013 Solicitation for JARC and New Freedom Projects

The TPB solicitation for JARC and New Freedom funds was conducted from February 12 through April 17, 2013. Approximately 1,500 organizations or agencies received a brochure or email announcing the availability of grant funds. TPB staff conducted four pre-application conferences to instruct interested organizations on the application process. Conferences were held in Maryland and Virginia in addition to D.C. and were attended by over 30 different organizations and agencies.

The Task Force identified the following four priorities for the 2013 solicitation: (Applicants may also submit proposals for projects that are not priorities, and the priority projects do not receive extra points during the selection process.)

- Taxi Vouchers
- Car loan and car donation programs in areas not well served by transit
- Travel Training
- Accessible taxi pilot

The priorities were released for public comment via the TPB website in December 2012. No comments were received in response to the priorities. At the conclusion of the solicitation period, 13 complete applications were received: 8 applications for JARC funding and 5 applications for New Freedom funding.

Selection Committee and Selection Process

Two Selection Committees were convened this year to separate the review of JARC and New Freedom projects. I chaired both committees, which were comprised of three people each from local, state and national agencies and organizations representing disability, workforce development, transit and private provider expertise. The Selection Committee members were:

JARC

1. Kermit Kaleba, DC Workforce Investment Council
2. Carolyn Jeskey, Community Transportation Association of America, National Job Access specialist
3. Steve Yaffe, Arlington County Transit Services

New Freedom

1. Ricky DeGraffenreid, Maryland Transit Administration
2. Susie McFadden-Resper, DC Office of Disability Rights
3. Jeanna Muhoro, Fairfax County Neighborhood & Community Services, Human Service Transportation

Each member reviewed and scored the applications using the TPB-approved selection criteria (attached). Each Selection Committee convened twice and, after thoughtful and deliberative processes, recommended that 6 out of 8 JARC applications be funded, and 4 out of 5 New Freedom applications be funded. The following tables provide a summary of the applications and the recommended grant awards. Where applicable, the narrative includes the priorities met by each application. The chart at the end of this memo describes the applications that are not recommended for funding.

Recommended projects

The following 6 projects were recommended for funding by the JARC Selection Committee:

1. **Doorways for Women & Families:** Funding to assist residents of shelters and transitional housing programs in Northern Virginia with taxi vouchers to attend job training, conduct job searches or reach employment locations. Taxi vouchers were a priority in this year’s solicitation.

Requested		Recommended	
Requested JARC Funds	\$20,000	Recommended JARC Funds	\$20,000
Proposed Match	\$20,000	Required Match	\$20,000
Total Proposed Project	\$40,000	Revised Total Project	\$40,000

2. **Dulles Area Transportation Association Rotating Rideshare Coordinator project:** Funding to continue a mobility management coordinator to serve employment sites in the Dulles corridor who will provide assistance to low-income employees in forming or maintaining carpools, and who will meet with employers about the viability of forming vanpools and improving transit use, where appropriate. The funding was reduced to an amount identified in the application due to the very competitive nature of the JARC proposals in this solicitation.

Requested		Recommended	
Requested JARC Funds	\$241,594	Recommended JARC Funds	\$150,000
Proposed Match	\$ 59,554	Required Match	\$ 37,500
Total Proposed Project	\$301,148	Revised Total Project	\$187,500

3. **Skill Source Group Road to Employment Project:** Funding to support the operating costs of providing a shuttle that will transport participants in the Fairfax County Pre-Release Employment Center to and

from job sites that are not transit accessible. The funding was reduced to an amount identified in the application due to the very competitive nature of the JARC proposals in this solicitation.

Requested		Recommended	
Requested JARC Funds	\$179,808	Recommended JARC Funds	\$125,127
Proposed Match	\$179,808	Required Match	\$125,127
Total Proposed Project	\$359,616	Revised Total Project	\$250,254

- 4. Family Matters of Greater Washington Ways to Work Program:** Funding to support the agency’s Ways to Work Program, which works with low-income working families to help them obtain affordable car loans. The program will serve individuals in Southeast D.C. and Prince George’s County with limited access to public transit that meets their reverse commute and child-care related transportation needs. Car loan projects were a priority in this year’s solicitation; however, the funding was reduced to an amount accepted by the agency due to the very competitive nature of the JARC proposals in this solicitation.

Requested		Recommended	
Requested JARC Funds	\$477,178	Recommended JARC Funds	\$224,000
Proposed Match	\$369,178	Required Match	\$116,000
Total Proposed Project	\$846,356	Revised Total Project	\$340,000

- 5. Northern Virginia Family Service Vehicles for Change Program:** Funding to continue the Vehicles for Change program, which provides donated vehicles to low-income working families for a program fee. The project operates throughout Northern Virginia and benefits families with limited access to transit. Car donation projects were a priority in this year’s solicitation; however, the funding was reduced to an amount accepted by the agency due to the very competitive nature of the JARC proposals in this solicitation.

Requested		Recommended	
Requested JARC Funds	\$1,009,866	Recommended JARC Funds	\$ 748,000
Proposed Match	\$ 390,446	Required Match	\$ 286,410
Total Proposed Project	\$1,400,312	Revised Total Project	\$1,034,410

- 5. Northern Virginia Family Service Training Futures Program:** Funding to support the operation of a shuttle service to the Training Futures job training site in Manassas from commuter stops within a 10-mile radius. Training Futures is a 23-week workforce development program that offers low-income adults on-the-job training through Northern Virginia Community College. The training program is expanding into Prince William County as of June 2013.

Requested		Recommended	
Requested JARC Funds	\$ 51,278	Recommended JARC Funds	\$ 51,278
Proposed Match	\$ 51,278	Required Match	\$ 51,278
Total Proposed Project	\$102,556	Revised Total Project	\$102,556

The following 4 projects were recommended for funding by the New Freedom Selection Committee:

- a. **City of Alexandria Pedestrian Mobility Enhancements:** Funding for the design and construction of pedestrian safety upgrades at four intersections in the City of Alexandria; the improvements will improve access for persons with disabilities, and include upgraded curb ramps, installation of pedestrian signals with count-downs and audible features, upgrading marking to high visibility crosswalks, installing curb extensions to shorten crossing distances, and installing bus stop amenities such as benches.

Requested		Recommended	
Requested New Freedom Funds	\$320,000	Recommended New Freedom Funds	\$320,000
Proposed Match	\$ 80,000	Required Match	\$ 80,000
Total Proposed Project	\$400,000	Revised Total Project	\$400,000

- b. **Yellow Cab of Prince William County Accessible Taxi Pilot:** Funding for the purchase of four wheelchair-accessible vehicles to operate as accessible taxi service in Prince William County and North Stafford County. Wheelchair accessible taxis were a priority in this year’s solicitation. The amount of funding recommended was increased to better reflect the cost of purchasing the vehicles following FTA procurement rules, but the scope of the project remains unchanged from the original request.

Requested		Recommended	
Requested New Freedom Funds	\$ 81,555	Recommended New Freedom Funds	\$125,000
Proposed Match	\$ 20,389	Required Match	\$ 31,250
Total Proposed Project	\$101,944	Revised Total Project	\$156,250

- c. **Liberty Transportation rollDC Continuation:** Funding for the expansion and continuation of rollDC, the wheelchair accessible taxicab pilot project in DC. The project was originally funded with a New Freedom grant in 2008. In the two and a half years the service has been available, the company has experienced a steady increase in demand. Funding under this grant would support the purchase of three additional wheelchair-accessible minivans and provide operating funds for driver incentives, insurance and other operating costs. Match funding for this project has been committed by the D.C. Council. Wheelchair accessible taxis were a priority in this year’s solicitation; however, the funding was reduced to an amount identified in the application due to the competitive nature of the New Freedom proposals in this solicitation.

Requested		Recommended	
Requested New Freedom Funds	\$250,347	Recommended New Freedom Funds	\$191,030
Proposed Match	\$100,582	Required Match	\$ 85,753
Total Proposed Project	\$350,929	Revised Total Project	\$276,783

- d. **DC Office on Aging Door-through-Door Project:** Funding for continuation of the Caregivers Respite Escort Service for Transportation (CREST) program, which provides a certified home care aide to accompany and assist older adults who have a disability to prepare for and to travel to and from medical appointments.

Requested		Recommended	
Requested New Freedom Funds	\$ 91,468	Recommended New Freedom Funds	\$ 91,468
Proposed Match	\$ 91,468	Required Match	\$ 91,468
Total Proposed Project	\$182,936	Revised Total Project	\$182,937

Next Steps

If all 10 of the above recommended grants are funded, all of the remaining JARC and New Freedom funds will be expended: \$1,318,405 in JARC and \$727,498 in New Freedom funds.

As noted previously, the TPB is in the process of being designated as the recipient of Section 5310 Enhanced Mobility funds under MAP-21. As the Designated Recipient, the TPB will be responsible for conducting solicitations, selecting projects for funding, and administering and monitoring federal grant funds under the program.

The Human Service Transportation Coordination Task Force will convene its regular meeting schedule in the fall, and will be asked to update the Coordinated Human Service Transportation Plan in light of the changes to the federal programs. The Task Force will also be asked to help plan for the solicitation for Enhanced Mobility funding that is anticipated to occur in early 2014.

Applications Not Recommended for Funding				Reason
Applicant	Project	Funding Requested	Program	Selection Committee Rationale
Service Source,	Ride Share	\$259,423 in federal funds, requiring a match of \$259,423	JARC	Low scoring application; Concerns about the sustainability of the project beyond the JARC funds; service not well defined
Home Care Partners	Home-to-Work Travel Reimbursement	\$140,000 in federal funds, requiring a match of \$140,000	JARC	Low scoring application; concerns about sustainability of subsidizing employee transportation with grant funds
DC Center for Independent Living	Travel Training Expansion	\$237,418 in federal funds, requiring a match of \$59,355	New Freedom	Low scoring application; concerns about duplication of effort to develop a train-the-trainer curriculum for public schools regarding 2012 New Freedom grant awarded to The Arc of Northern VA

Description of Selection Criteria

Criteria	Definition and Possible Score	Total Score
<p>1. To what extent does the project respond to the strategies identified in the Coordinated Plan?</p>	<p>Projects that address multiple strategies will make better use of limited funding and will be weighted more heavily. This criterion considers two issues: how many strategies does the project address (there is a total of four), and how well does it address them? Each strategy addressed should be rated on a scale of 1 to 4, with the maximum of 16 points indicating the project would respond well to each of the four strategies.</p> <p>Maximum Possible Points: 16</p>	
<p>2. To what extent does the project demonstrate coordination among various entities?</p>	<p>Service delivery is better where projects are developed and operated with the cooperation and coordination of jurisdictions, agencies, and interested stakeholder organizations. The criterion is defined by multiple jurisdictions, agencies, or stakeholder organizations involved in the project. A maximum score of 16 would be awarded for a project that has three or more partners each in program planning, operations, communications and funding.</p> <p>Maximum Possible Points: 16</p>	
<p>3. To what extent does the project demonstrate a new or innovative idea that can be replicated elsewhere in the region?</p>	<p>Projects that comply with the spirit of SAFETEA-LU are those that combine new and innovative ideas, new technologies, and creative sources of financing to address currently unmet needs. Projects that succeed in meeting unmet needs and can be replicated in other jurisdictions are weighted higher. To the extent an existing program demonstrates innovation and replicability (by other jurisdictions or agencies) it would score well in this category. A score of 11 points would be awarded for a project that employs a new and innovative idea and demonstrates excellent prospects for feasibility of replication.</p> <p>Maximum Possible Points: 11</p>	
<p>4. To what extent does the project meet a regional transportation need?</p>	<p>Jurisdictions may differ in the services they provide, but the need for programs that address the four strategies identified above is regional. “Regional” means that the project is not limited to single geographic area and ideally would serve the entire urbanized area. Programs that are focused regionally will be scored higher than those that are limited in geographic scope. Projects that are proposed as a pilot project should include narrative of how the proposed project serves a regional need. The maximum 11 points would be awarded to projects that reveal both a comprehensive region-wide service area and distribution of trips provided.</p> <p>Maximum Possible Points: 11</p>	

Criteria	Definition and Possible Score	Total Score
<p>5. To what extent does the project involve the private sector?</p>	<p>Cost-effectiveness is often accomplished with the involvement of the private sector and, as such, they are important partners in project planning and development. This criterion will consider the extent to which private sector is involved in the project – such as in service delivery or project sponsorship (i.e. employer-based van pools). A maximum of 10 points will be awarded for the most involvement by private sector partners.</p> <p>Maximum Possible Points: 10</p>	
<p>6. How many individuals with disabilities and/or with limited-incomes does the project propose to serve or benefit?</p>	<p>Applicants will be asked to estimate how many individuals with disabilities and/or individuals with limited incomes the project proposes to serve in the first year. The number of individuals can be estimated in the project proposal, and usage statistics could also be asked for, such as the average number of monthly one-way trips the program hopes to provide. For an infrastructure improvement, an estimate of the number of people living around the improvement who are expected to use it could be provided. Points will be assigned based on the relative number of people to be served or trips expected to be provided.</p> <p>Maximum Possible Points: 11</p>	
<p>7. To what extent does the application identify reasonable strategies for on-going funding?</p>	<p>The limited funding available under SAFETEA-LU requires that projects identify other sources of funding to sustain operations in future years. Projects that have identified reasonable strategies for sources of on-going funding after the first grant will be scored the highest.</p> <p>Maximum Possible Points: 11</p>	
<p>8. How feasible is the project?</p>	<p>The criterion will explore the feasibility of a project in terms of budget, resources and institutional or administrative support. Does the proposal identify and secure the necessary financial, human and institutional capacity to make the project happen? The more feasible the project proposal, the higher the project will score with this criterion. Success is critical for the coordinated planning efforts and for future appropriations of JARC and New Freedom funds.</p> <p>Maximum Possible Points: 14</p>	
	<p>TOTAL POSSIBLE POINTS: 100</p>	

**TRANSPORTATION PLANNING BOARD
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total	
Human Service Transportation Coordination										
JARC and New Freedom Programs										
TIP ID: 5408	Agency ID:	Title: New Freedom Program							Complete:	

Facility:	Section 5317	100/0/0	2,277	e						2,277
From:										
To:	Total Funds: 2,277									

Description: The New Freedom program provides funding for transportation programs and services that go above and beyond what is required by the Americans with Disabilities Act (ADA).

Subrecipient	Program Description	Total Project Cost (\$1,000s)	Federal Share	Location
City of Alexandria Pedestrian Mobility Enhancements	Funding for the design and construction of pedestrian safety upgrades at four intersections in the City of Alexandria; improvements include upgraded curb ramps, installation of pedestrian signals with count-downs and audible features, upgrading marking to high visibility crosswalks, installing curb extensions to shorten crossing distances, and installing bus stop amenities such as benches.	\$400	\$320	City of Alexandria
Yellow Cab of Prince William County Accessible Taxi Pilot	Funding for the purchase of four wheelchair-accessible vehicles to operate as accessible taxi service in Prince William County and North Stafford County. This project was a priority in this year's solicitation. The amount of funding recommended was increased to better reflect the cost of purchasing the vehicles following FTA procurement rules, but the scope of the project remains unchanged from the original request.	\$156	\$125	Prince William and Northern Stafford Counties
Liberty Transportation rollDC Continuation	Funding for the expansion and continuation of rollDC, the wheelchair accessible taxicab pilot project in DC. The project was originally funded with a New Freedom grant in 2008. In the two and a half years the service has been available, the company has experienced a steady increase in demand. Funding under this grant would support the purchase of three additional wheelchair-accessible minivans and provide additional operating funds. Match funding for this project has been committed by the D.C. Council. This project was a priority in this year's solicitation; however, the funding was reduced to an amount identified in the application due to the competitive nature of the New Freedom proposals in this solicitation.	\$277	\$191	Washington, DC
DC Office on Aging Door-through-Door Project	Funding for continuation of the Caregivers Respite Escort Service for Transportation (CREST) program, which provides a certified home care aide to accompany and assist older adults who have a disability to prepare for and travel to and from medical appointments.	\$183	\$91	Washington, DC

Amendment: Update Project Description	Requested on: 6/19/2013
Update project description to include the four projects above awarded New Freedom funding for FY 2013.	

**TRANSPORTATION PLANNING BOARD
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source		Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total	
TIP ID: 5407		Agency ID:		Title: Job Access and Reverse Commute (JARC) Program						Complete:	
Facility:		Section 5316	100/0/0	3,065 e						3,065	
From:		(JARC)									
To:		Total Funds: 3,065									

Description: The goal of the JARC program is to improve access to job sites and employment-related activities for people who are transitioning from welfare to work or for others with limited incomes.

Subrecipient	Program Description	Total Project Cost (\$1,000s)	Federal Share	Location
Doorways for Women & Families	Funding to assist residents of shelters and transitional housing programs in Northern Virginia with taxi vouchers to attend job training, conduct job searches or reach employment locations. Taxi vouchers were a priority in this year's solicitation.	\$40	\$20	Northern Virginia
Dulles Area Transportation Association Rotating Rideshare Coordinator Project	Funding to continue a mobility management coordinator to serve employment sites in the Dulles corridor who will provide assistance to low-income employees in forming or maintaining carpools, and who will meet with employers about the viability of forming vanpools and improving transit use, where appropriate. The funding was reduced to an amount identified in the application due to the very competitive nature of the JARC proposals in this solicitation.	\$188	\$150	Dulles Corridor
Skill Source Group Road to Employment Project	Funding to support the operating costs of providing a shuttle that will transport participants in the Fairfax County Pre-Release Employment Center to and from job sites that are not transit accessible. The funding was reduced to an amount identified in the application due to the very competitive nature of the JARC proposals in this solicitation.	\$250	\$125	Fairfax County
Family Matters of Greater Washington Ways to Work Program	Funding to support the agency's Ways to Work Program, which works with low-income working families to help them obtain affordable car loans. The program will serve individuals in Southeast D.C. and Prince George's County with limited access to public transit that meets their reverse commute and child-care related transportation needs. This project was a priority in this year's solicitation; however, the funding was reduced to an amount accepted by the agency due to the very competitive nature of the JARC proposals in this solicitation.	\$340	\$224	Washington, DC and Prince George's County
Northern Virginia Family Service Vehicles for Change Program	Funding to continue the Vehicles for Change program, which provides donated vehicles to low-income working families for a program fee. The project operates throughout Northern Virginia and benefits families with limited access to transit. This project was a priority in this year's solicitation; however, the funding was reduced to an amount accepted by the agency due to the very competitive nature of the JARC proposals in this solicitation.	\$1,034	\$748	Northern Virginia
Northern Virginia Family Service Training Futures Program	Funding to support the operation of a shuttle service to the Training Futures job training site in Manassas from commuter stops within a 10-mile radius. Training Futures is a 23-week workforce development program that offers low-income adults on-the-job training through Northern Virginia Community College. The training program is expanding into Prince William County as of June, 2013.	\$103	\$51	Northern Virginia

Amendment: Update Project Description	Requested on: 6/19/2013
Update project description to include the six projects above awarded JARC funding for FY 2013.	

ITEM 8 - Information

June 19 2013

Briefing on the 2013 Regional Bike to Work Day

Recommendation: Receive briefing on key slides from the attached Power Point presentation on the participation and events for the regional Bike to Work Day held on May 17.

Issues: None

Background: In an effort to increase public awareness of the viability of bicycle commuting in the Washington region, the Board at its meeting on April 17 proclaimed Friday May 17 as Bike to Work Day.

ITEM #8

Bike to Work Day 2013

National Capital Region Transportation Planning Board June 19, 2013



2

Regional Marketing Materials

BIKE TO WORK DAY 2013 FRIDAY
MAY 17

REGISTER AT BIKETOWORKMETRODC.ORG OR CALL 800-745-7433

Pre-Register by May 10 for Free T-Shirt* and Bike Raffle!

FREE FOOD, BEVERAGES AND STEWARDS AT ALL LOCATIONS

Visit Biketoworkmetrodc.org for food, pit, stop locations and times.

*T-Shirts available at pit stops to first 12,000 who register.

70 Bike to Work Day pit stops located in D.C., Maryland, and Virginia.

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BIKE TO WORK DAY 2013

Regional Event Web Site

bike to work day 2013

BIKE TO WORK DAY MAY 17 2013

HOME | EMPLOYER RESOURCES | EVENT INFO | FIRST TIME RIDER INFO | SPONSORS | REGISTER NOW

Bike to Work Day

On Friday May 17, 2013 Commuter Connections and the Washington Area Bicyclist Association invites you to join over 10,000 area commuters for a celebration of bicycling as a clean, fun and healthy way to get to work. Attend one of 70 pit stops throughout D.C., Maryland, and Virginia to receive a free T-shirt, refreshments, and be entered into a raffle for a free bicycle!

REGISTER NOW

COMMUTER CONNECTIONS
CRYSTALride

PIT STOPS
Seventy pit stops will host Bike to Work Day events throughout D.C., Maryland and

COMMUTER CONVOYS
Bicycle commuter convoys are forming now for Bike to Work Day on May 17th. All

FIND A RIDE BUDDY
Use the Washington Area Bike Forum to find a ride buddy for Bike to Work Day or join an

Twitter

Commuter Connections
@BikeToWorkDay

Commuter Connections is a regional network of transportation organizations coordinated by the Metropolitan Washington Council of Governments.
Washington DC - biketoworkmetrodc.org

108 TWEETS | 208 FOLLOWERS | 1,008 FOLLOWING

Tweets

- Commuter Connections @BikeToWorkDay · 17 May
More than 14,500 registered for Bike to Work Day 2013, a 15% increase over last year. On behalf of Commuter Connections, thanks for biking! [Reply](#)
- Commuter Connections @BikeToWorkDay · 18 May
#BikeToWorkDay is the hashtag to use tomorrow for Bike to Work Day in the Metropolitan Washington DC region. We look forward to your tweets! [Reply](#)
- Commuter Connections @BikeToWorkDay · 19 May
Beautiful weather perfect for bicycling is expected this Friday May 17th. Enjoy! [Reply](#)
- Commuter Connections @BikeToWorkDay · 14 May
Metro to host two pit stops on Bike to Work Day, May 17th to promote bicycling to Metro and taking Metro to work. [...wants.com/about_metro/ine...](#) [Reply](#)
- Commuter Connections @BikeToWorkDay · 8 May
[Reply](#)

Facebook



Regional Advertising

Newspaper Ad



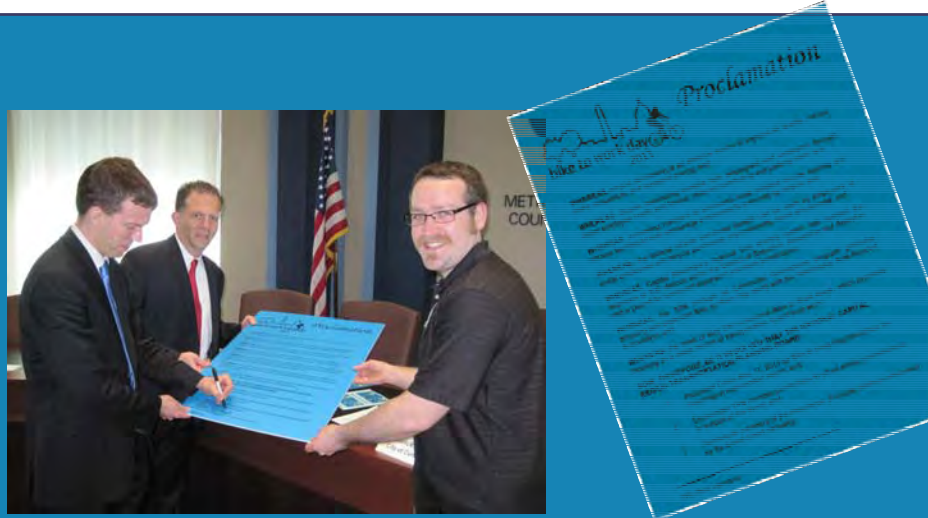
Regional T-Shirt



Local Vinyl Banners



BTWD 2013 Proclamation Signing



11

Local Promotion



12

Local Promotion



13

Local Promotion



14

Local Promotion





BTWD 2013 Confirmed Elected Officials and Dignitaries List

District of Columbia

Mt. Vernon DC
District of Columbia Councilmember Ward 6, Tommy Wells

Freedom Plaza
Federal Highway Administration Administrator, Victor Mendez
District of Columbia Mayor, Vincent Gray
District of Columbia Ward 2 Councilmember, Jack Evans
District of Columbia Ward 4 Councilmember Muriel Bowser
District of Columbia At-Large Councilmember, David Grosso

Maryland

Bethesda
Maryland Comptroller, Peter Franchot
Maryland State Delegate, Arianna Kelly
Maryland State Delegate, Susan Lee
Montgomery County Councilmember, Roger Berliner
Maryland Department of Transportation, Director of Bicycle and Pedestrian Access, Michael Jackson
League of American Cyclists Vice President Programs, Bill Nesper,

Frederick

Maryland Senator Barbara Mikulski's Office, Julianna Albowitz
City of Frederick Mayor, Randy McClelland
City of Frederick Alderman, Karen Young
City of Frederick Alderman, Michael O'Conner
City of Frederick Alderman, Shelley Aloi
City of Frederick Alderman, Carol Krimm
City of Frederick Alderman, Kelly Russell
Frederick County Commissioner, C. Paul Smith
Frederick County Commissioner, David P. Gray
Frederick County Council of Tourism Executive Director, John Fieseler
City of Frederick Bicycle/Pedestrian Advisory Committee Chairperson, MaryLynn Hinde

Maryland (con't)

Greenbelt
City of Greenbelt Mayor, Judith Davis
City of Greenbelt Mayor Pro Tem, Emmett V. Jordan
City of Greenbelt Councilmember, Leta M. Mach

Virginia

Alexandria - Old Town
City of Alexandria Mayor, William D. Euille

Arlington - Ballston

Arlington County Board Member, Jay Fisette

Arlington - Crystal City

Arlington County Board Member, Chris Zimmerman

Arlington - East Falls Church

Arlington County Board Member, Libby Garvey

Arlington - Rosslyn

Arlington County Board Chair, Walter Tejada

Fairfax City Downtown

City of Fairfax Councilmember, Dan Drummond
City of Fairfax Councilmember, Ellie Schmidt
City of Fairfax Councilmember, Steve Stombres

Herndon

Town of Herndon Mayor, Lisa Merkel
Town of Herndon Vice Mayor, Connie Hutchinson
Town of Herndon Councilmember, Melissa Jonas
Town of Herndon Councilmember, Sheila Olem
Town of Herndon Councilmember, Charles Waddell

Rockville Falls Grove and Rockville Town Center
City of Rockville Council member, Mark Pierzchala

17

DC Mayor Vincent Gray



18

DC Councilmember and TPB 2nd Vice Chair Tommy Wells



19

Ray LaHood



20

Ray LaHood



Ray LaHood

A screenshot of a Facebook post from Ray LaHood's profile. The post features a graphic for "BIKE TO WORK DAY 2013 FRIDAY MAY 17" with a green bicycle and city icons. The text of the post reads: "Bike to Work Day—big and getting bigger as bicycle commuting continues to grow. Congrats to all who rode, especially first-time bike commuters!" It also includes a link to a news article and shows 2 shares.

Ray LaHood

A screenshot of the United States Department of Transportation website. At the top is a "FAST LANE" banner. Below it, a navigation menu includes "Home", "About Us", "Profile", and "Comment Policy". The main content area features a post titled "Bike to Work Day, big and getting bigger as bicycle commuting continues to grow" dated May 20, 2013. The post text congratulates participants and mentions a banner year for the event. A sidebar on the right contains social media links, a search bar, and a "Subscribe" section.

Earned Media Strategy

Objective:

To build on momentum generated by past years and communicate benefits of bicycling to work as a fun, healthy, and cost effective way to get to work. Committee goals were to exceed the previous year's 12,000 registration level, and exceed 2012 sponsorship dollars.

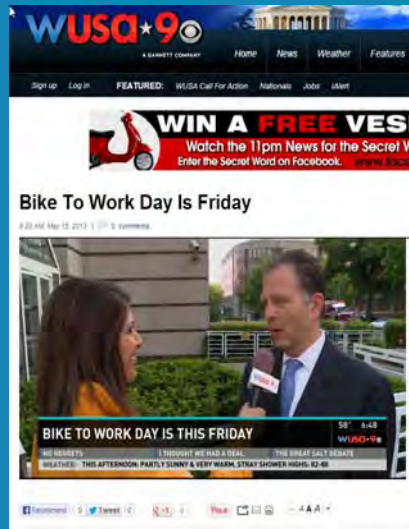
Earned Media Strategy

Tactics

- Drive people to the website and increase participation through placement of earned media via pre-event news releases/media advisories and pitches;
- Advance awareness of BTWD by placing listings on events calendars in print and online publications, sponsor websites, and bicycling/recreation/environmental regional websites;
- Develop and distribute news releases in collaboration with COG Public Affairs Office;
- Increase awareness of how employers can incentivize employees to bike to work using social media channels.
- Increase awareness and participation in BTWD through distribution of direct email notifications to employers, and stakeholders and partners;
- Leverage social media to promote BTWD with content created for Facebook and Twitter;
- Pitch and coordinate interviews

Media

- Six Press Releases sent out between March 27th through May 17th.
- Live interviews conducted on radio and television and phone interviews conducted with local newspapers.



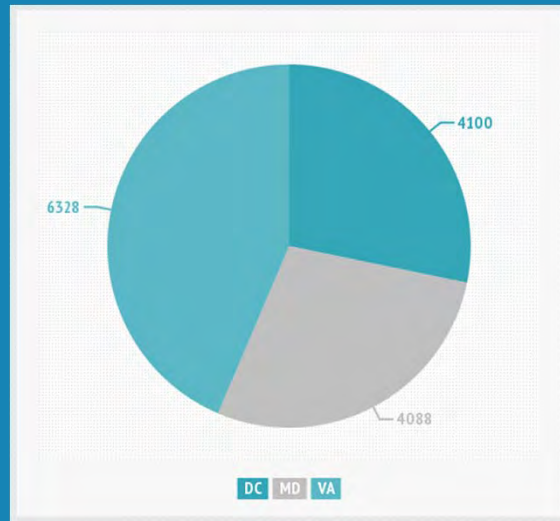
Total Registrants and Pit Stops

BIKE TO WORK DAY 2013

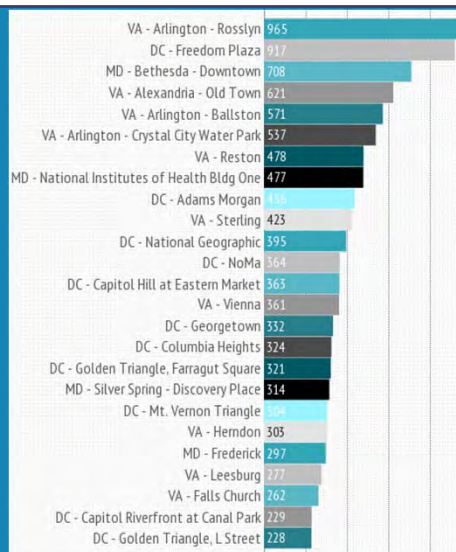
 **14,673**
Registered Riders

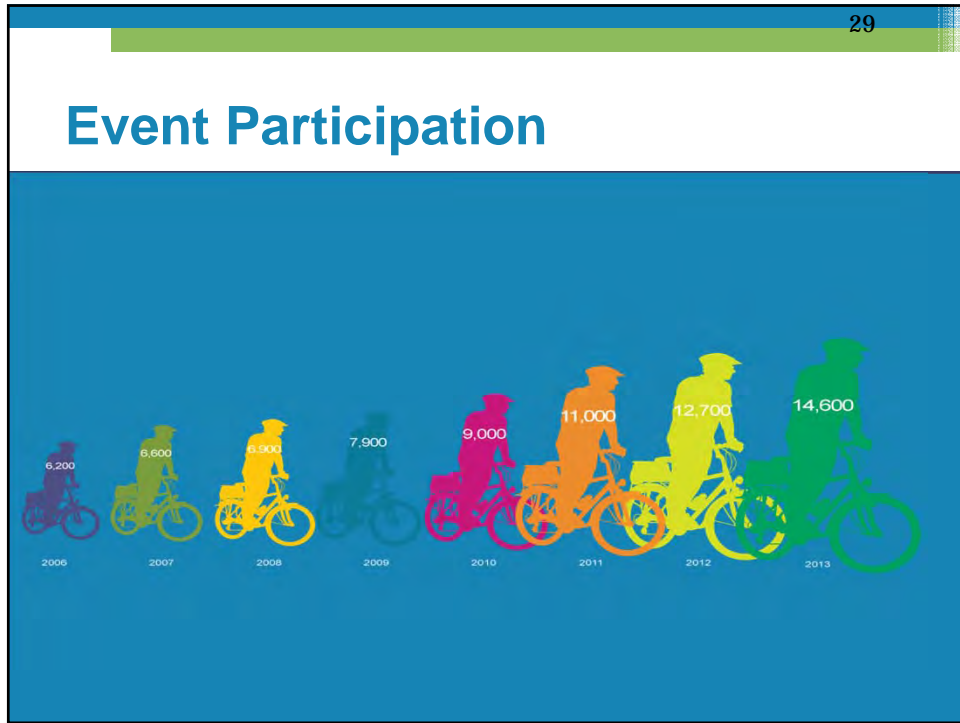
 **Over 70**
Regional Pitstops

Registered Bicyclists by State



Top 25 Pit Stops by Size





31

Bike to Work Day Sponsorship

Reached a record-breaking cash total of \$48,550, a 6.5 percent increase over 2012.

In addition, in-kind sponsorships of \$17,450, exceeded last year's total by 13 percent



32

Questions



ITEM 9 - Information

June 19, 2013

Briefing on the Draft 2013 CLRP

Staff

Recommendation: Receive briefing on the draft 2013 CLRP.

Issues: None

Background: On June 13 the draft plan and TIP were released for public comment at the CAC meeting. After the 30-day comment period, the TPB will be asked to approve the 2013 CLRP at its July 17 meeting.

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

MEMORANDUM

June 13, 2013

To: Transportation Planning Board

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

Re: Briefing on the Draft 2013 Constrained Long-Range Plan

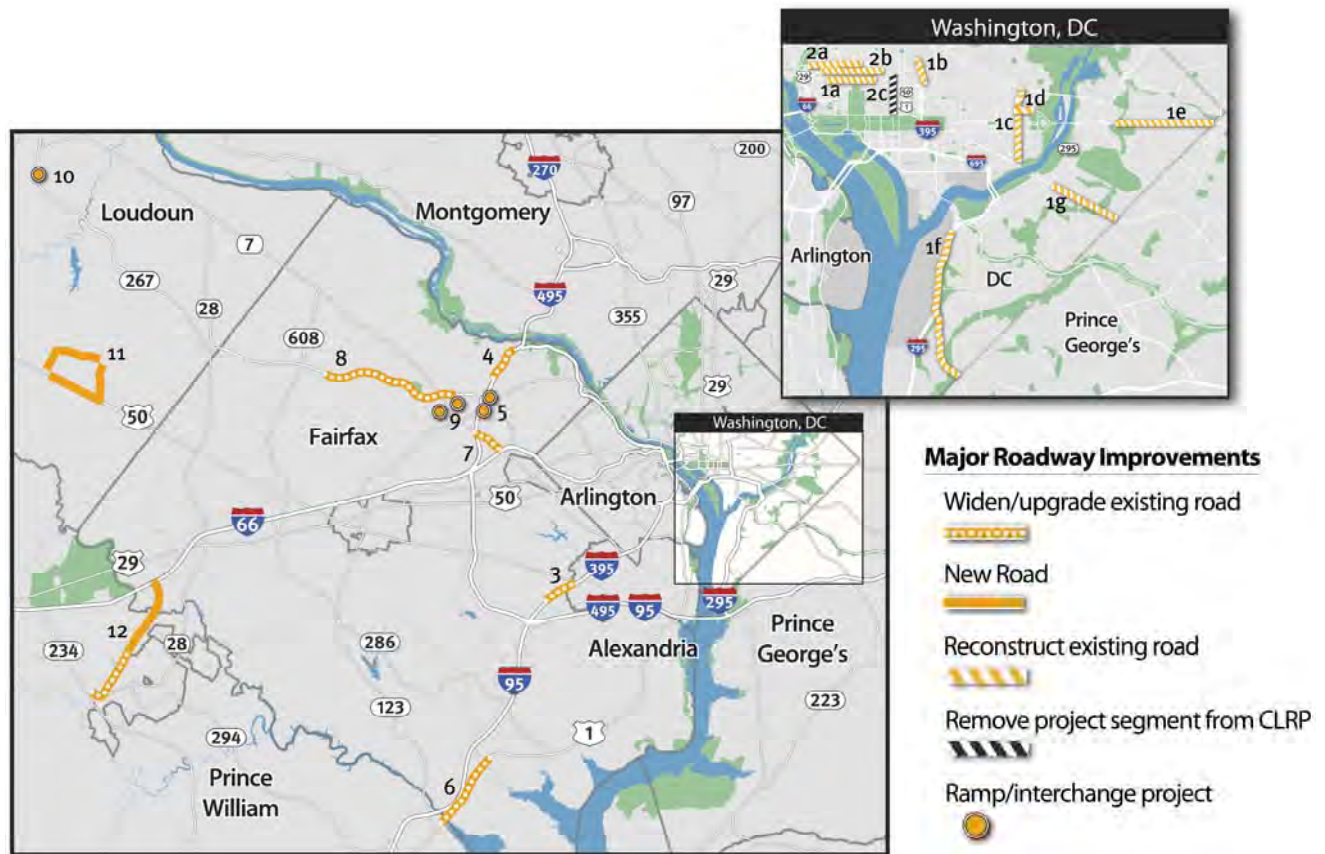
On June 13, 2013 the Transportation Planning Board (TPB) released the draft 2013 Update to the National Capital Region's Financially Constrained Long-Range Transportation Plan (CLRP) for public comment. The 30-day public comment period ends at midnight on Saturday, July 13, 2013. Interested parties may submit their comments via email to TPBPublicComment@mwkog.org, online at www.mwkog.org/transportation/public/, by phone at (202) 962-3262 or TDD: (202) 962-3213, or in person at the TPB meeting on June 19.

This memo describes the proposed significant new projects and changes to existing projects in the CLRP since it was approved in 2012. This summary covers changes only to those projects that are considered to be regionally significant, i.e., transit, interstates, principal arterials and some minor arterials. A complete listing of all proposed projects and changes titled, "2013 CLRP and FY 2013-2018 TIP Air Quality Conformity Inputs" is available for review online at <http://www.mwkog.org/clrp/resources/>.

The regionally significant additions and changes proposed to the 2013 CLRP include nine new projects (or groups of projects), an update on a set of Bike Lane pilot projects in the District of Columbia, updated cost information for two transit projects in Maryland, a change to the Capital Beltway HOT Lanes project, and one study in Virginia. The following pages provide further detail on these projects.

The TPB is scheduled to approve the 2013 CLRP along with the Air Quality Conformity Assessment at its meeting on July 17.

Significant Additions and Changes to The 2013 Update to the Financially Constrained Long-Range Transportation Plan



DISTRICT OF COLUMBIA

1. Lane Reductions and Reconfigurations – C St. NE, East Capitol St., I St. NW, New Jersey Ave. NW, Pennsylvania Ave. SE, South Capitol St., 17th St. NE and SE
2. Bike Lane Pilot Projects – 9th St. NW, L St. NW, and M St. NW

VIRGINIA

3. Widen I-395 Southbound between Duke St. and Edsall Rd.
4. Widening of Northern Segment of I-495, Capital Beltway HOT Lanes
5. I-495, Capital Beltway Ramps at Dulles Airport Access Highway and Dulles Toll Rd.
6. Widen US 1, Jefferson Davis Highway from Lorton Rd. to Annapolis Way
7. Widen VA 7, Leesburg Pike from I-495 to I-66
8. Construct Collector-Distributor Roads along Dulles Toll Rd. between VA 684, Spring Hill Rd. and VA 828, Wiehle Ave.
9. Construct Dulles Toll Road Ramps in Tysons
10. Construct Dulles Greenway Ramp in Leesburg
11. Alt. A: Construct Dulles Air Cargo, Passenger and Metro Access Highway
Alt. B: Construct New Limited Access US 50 and VA 606, Loudoun County Parkway
Alt. C: Loudoun County Countywide Transportation Plan Alignment
Alt. D: No-Build Alternative (2012 CLRPP Baseline)
12. Study VA 28, Manassas Bypass from VA 234, Sudley Rd. to I-66

MARYLAND

13. Change in Project Cost for the Corridor Cities Transitway (not mapped)
14. Change in Project Cost for the Purple Line (not mapped)

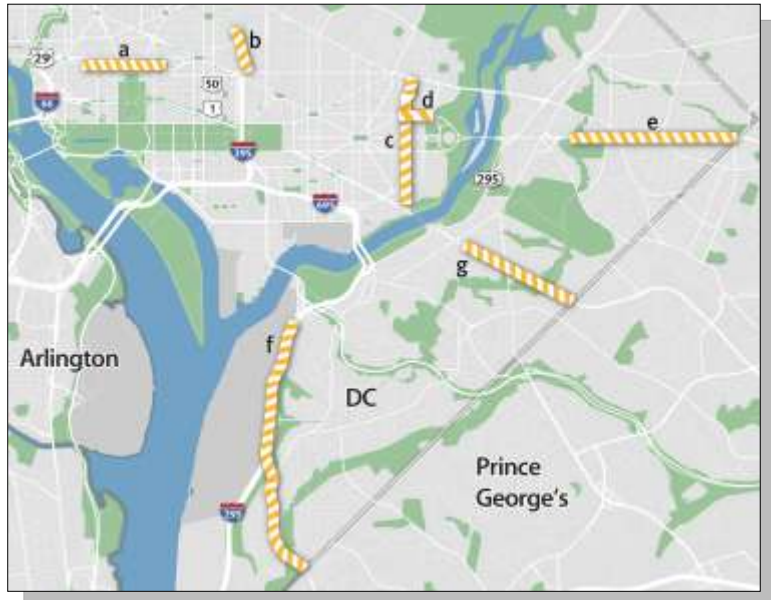
DISTRICT OF COLUMBIA PROJECTS

1. Lane Reductions and Reconfigurations

DDOT is proposing a number of federally and locally funded projects that will make changes to the number and direction of travel lanes in selected locations, as described in the following:

a) **I St. NW Peak Period Bus-Only Lanes
13th St. NW to Pennsylvania Ave. NW**

I St. NW is one-way, running westbound between 13th St. NW and Pennsylvania Ave. NW. Parking restrictions are in effect on both sides of the street during morning and evening peak periods, allowing for five lanes of traffic. This project proposes to use one of those five lanes as a bus-only lane during the peak periods. Complete: 2013. Cost: \$500,000.



b) **New Jersey Ave. NW from H St. NW
to N St. NW**

Reconstruct New Jersey Ave. NW from four lanes, one-way northbound to two lanes in each direction. Complete: 2015. Cost: \$7.5 million.

c) **17th St. NE/SE from Benning Ave. NE to Potomac Ave. SE**

Reconstruct 17th St. NE/SE from two lanes southbound to one lane southbound. Complete: 2013. Cost \$1.95 million.

d) **C St. NE from 16th St. NE to Oklahoma Ave. NE**

Implement traffic-calming measures by removing one of two travel lanes in each direction. Complete: 2013. Cost: \$4.5 million.

e) **East Capitol St. from
40th St. to Southern Ave.**

Implement pedestrian safety and traffic operations improvements and remove one of three travel lanes in each direction. Complete: 2015. Cost: \$5 million.

f) **South Capitol St. from Firth Sterling Ave. SE to Southern Ave. SE**

Design and construct a paved bicycle and pedestrian trail along South Capitol St. and reduce the number of lanes from 5 to 4. Complete: 2015. Cost \$5 million.

g) **Pennsylvania Ave. SE from 27th St. SE to Southern Ave. SE**

As a part of the Pennsylvania Avenue Great Streets Project, a median was installed reducing the number of lanes from 5 to 4. Completed in 2011.

See the project descriptions in Attachment A for more information.

2. Bike Lane Pilot Studies

In 2010, DDOT submitted five bike lane projects for inclusion in the CLRP as pilot studies. Two of these projects – 15th St. NW from Constitution Ave. NW to W St. NW and Pennsylvania Ave. NW from 3rd St. NW to 14th St. NW – were completed in 2010. The 15th St. Bike Lane removed one vehicle lane, while the Pennsylvania Ave. Bike Lanes did not remove any vehicle lanes. This year, DDOT is updating the status of the remaining pilot projects as follows:

- a. L St. from 11th St. NW to ~~25th St. NW~~ New Hampshire Ave. NW – completed 2012, one travel lane removed
- b. M St. from 15th St. NW to ~~29th St. NW~~ 25th St. NW – complete in 2013, one travel lane removed
- c. 9th St. NW from Constitution Ave. NW to K St. NW – project withdrawn



NORTHERN VIRGINIA PROJECTS

3. Widen I-395, Shirley Memorial Highway – Southbound from Duke St. to Edsall Rd.

Add a fourth lane to southbound I-395 between Duke St. and Edsall Rd.

Complete: 2018
Length: 1.5 miles
Cost: \$58.5 million
Funding: Federal, State, Other

See the project description in Attachment A for more information.



4. Widen I-495, Capital Beltway HOT Lanes from South of the George Washington Parkway to South of Old Dominion Dr.

The CLRP includes the construction of a system of HOT Lanes on I-495. The segment of HOT Lanes between south of the George Washington Pkwy and south of Old Dominion Dr. was planned to be two lanes wide. VDOT proposes to make this segment four lanes wide.

Complete: 2014
Length: 1.5 miles
Cost: \$100 million
Funding: Private



5. Construct and Improve I-495, Capital Beltway Ramps at Dulles Airport Access Highway and Dulles Toll Road

a. Construct a new ramp connecting the northbound general purpose lanes on I-495 to the inner lanes of westbound Dulles Airport Access Highway

Complete: 2030
Length: 0.8 mile
Cost: \$7 million
Funding: Federal, State, Private...

b. Widen the ramp connecting eastbound Dulles Toll Road to the northbound general purpose lanes on I-495 from one to two lanes.

Complete: 2030
Length: 0.7 mile
Cost: \$10 million
Funding: Federal, State, Private...



See the project description in Attachment A for more information.

6. Widen US 1, Jefferson Davis Highway from Lorton Rd. to Annapolis Way

Widen US 1 from 4 to 6 lanes within the project limits.

Complete: 2035
Length: 3.5 miles
Cost: \$125 million
Funding: Federal, State, Local

See the project description in Attachment A for more information.

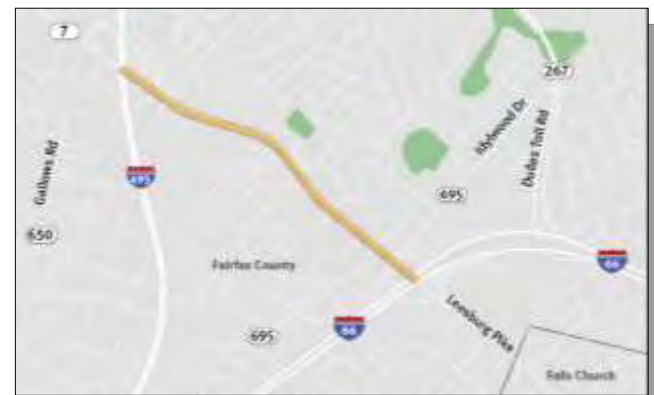


7. Widen VA 7, Leesburg Pike from I-495 to I-66

Widen VA 7 from 4 to 6 lanes within the project limits.

Complete: 2035
Length: 1.3 miles
Cost: \$71 million
Funding: Federal, State, Local,

See the project description in Attachment A for more information.



8. Construct Collector-Distributor Roads Parallel to Dulles Toll Road between VA 684, Spring Hill Rd. and VA 828, Wiehle Ave.

Construct new, two-lane collector-distributor roads on either side of the Dulles Toll Rd. eastbound and westbound between VA 684 and VA 828. These new facilities will allow for additional closely-spaced interchanges to be constructed in Tysons.

Complete: 2036, 2037
Length: 6 miles
Cost: \$186 million
Funding: Federal, Local, Private, Bonds

See the project description in Attachment A for more information.



9. Dulles Toll Road Ramps in Tysons at Boone Blvd., and Greensboro Dr.

- a. Construct a ramp to and from the Dulles Toll Rd. to the new Boone Blvd. extension at Ashgrove Lane.

Complete: 2037
Cost: \$79 million
Funding: Federal, State, Private, Bonds

- b. Construct a ramp to and from the Dulles Toll Rd. to the new Greensboro Dr. extension at Tyco Rd.

Complete: 2036
Cost: \$28 million
Funding: Federal, State, Private, Bonds



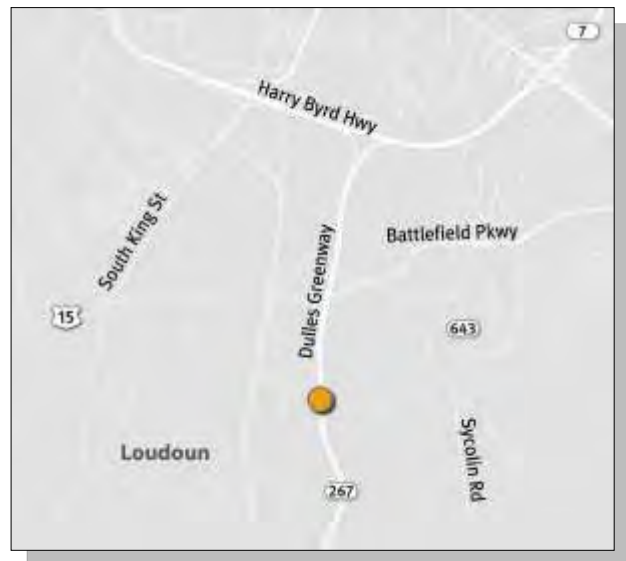
See the project descriptions in Attachment A for more information.

10. Dulles Greenway Ramp at (planned) Hawling Farm Blvd. near Leesburg

Construct a new egress ramp from the Dulles Greenway to the planned Hawling Farm Blvd.

Complete: 2015
Cost: \$850,000
Funding: Private

See the project description in Attachment A for more information.



11. Improved Access to Dulles Airport

Four alternatives are currently being considered for improving access to Dulles Airport, particularly for air cargo. Each alternative will be examined during the TPB's air quality conformity analysis. Prior to TPB's approval of the 2013 CLRP Update, VDOT will be required to select one of the alternatives for inclusion in the Plan.

- a. Dulles Air Cargo, Passenger and Metro Access Highway
from US 50, John Mosby Highway to VA 606, Loudoun County Parkway

Construct a new four-lane facility (on a six-lane right of way) between the intersection of the planned Tri-County Parkway at US 50 and the Loudoun County Parkway at the western end of the Dulles Airport grounds first heading north, then east just south of Broad Run.

Complete: 2025
Length: 3 miles
Cost: \$153 million
Funding: Federal, State, Local, Private, Bonds, Other



- b. Construct new Limited Access Routes along US 50 and VA 606

Construct a new, grade-separated, 4-lane limited access facility along US 50 (within existing right-of-way) between the planned Tri-County Parkway and the Loudoun County Parkway (VA 606). Also construct a new, at-grade, 4-lane limited access Loudoun County Parkway between the new grade-separated US 50 and 1.5 miles north of that interchange.

Complete: 2025
Length: 4 miles
Cost: \$813 million
Funding: Federal, State, Local, Private, Bonds, Other

- c. Widen and Upgrade US 50 and VA 606 to Limited Access Facilities

Widen and upgrade US 50 to a 6-lane limited access facility from the planned Tri-County Parkway to VA 606. Widen and upgrade VA 606 to an 8-lane limited access facility from US 50 to 1.5 miles north, and a 6-lane limited access facility from 1.5 miles north of US 50 to the Dulles Greenway.

Complete: 2025
Length: 4 miles
Cost: \$268 million
Funding: Federal, State, Local, Private, Bonds, Other

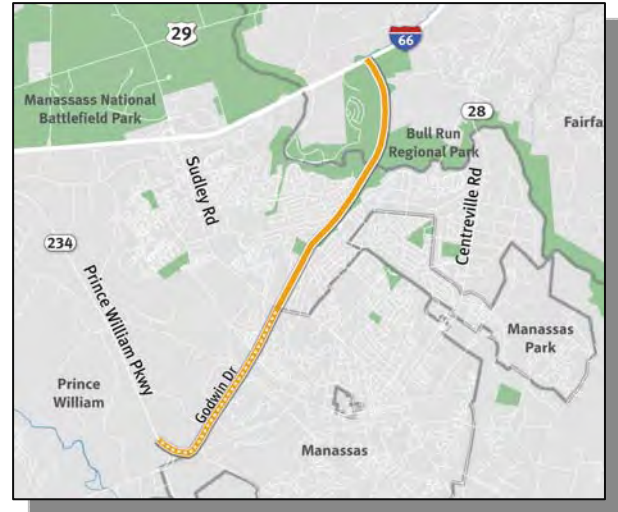
- d. No-build Alternative (2012 CLRP Baseline)

12. VA 28 Manassas Bypass Study from VA 234 to I-66

Study a proposed 4 to 6 lane bypass from the intersection of VA 234, Sudley Rd. and VA 411, Godwin Drive through Prince William and Fairfax Counties. This project is proposed as a study and will not be included in the air quality conformity analysis of the CLRP.

Complete: 2018
Length: 6 miles
Cost: \$500,000
Funding: Federal, State, Local

See the project description in Attachment A for more information.



13. Change Project Cost of the Corridor Cities Transitway

Complete: 2020
Length: 14 miles
Cost: ~~\$1.2 billion~~ \$828 million (Phase 1: \$545 million, Phase 2: \$283 million)

14. Change Project Cost of the Purple Line

Complete: 2020
Length: 16 miles
Cost: ~~\$1.79 billion~~ \$2.245 billion
Funding: Federal, State, Local

ATTACHMENT A

Project Descriptions

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



1a. C St. NE from 16th St. NE to Oklahoma Ave.

BASIC PROJECT INFORMATION

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: ED0C2A
4. Project Type: Interstate Primary Secondary Urban Bridge Bike/Ped Transit CMAQ
 ITS Enhancement Other Federal Lands Highways Program
 Human Service Transportation Coordination TERMS
5. Category: System Expansion; System Maintenance; Operational Program; Study; Other
6. Project Name: C Street NE Implementation

	Prefix	Route	Name	Modifier
7. Facility:			C St. NE	
8. From (_ at):			16 th St. NE	
9. To:			Oklahoma Ave. NE	

10. Description: The C Street NE Traffic Calming project will slow traffic on the corridor by reducing at least one vehicle lane of traffic.
11. Projected Completion Date: 2013
12. Project Manager: Colleen Hawkinson
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles:
16. Schematic:
17. Documentation:
18. Bicycle or Pedestrian Accommodations: Not Included; Included; Primarily a Bike/Ped Project; N/A
19. Jurisdictions:
20. Total cost: \$4.5 million
21. Remaining cost:
22. Funding Sources: Federal; State; Local; Private; Bonds; Other

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



1b. East Capitol St. from 40th St. to Southern Ave.

BASIC PROJECT INFORMATION

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: SR086A
4. Project Type: Interstate Primary Secondary Urban Bridge Bike/Ped Transit CMAQ
 ITS Enhancement Other Federal Lands Highways Program
 Human Service Transportation Coordination TERMS
5. Category: System Expansion; System Maintenance; Operational Program; Study; Other
6. Project Name: East Capitol Street Corridor Mobility & Safety Plan

	Prefix	Route	Name	Modifier
7. Facility:			East Capitol Street	
8. From (_ at):			40 th Street	
9. To:			Southern Ave.	

10. Description: Design and Construct pedestrian safety and traffic operations improvements.
11. Projected Completion Date: 2015
12. Project Manager: Jim Sebastian
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles:
16. Schematic:
17. Documentation:
18. Bicycle or Pedestrian Accommodations: Not Included; Included; Primarily a Bike/Ped Project; N/A
19. Jurisdictions:
20. Total cost: \$5 million
21. Remaining cost:
22. Funding Sources: Federal; State; Local; Private; Bonds; Other

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



1c. I St. NE Peak Period Bus-Only Lanes from 13th St. to Pennsylvania Ave. NW

BASIC PROJECT INFORMATION

1. Submitting Agency: DDOT
2. Secondary Agency: WMATA
3. Agency Project ID:
4. Project Type: Interstate Primary Secondary Urban Bridge Bike/Ped Transit CMAQ
 ITS Enhancement Other Federal Lands Highways Program
 Human Service Transportation Coordination TERMS
5. Category: System Expansion; System Maintenance; Operational Program; Study; Other
6. Project Name: Bus Only Lane (Planning & Implementation)

	Prefix	Route	Name	Modifier
7. Facility:			I Street NW Bus-Only Lane	Peak Period
8. From (_ at):			13 th Street NW	
9. To:			Pennsylvania Ave. NW	

10. Description: DDOT and WMATA identified the H and I Street couplet (on eastbound H Street NW from 17th Street NW to New York Avenue NW and on westbound I Street NW from 13th Street NW to Pennsylvania Ave NW) as two possible locations for bus lanes due to the high number of WMATA buses traversing these segments (over 400 buses a day). WMATA has undertaken a feasibility study. This project would complete any planning/outreach needed, and implement.
11. Projected Completion Date: 2013
12. Project Manager: Brooke Fossey
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles: 1.7 miles
16. Schematic:
17. Documentation:
18. Bicycle or Pedestrian Accommodations: Not Included; Included; Primarily a Bike/Ped Project; N/A
19. Jurisdictions:
20. Total cost: \$500,000
21. Remaining cost:
22. Funding Sources: Federal; State; Local; Private; Bonds; Other

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



1d. New Jersey Ave. NW from H St. NW to N St. NW

BASIC PROJECT INFORMATION

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: SR055A
4. Project Type: Interstate Primary Secondary Urban Bridge Bike/Ped Transit CMAQ
 ITS Enhancement Other Federal Lands Highways Program
 Human Service Transportation Coordination TERMS
5. Category: System Expansion; System Maintenance; Operational Program; Study; Other
6. Project Name: Bus Only Lane (Planning & Implementation)

	Prefix	Route	Name	Modifier
7. Facility:			New Jersey Avenue NW	
8. From (_ at):			H Street NW	
9. To:			N Street NW	

10. Description: This is a safety improvement project to facilitate pedestrian and motorists flows. New Jersey will be converted into two-way traffic from H Street to N Street, NW.
11. Projected Completion Date: 2015
12. Project Manager: Ali Shakeri
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles:
16. Schematic:
17. Documentation:
18. Bicycle or Pedestrian Accommodations: Not Included; Included; Primarily a Bike/Ped Project; N/A
19. Jurisdictions:
20. Total cost: \$7.5 million
21. Remaining cost:
22. Funding Sources: Federal; State; Local; Private; Bonds; Other

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



1e. Pennsylvania Ave. SE from 27th St. Se to Southern Ave. SE

BASIC PROJECT INFORMATION

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: ED061A
4. Project Type: Interstate Primary Secondary Urban Bridge Bike/Ped Transit CMAQ
 ITS Enhancement Other Federal Lands Highways Program
 Human Service Transportation Coordination TERMS
5. Category: System Expansion; System Maintenance; Operational Program; Study; Other
6. Project Name: Pennsylvania Avenue-Change order

	Prefix	Route	Name	Modifier
7. Facility:			Pennsylvania Avenue SE	
8. From (_ at):			200 Feet west of 27th Street	
9. To:			Southern Avenue	

10. Description: The \$25M Pennsylvania Avenue Great Streets Project extends two miles east of the Sousa Bridge, beginning 200 feet west of 27th Street, SE and ending at Southern Avenue, SE. The construction completion was originally anticipated for December 12, 2012; completion was extended to February 22, 2012; an additional extension is due to contractor's failure to complete punch list and filing of claim.
11. Projected Completion Date: 2011
12. Project Manager: Robert Chrusciel
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles: 1.4 miles
16. Schematic:
17. Documentation:
18. Bicycle or Pedestrian Accommodations: Not Included; Included; Primarily a Bike/Ped Project; N/A
19. Jurisdictions:
20. Total cost:
21. Remaining cost:
22. Funding Sources: Federal; State; Local; Private; Bonds; Other

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



1f. South Capitol St. from Firth Sterling Ave. SE to Southern Ave. SE

BASIC PROJECT INFORMATION

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: ZUT10C
4. Project Type: Interstate Primary Secondary Urban Bridge Bike/Ped Transit CMAQ
 ITS Enhancement Other Federal Lands Highways Program
 Human Service Transportation Coordination TERMS
5. Category: System Expansion; System Maintenance; Operational Program; Study; Other
6. Project Name: S. Capitol Street Trail

	Prefix	Route	Name	Modifier
7. Facility:			South Capitol Street	
8. From (_ at):			Firth Sterling Avenue SE	
9. To:			Southern Avenue SE	

10. Description: Design and construct a paved bicycle and pedestrian trail along the South Capitol Street, based on the 2010 Concept Plan
11. Projected Completion Date: 2015
12. Project Manager: Jim Sebastian
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles: 4 miles
16. Schematic:
17. Documentation:
18. Bicycle or Pedestrian Accommodations: Not Included; Included; Primarily a Bike/Ped Project; N/A
19. Jurisdictions:
20. Total cost: \$5 million
21. Remaining cost:
22. Funding Sources: Federal; State; Local; Private; Bonds; Other

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



1g. 17th Street NE/SE from Benning Ave. NE to Potomac Ave. SE

BASIC PROJECT INFORMATION

1. Submitting Agency: DDOT
2. Secondary Agency:
3. Agency Project ID: SR071A
4. Project Type: Interstate Primary Secondary Urban Bridge Bike/Ped Transit CMAQ
 ITS Enhancement Other Federal Lands Highways Program
 Human Service Transportation Coordination TERMS
5. Category: System Expansion; System Maintenance; Operational Program; Study; Other
6. Project Name: Capitol Hill Infrastructure Improvements, 17th St

	Prefix	Route	Name	Modifier
7. Facility:			17 th Street NE/SE	
8. From (_ at):			Benning Avenue NE	
9. To:			Potomac Avenue SE	

10. Description: Review of Capitol Hill Study recommendation to address today's safety and transportation issues along this corridor.
11. Projected Completion Date: 2013
12. Project Manager: James Cheeks
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles: 4 miles
16. Schematic:
17. Documentation:
18. Bicycle or Pedestrian Accommodations: Not Included; Included; Primarily a Bike/Ped Project; N/A
19. Jurisdictions:
20. Total cost: \$1.95 million
21. Remaining cost:
22. Funding Sources: Federal; State; Local; Private; Bonds; Other

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



3. Widen I-395 Southbound from Duke St. to Edsall Rd.

BASIC PROJECT INFORMATION

1. Agency Project ID: UPC 103316 Secondary Agency:
2. Project Type: System Expansion; System Maintenance; Operational Program; Study; Other
(check all that apply) Freeway; Primary; Secondary; Urban; Bridge; Bike/Ped; Transit; CMAQ;
 ITS; Enhancement; Other
3. Project Title: I-395 Construct 4th Southbound Lane

	Prefix	Route	Name	Modifier
4. Facility:	I	395	Henry G. Shirley Memorial Highway	
5. From (_ at):		236	North of Duke Street	
6. To:		648	South of Edsall Road	

7. Jurisdiction(s): Fairfax County
8. Description: The project will add a continuous southbound lane on I 395 between the above limits. The project is to relieve the recurring daily congestion and the associated safety concerns in this segment of the facility. As presently configured southbound I 395 has four through lanes upstream of the Duke Street interchange but three lanes past Duke Street. This project will extend the existing fourth lane through the Duke Street interchange all the way to the Edsall Rd. interchange. This additional lane is expected to provide for improved and safer traffic operations along this segment of SB I 395.
9. Bicycle or Pedestrian Accommodations: Not Included; Included; Primarily a Bike/Ped Project; N/A
10. Total Miles: Approx. 2.2 miles
11. Project Manager: W. Calvin Britt, P.E. 12. E-Mail: calvin.britt@vdot.virginia.gov
13. Project Information URL:
14. Projected Completion Year: 2018
15. Actual Completion Year: Project is ongoing. Year refers to implementation.
16. This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): PE: \$6,500,000, RW: \$2,000,000, CN: \$50,000,000
18. Remaining cost (in Thousands):
19. Funding Sources: Federal; State; Local; Private; Bonds; Other

The Commonwealth Transportation Board has funded the PE phase for the project in its current Six Year Improvement Program (SYP). Preliminary Engineering is currently underway and will conclude with NEPA and Design approvals. Funding for the remaining construction phase is fully anticipated in the upcoming updates of the SYP pending all federal approvals. Funding sources preliminarily identified to date includes: OEA Grant from the Department of Defense, Highway Safety Improvement Program (HSIP) and the required State matching funds.

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? Yes; No
21. If so, describe those conditions: Recurring congestion; Non-site specific congestion;
 Frequent incident-related, non-recurring congestion; Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? Yes; No

CLRP PROJECT DESCRIPTION FORM

23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? Yes; No
24. If not, please identify the criteria that exempt the project here: N/A
- The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
 - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
 - The project will not allow motor vehicles, such as a bicycle or pedestrian facility
 - The project consists of preliminary studies or engineering only, and is not funded for construction
 - The project received NEPA approval on or before April 6, 1992
 - The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.
 - The construction costs for the project are less than \$5 million.

SAFETEA-LU PLANNING FACTORS

25. Please identify any and all planning factors that are addressed by this project:
- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
 - Increase the safety of the transportation system for all motorized and non-motorized users.
 - a. Is this project being proposed specifically to address a safety issue? Yes; No
 - b. Please identify issues: High accident location; Pedestrian safety; Other
 Truck or freight safety; Engineer-identified problem
 - c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
 - Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.
 - Increase accessibility and mobility of people and freight.
 - Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
 - Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
 - Promote efficient system management and operation.
 - Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

26. Have any potential mitigation activities been identified for this project? Yes; No
27. If yes, what types of mitigation activities have been identified?
- Air Quality; Floodplains; Socioeconomics; Geology, Soils and Groundwater; Vibrations;
 - Energy; Noise; Surface Water; Hazardous and Contaminated Materials; Wetlands

INTELLIGENT TRANSPORTATION SYSTEMS

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? Yes; No
29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? Not Started; Ongoing, not complete; Complete
30. Under which Architecture:
- DC, Maryland or Virginia State Architecture
 - WMATA Architecture
 - COG/TPB Regional ITS Architecture
 - Other, please specify:

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



a. I-495/DAAH Interchange Loop Ramp (Phase III DAAH)

BASIC PROJECT INFORMATION

1. Agency Project ID: VDOT Secondary Agency: MWAA
2. Project Type: System Expansion; System Maintenance; Operational Program; Study; Other
(check all that apply) Freeway; Primary; Secondary; Urban; Bridge; Bike/Ped; Transit; CMAQ;
 ITS; Enhancement; Other
3. Project Title: I-495/DAAH Interchange Loop Ramp (Phase III DAAH)
4. Facility:

	Prefix	Route	Name	Modifier
4. Facility:	I	495	Capital Beltway	
5. From (_ at):	I	495	NB GP Lanes Ramp	
6. To:		DAAH	WB Dulles Airport Access Highway (DAAH) - Inner Lanes	
5. From (_ at):
6. To:
7. Jurisdiction(s): VDOT, MWAA
8. Description: Construct I-495 NB General Purpose Lanes loop ramp to WB Dulles Airport Access Highway (DAAH) - Inner Lanes.
9. Bicycle or Pedestrian Accommodations: Not Included; Included; Primarily a Bike/Ped Project; N/A
10. Total Miles: 0.8
11. Project Manager: Larry Cloyed 12. E-Mail: larry.cloyed@vdot.virginia.gov
13. Project Information URL: <http://www.vamegaprojects.com/about-megaprojects/i495-hot-lanes/dulles-toll-road-dulles-access-road-interchange/>
14. Projected Completion Year: 2030
15. Actual Completion Year: Project is ongoing. Year refers to implementation.
16. This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): \$7,000
18. Remaining cost (in Thousands): \$7,000
19. Funding Sources: Federal; State; Local; Private; Bonds; Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? Yes; No
21. If so, describe those conditions: Recurring congestion; Non-site specific congestion;
 Frequent incident-related, non-recurring congestion; Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? Yes; No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? Yes; No
24. If not, please identify the criteria that exempt the project here:
 - The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
 - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
 - The project will not allow motor vehicles, such as a bicycle or pedestrian facility
 - The project consists of preliminary studies or engineering only, and is not funded for construction

CLRP PROJECT DESCRIPTION FORM

- The project received NEPA approval on or before April 6, 1992
- The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.
- The construction costs for the project are less than \$5 million.

SAFETEA-LU PLANNING FACTORS

25. Please identify any and all planning factors that are addressed by this project:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for all motorized and non-motorized users.

a. Is this project being proposed specifically to address a safety issue? Yes; No

b. Please identify issues: High accident location; Pedestrian safety; Other
 Truck or freight safety; Engineer-identified problem

c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

Will eliminate weaving movements currently experienced on the WB DTR.

Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.

Increase accessibility and mobility of people and freight.

Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

Promote efficient system management and operation.

Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

26. Have any potential mitigation activities been identified for this project? Yes; No

27. If yes, what types of mitigation activities have been identified?

- Air Quality; Floodplains; Socioeconomics; Geology, Soils and Groundwater; Vibrations;
- Energy; Noise; Surface Water; Hazardous and Contaminated Materials; Wetlands

INTELLIGENT TRANSPORTATION SYSTEMS

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? Yes; No

29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? Not Started; Ongoing, not complete; Complete

30. Under which Architecture:

- DC, Maryland or Virginia State Architecture
- WMATA Architecture
- COG/TPB Regional ITS Architecture
- Other, please specify:

31. Other Comments

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



b. DTR/I-495 Interchange Ramp Widening (Phase III DTR)

BASIC PROJECT INFORMATION

1. Agency Project ID: VDOT Secondary Agency: MWAA
2. Project Type: System Expansion; System Maintenance; Operational Program; Study; Other
(check all that apply) Freeway; Primary; Secondary; Urban; Bridge; Bike/Ped; Transit; CMAQ;
 ITS; Enhancement; Other
3. Project Title: DTR/I-495 Interchange Ramp Widening (Phase III DTR)

	Prefix	Route	Name	Modifier
4. Facility:	I	495	Capital Beltway	
5. From (_ at):		DTR	EB Dulles Toll Road (Outer Lanes)	
6. To:	I	495	NB GP Lanes	

7. Jurisdiction(s): VDOT, MWAA
8. Description: Widen a portion of the existing EB Dulles Toll Road to I-495 NB General Purpose lanes ramp to provide for two lanes along the entire ramp roadway.
9. Bicycle or Pedestrian Accommodations: Not Included; Included; Primarily a Bike/Ped Project; N/A
10. Total Miles: 0.7
11. Project Manager: Larry Cloyed 12. E-Mail: larry.cloyed@vdot.virginia.gov
13. Project Information URL: <http://www.vamegaprojects.com/about-megaprojects/i495-hot-lanes/dulles-toll-road-dulles-access-road-interchange/>
14. Projected Completion Year: 2030
15. Actual Completion Year: Project is ongoing. Year refers to implementation.
16. This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): \$10,000
18. Remaining cost (in Thousands): \$10,000
19. Funding Sources: Federal; State; Local; Private; Bonds; Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? Yes; No
21. If so, describe those conditions: Recurring congestion; Non-site specific congestion;
 Frequent incident-related, non-recurring congestion; Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? Yes; No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? Yes; No
24. If not, please identify the criteria that exempt the project here:
 The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
 The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
 The project will not allow motor vehicles, such as a bicycle or pedestrian facility
 The project consists of preliminary studies or engineering only, and is not funded for construction

CLRP PROJECT DESCRIPTION FORM

- The project received NEPA approval on or before April 6, 1992
- The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.
- The construction costs for the project are less than \$5 million.

SAFETEA-LU PLANNING FACTORS

25. Please identify any and all planning factors that are addressed by this project:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for all motorized and non-motorized users.

a. Is this project being proposed specifically to address a safety issue? Yes; No

b. Please identify issues: High accident location; Pedestrian safety; Other
 Truck or freight safety; Engineer-identified problem

c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

Will eliminate abrupt lane drop on existing ramp.

Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.

Increase accessibility and mobility of people and freight.

Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

Promote efficient system management and operation.

Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

26. Have any potential mitigation activities been identified for this project? Yes; No

27. If yes, what types of mitigation activities have been identified?

- Air Quality; Floodplains; Socioeconomics; Geology, Soils and Groundwater; Vibrations;
- Energy; Noise; Surface Water; Hazardous and Contaminated Materials; Wetlands

INTELLIGENT TRANSPORTATION SYSTEMS

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? Yes; No

29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? Not Started; Ongoing, not complete; Complete

30. Under which Architecture:

- DC, Maryland or Virginia State Architecture
- WMATA Architecture
- COG/TPB Regional ITS Architecture
- Other, please specify:

31. Other Comments

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



* . Widen Rte 1 from Telegraph Road (Fairfax County) to Annapolis Way (Prince William County)

BASIC PROJECT INFORMATION

1. Agency Project ID: VDOT Secondary Agency:
2. Project Type: System Expansion; System Maintenance; Operational Program; Study; Other
(check all Freeway; Primary; Secondary; Urban; Bridge; Bike/Ped; Transit; CMAQ;
that apply) ITS; Enhancement; Other

3. Project Title: Widen Rte 1 from Telegraph Road (Fairfax County) to Annapolis Way (Prince William County)

	Prefix	Route	Name	Modifier
4. Facility:	U	1	Jefferson Davis Highway	
5. From (_ at):			Lorton Road (Fairfax County)	
6. To:			Annapolis Way (Prince William County)	

7. Jurisdiction(s): Fairfax County & Prince William County

8. Description: Widen to a 6-Lane divided roadway within the above limits. US 1 is a major thoroughfare in Prince William County and Fairfax County and is part of the National Highway System. This project will be part of a series of improvements being planned or engineered for the US 1 roadway in these two jurisdictions in northern Virginia. US 1 in this corridor serves significant land use activities in addition to serving as a commuter route connecting the core of the metropolitan Washington region with the surrounding and far off jurisdictions of northern Virginia. US 1 in this corridor also serves as an alternate route to I 95 and experiences congested travel conditions through many parts of the day – particularly during the morning and afternoon peak periods. This project will directly tie with the BRAC funded project currently underway widening US 1 from 4 to 6 lanes in the Fort Belvoir area. Other improvements projects planned or being engineered include: (1) upgrading sections between Brady’s Hill Road & Neabsco Road and between Neabsco Road & Featherstone Road to a six lane divided highway; (2) construction of a grade separated interchange at US 1 and VA 123 - constructing over CSX railroad to provide a new access point to Belmont Bay; (3) widening US 1 to 6 lanes from Occoquan Road to Annapolis Way, and (4) widening VA 123 to 6 lanes from Horner Road to US 1. This project is estimated to cost 125M. In Fairfax County, BRAC funding is upgrading a segment of US 1 in front of Fort Belvoir from 4 to 6 lanes, which will tie into the this project.

9. Bicycle or Pedestrian Accommodations: Not Included; Included; Primarily a Bike/Ped Project; N/A

10. Total Miles:

11. Project Manager:

12. E-Mail:

13. Project Information URL:

14. Projected Completion Year: 2035

15. Actual Completion Year: Project is ongoing. Year refers to implementation.

16. This project is being withdrawn from the Plan as of:

17. Total cost (in Thousands): \$125,000

18. Remaining cost (in Thousands):

19. Funding Sources: Federal; State; Local; Private; Bonds; Other

US 1 facility is a major and important facility in Northern Virginia. The complimentary / supplementary nature of this proposed improvement with the other improvement projects underway and in design is recognized in programming considerations by all entities involved. Given the

CLRP PROJECT DESCRIPTION FORM

importance of this facility the project is reasonably expected to be funded through a combination of the funding available to the area - Federal, State, Local and Private – as documented in the financial plan for the Virginia portion of the region's 2010 CLRP – as updated.

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? Yes; No
21. If so, describe those conditions: Recurring congestion; Non-site specific congestion;
 Frequent incident-related, non-recurring congestion; Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? Yes; No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? Yes; No
24. If not, please identify the criteria that exempt the project here:
- The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
 - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
 - The project will not allow motor vehicles, such as a bicycle or pedestrian facility
 - The project consists of preliminary studies or engineering only, and is not funded for construction
 - The project received NEPA approval on or before April 6, 1992
 - The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.
 - The construction costs for the project are less than \$5 million.

SAFETEA-LU PLANNING FACTORS

25. Please identify any and all planning factors that are addressed by this project:
- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
 - Increase the safety of the transportation system for all motorized and non-motorized users.
 - a. Is this project being proposed specifically to address a safety issue? Yes; No
 - b. Please identify issues: High accident location; Pedestrian safety; Other
 Truck or freight safety; Engineer-identified problem
 - c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
 - Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.
 - Increase accessibility and mobility of people and freight.
 - Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
 - Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
 - Promote efficient system management and operation.
 - Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

26. Have any potential mitigation activities been identified for this project? Yes; No

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



+ . Route 7 (Leesburg Pike) Widening (I-495 to I-66)

BASIC PROJECT INFORMATION

1. Agency Project ID: N/A Secondary Agency:
2. Project Type: System Expansion; System Maintenance; Operational Program; Study; Other
(check all that apply) Freeway; Primary; Secondary; Urban; Bridge; Bike/Ped; Transit; CMAQ;
 ITS; Enhancement; Other
3. Project Title: Route 7 (Leesburg Pike) Widening (I-495 to I-66)
4. Facility:

	Prefix	Route	Name	Modifier
4. Facility:	VA	7	Leesburg Pike	
5. From (_ at):	I	495	Capital Beltway	
6. To:	US	66	Custis Memorial Parkway	
7. Jurisdiction(s): Fairfax County, City of Falls Church
8. Description: Road widening between I-495 and I-66. Pedestrian facilities included.
9. Bicycle or Pedestrian Accommodations: Not Included; Included; Primarily a Bike/Ped Project; N/A
10. Total Miles: 1.33 miles
11. Project Manager: Karyn Moreland 12. E-Mail: Karyn.Moreland@fairfaxcounty.gov
13. Project Information URL: <http://www.fairfaxcounty.gov/tysons/transportation/>
14. Projected Completion Year: FY 2021
15. Actual Completion Year: Project is ongoing. Year refers to implementation.
16. This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): \$71,000
18. Remaining cost (in Thousands): \$71,000
19. Funding Sources: Federal; State; Local; Private; Bonds; Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? Yes; No
21. If so, describe those conditions: Recurring congestion; Non-site specific congestion;
 Frequent incident-related, non-recurring congestion; Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? Yes; No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? Yes; No
24. If not, please identify the criteria that exempt the project here:
 - The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
 - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
 - The project will not allow motor vehicles, such as a bicycle or pedestrian facility
 - The project consists of preliminary studies or engineering only, and is not funded for construction
 - The project received NEPA approval on or before April 6, 1992
 - The project was already under construction on or before September 30, 1997, or construction funds

CLRP PROJECT DESCRIPTION FORM

were already committed in the FY98-03 TIP.

The construction costs for the project are less than \$5 million.

SAFETEA-LU PLANNING FACTORS

25. Please identify any and all planning factors that are addressed by this project:

Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

Increase the safety of the transportation system for all motorized and non-motorized users.

a. Is this project being proposed specifically to address a safety issue? Yes; No

b. Please identify issues: High accident location; Pedestrian safety; Other
 Truck or freight safety; Engineer-identified problem

c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.

Increase accessibility and mobility of people and freight.

Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

Promote efficient system management and operation.

Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

26. Have any potential mitigation activities been identified for this project? Yes; No

27. If yes, what types of mitigation activities have been identified?

Air Quality; Floodplains; Socioeconomics; Geology, Soils and Groundwater; Vibrations;

Energy; Noise; Surface Water; Hazardous and Contaminated Materials; Wetlands

INTELLIGENT TRANSPORTATION SYSTEMS

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? Yes; No

29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? Not Started; Ongoing, not complete; Complete

30. Under which Architecture:

DC, Maryland or Virginia State Architecture

WMATA Architecture

COG/TPB Regional ITS Architecture

Other, please specify:

31. Other Comments

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



, U. Dulles Toll Road Westbound Collector/Distributor/Additional Lane

BASIC PROJECT INFORMATION

1. Agency Project ID: N/A Secondary Agency:
2. Project Type: System Expansion; System Maintenance; Operational Program; Study; Other
(check all Freeway; Primary; Secondary; Urban; Bridge; Bike/Ped; Transit; CMAQ;
that apply) ITS; Enhancement; Other
3. Project Title: Dulles Toll Road Westbound Collector/Distributor/Additional Lane
4. Facility:

	Prefix	Route	Name	Modifier
4. Facility:	VA	267	Dulles Toll Road	
5. From (_ at):	VA	684	Spring Hill Rd.	
6. To:	VA	828	Wiehle Ave.	
5. From (_ at):
6. To:
7. Jurisdiction(s): Fairfax County
8. Description: Construct collector-distributor road to allow additional closely spaced interchanges to be constructed in Tysons.
9. Bicycle or Pedestrian Accommodations: Not Included; Included; Primarily a Bike/Ped Project; N/A
10. Total Miles: 6 miles
11. Project Manager: Ray Johnson 12. E-Mail: cjohn4@fairfaxcounty.gov
13. Project Information URL: <http://www.fairfaxcounty.gov/tysons/transportation/>
14. Projected Completion Year: FY 2037
15. Actual Completion Year: Project is ongoing. Year refers to implementation.
16. This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): \$124,000
18. Remaining cost (in Thousands): \$124,000
19. Funding Sources: Federal; State; Local; Private; Bonds; Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? Yes; No
21. If so, describe those conditions: Recurring congestion; Non-site specific congestion;
 Frequent incident-related, non-recurring congestion; Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? Yes; No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? Yes; No
24. If not, please identify the criteria that exempt the project here:
 - The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
 - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
 - The project will not allow motor vehicles, such as a bicycle or pedestrian facility
 - The project consists of preliminary studies or engineering only, and is not funded for construction

CLRP PROJECT DESCRIPTION FORM

- The project received NEPA approval on or before April 6, 1992
- The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.
- The construction costs for the project are less than \$5 million.

SAFETEA-LU PLANNING FACTORS

25. Please identify any and all planning factors that are addressed by this project:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for all motorized and non-motorized users.

a. Is this project being proposed specifically to address a safety issue? Yes; No

b. Please identify issues: High accident location; Pedestrian safety; Other
 Truck or freight safety; Engineer-identified problem

c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

- Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.
- Increase accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

26. Have any potential mitigation activities been identified for this project? Yes; No

27. If yes, what types of mitigation activities have been identified?

- Air Quality; Floodplains; Socioeconomics; Geology, Soils and Groundwater; Vibrations;
- Energy; Noise; Surface Water; Hazardous and Contaminated Materials; Wetlands

INTELLIGENT TRANSPORTATION SYSTEMS

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? Yes; No

29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? Not Started; Ongoing, not complete; Complete

30. Under which Architecture:

- DC, Maryland or Virginia State Architecture
- WMATA Architecture
- COG/TPB Regional ITS Architecture
- Other, please specify:

31. Other Comments

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



V. Dulles Toll Road Eastbound Collector/Distributor/Additional Lane

BASIC PROJECT INFORMATION

1. Agency Project ID: N/A Secondary Agency:
2. Project Type: System Expansion; System Maintenance; Operational Program; Study; Other
(check all that apply) Freeway; Primary; Secondary; Urban; Bridge; Bike/Ped; Transit; CMAQ;
 ITS; Enhancement; Other
3. Project Title: Dulles Toll Road Eastbound Collector/Distributor/Additional Lane
Prefix Route Name Modifier
4. Facility:

VA	267	New Road	
----	-----	----------	--
5. From (_ at):

VA	684	Spring Hill Rd.	
----	-----	-----------------	--
6. To:

VA	828	Wiehle Ave.	
----	-----	-------------	--
7. Jurisdiction(s): Fairfax County
8. Description: Construct collector-distributor road to allow additional closely spaced interchanges to be constructed in Tysons.
9. Bicycle or Pedestrian Accommodations: Not Included; Included; Primarily a Bike/Ped Project; N/A
10. Total Miles: 6 miles
11. Project Manager: Ray Johnson 12. E-Mail:
cjohn4@fairfaxcounty.gov
13. Project Information URL: <http://www.fairfaxcounty.gov/tysons/transportation/>
14. Projected Completion Year: FY 2036
15. Actual Completion Year: Project is ongoing. Year refers to implementation.
16. This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): \$62,000
18. Remaining cost (in Thousands): \$62,000
19. Funding Sources: Federal; State; Local; Private; Bonds; Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? Yes; No
21. If so, describe those conditions: Recurring congestion; Non-site specific congestion;
 Frequent incident-related, non-recurring congestion; Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? Yes; No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? Yes; No
24. If not, please identify the criteria that exempt the project here:
 The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
 The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
 The project will not allow motor vehicles, such as a bicycle or pedestrian facility

CLRP PROJECT DESCRIPTION FORM

- The project consists of preliminary studies or engineering only, and is not funded for construction
- The project received NEPA approval on or before April 6, 1992
- The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.
- The construction costs for the project are less than \$5 million.

SAFETEA-LU PLANNING FACTORS

25. Please identify any and all planning factors that are addressed by this project:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for all motorized and non-motorized users.

a. Is this project being proposed specifically to address a safety issue? Yes; No

b. Please identify issues: High accident location; Pedestrian safety; Other
 Truck or freight safety; Engineer-identified problem

c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

- Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.
- Increase accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

26. Have any potential mitigation activities been identified for this project? Yes; No

27. If yes, what types of mitigation activities have been identified?

- Air Quality; Floodplains; Socioeconomics; Geology, Soils and Groundwater; Vibrations;
- Energy; Noise; Surface Water; Hazardous and Contaminated Materials; Wetlands

INTELLIGENT TRANSPORTATION SYSTEMS

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? Yes; No

29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? Not Started; Ongoing, not complete; Complete

30. Under which Architecture:

- DC, Maryland or Virginia State Architecture
- WMATA Architecture
- COG/TPB Regional ITS Architecture
- Other, please specify:

31. Other Comments

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



- U. Dulles Toll Road Ramp to Boone Blvd Extension

BASIC PROJECT INFORMATION

1. Agency Project ID: N/A Secondary Agency:
2. Project Type: System Expansion; System Maintenance; Operational Program; Study; Other
(check all that apply) Freeway; Primary; Secondary; Urban; Bridge; Bike/Ped; Transit; CMAQ;
 ITS; Enhancement; Other
3. Project Title: Dulles Toll Road Ramp to Boone Blvd Extension
4. Facility:

Prefix	Route	Name	Modifier
		New Bridge/Ramp	
VA	267	Dulles Toll Road	
		Boone Boulevard at Ashgrove Lane	
5. From (_ at):
6. To:
7. Jurisdiction(s): Fairfax County
8. Description: Ramp construction from the Dulles Toll Road to the new Boone Boulevard extension at Ashgrove Lane.
9. Bicycle or Pedestrian Accommodations: Not Included; Included; Primarily a Bike/Ped Project; N/A
10. Total Miles: N/A
11. Project Manager: Ray Johnson 12. E-Mail: cjohn4@fairfaxcounty.gov
13. Project Information URL: <http://www.fairfaxcounty.gov/tysons/transportation/>
14. Projected Completion Year: FY 2037
15. Actual Completion Year: Project is ongoing. Year refers to implementation.
16. This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): \$79,000
18. Remaining cost (in Thousands): \$79,000
19. Funding Sources: Federal; State; Local; Private; Bonds; Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? Yes; No
21. If so, describe those conditions: Recurring congestion; Non-site specific congestion;
 Frequent incident-related, non-recurring congestion; Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? Yes; No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see **Call for Projects** document)? Yes; No
24. If not, please identify the criteria that exempt the project here:
 - The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
 - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
 - The project will not allow motor vehicles, such as a bicycle or pedestrian facility
 - The project consists of preliminary studies or engineering only, and is not funded for construction

CLRP PROJECT DESCRIPTION FORM

- The project received NEPA approval on or before April 6, 1992
- The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.
- The construction costs for the project are less than \$5 million.

SAFETEA-LU PLANNING FACTORS

25. Please identify any and all planning factors that are addressed by this project:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for all motorized and non-motorized users.

a. Is this project being proposed specifically to address a safety issue? Yes; No

b. Please identify issues: High accident location; Pedestrian safety; Other
 Truck or freight safety; Engineer-identified problem

c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

- Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.
- Increase accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

26. Have any potential mitigation activities been identified for this project? Yes; No

27. If yes, what types of mitigation activities have been identified?

- Air Quality; Floodplains; Socioeconomics; Geology, Soils and Groundwater; Vibrations;
- Energy; Noise; Surface Water; Hazardous and Contaminated Materials; Wetlands

INTELLIGENT TRANSPORTATION SYSTEMS

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? Yes; No

29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? Not Started; Ongoing, not complete; Complete

30. Under which Architecture:

- DC, Maryland or Virginia State Architecture
- WMATA Architecture
- COG/TPB Regional ITS Architecture
- Other, please specify:

31. Other Comments

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



- V. Dulles Toll Road Ramp to Greensboro Drive Extension

BASIC PROJECT INFORMATION

1. Agency Project ID: N/A Secondary Agency:
2. Project Type: System Expansion; System Maintenance; Operational Program; Study; Other
(check all that apply) Freeway; Primary; Secondary; Urban; Bridge; Bike/Ped; Transit; CMAQ;
 ITS; Enhancement; Other
3. Project Title: Dulles Toll Road Ramp to Greensboro Drive Extension
Prefix Route Name Modifier
4. Facility:

		New Bridge/Ramp	
--	--	-----------------	--
5. From (_ at):

VA	267	Dulles Toll Road	
----	-----	------------------	--
6. To:

		Greensboro Drive at Tyco Road	
--	--	-------------------------------	--
7. Jurisdiction(s): Fairfax County
8. Description: Ramp construction from the Dulles Toll Road to the new Greensboro Drive extension at Tyco Road. Pedestrian facilities included.
9. Bicycle or Pedestrian Accommodations: Not Included; Included; Primarily a Bike/Ped Project; N/A
10. Total Miles: N/A
11. Project Manager: Ray Johnson 12. E-Mail: cjohn4@fairfaxcounty.gov
13. Project Information URL: <http://www.fairfaxcounty.gov/tysons/transportation/>
14. Projected Completion Year: FY 2036
15. Actual Completion Year: Project is ongoing. Year refers to implementation.
16. This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): \$28,000
18. Remaining cost (in Thousands): \$28,000
19. Funding Sources: Federal; State; Local; Private; Bonds; Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? Yes; No
21. If so, describe those conditions: Recurring congestion; Non-site specific congestion;
 Frequent incident-related, non-recurring congestion; Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? Yes; No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? Yes; No
24. If not, please identify the criteria that exempt the project here:
 - The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
 - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
 - The project will not allow motor vehicles, such as a bicycle or pedestrian facility
 - The project consists of preliminary studies or engineering only, and is not funded for construction

CLRP PROJECT DESCRIPTION FORM

- The project received NEPA approval on or before April 6, 1992
- The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.
- The construction costs for the project are less than \$5 million.

SAFETEA-LU PLANNING FACTORS

25. Please identify any and all planning factors that are addressed by this project:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for all motorized and non-motorized users.

a. Is this project being proposed specifically to address a safety issue? Yes; No

b. Please identify issues: High accident location; Pedestrian safety; Other
 Truck or freight safety; Engineer-identified problem

c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

- Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.
- Increase accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

26. Have any potential mitigation activities been identified for this project? Yes; No

27. If yes, what types of mitigation activities have been identified?

- Air Quality; Floodplains; Socioeconomics; Geology, Soils and Groundwater; Vibrations;
- Energy; Noise; Surface Water; Hazardous and Contaminated Materials; Wetlands

INTELLIGENT TRANSPORTATION SYSTEMS

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? Yes; No
29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? Not Started; Ongoing, not complete; Complete
30. Under which Architecture:
- DC, Maryland or Virginia State Architecture
 - WMATA Architecture
 - COG/TPB Regional ITS Architecture
 - Other, please specify:
31. Other Comments

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



1\$. Construct Dulles Greenway Ramp in Leesburg

BASIC PROJECT INFORMATION

1. Agency Project ID: TRIP II Secondary Agency:
2. Project Type: System Expansion; System Maintenance; Operational Program; Study; Other
(check all Freeway; Primary; Secondary; Urban; Bridge; Bike/Ped; Transit; CMAQ;
that apply) ITS; Enhancement; Other
3. Project Title: Airport Collector Access / Crossrail Ramp
Prefix Route Name Modifier
4. Facility:

		Ramp from VA 267 (Dulles Greenway)	
--	--	------------------------------------	--
5. From (at):

	267	Dulles Greenway	Westbound
--	-----	-----------------	-----------
6. To:

		(Future) Hawling Farm Boulevard	
--	--	---------------------------------	--
7. Jurisdiction(s): Loudoun County
8. Description: New egress ramp from Westbound Dulles Greenway to future Hawling Farm Blvd.
9. Bicycle or Pedestrian Accommodations: Not Included; Included; Primarily a Bike/Ped Project; N/A
10. Total Miles: 0.3
11. Project Manager: Timothy Belcher 12. E-Mail: tbelcher@dewberry.com
13. Project Information URL:
14. Projected Completion Year: 2015
15. Actual Completion Year: Project is ongoing. Year refers to implementation.
16. This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): \$850
18. Remaining cost (in Thousands):
19. Funding Sources: Federal; State; Local; Private; Bonds; Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? Yes; No
21. If so, describe those conditions: Recurring congestion; Non-site specific congestion;
 Frequent incident-related, non-recurring congestion; Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? Yes; No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? Yes; No
24. If not, please identify the criteria that exempt the project here:
 The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
 The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
 The project will not allow motor vehicles, such as a bicycle or pedestrian facility
 The project consists of preliminary studies or engineering only, and is not funded for construction
 The project received NEPA approval on or before April 6, 1992

CLRP PROJECT DESCRIPTION FORM

The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.

The construction costs for the project are less than \$5 million.

SAFETEA-LU PLANNING FACTORS

25. Please identify any and all planning factors that are addressed by this project:

Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

Increase the safety of the transportation system for all motorized and non-motorized users.

a. Is this project being proposed specifically to address a safety issue? Yes; No

b. Please identify issues: High accident location; Pedestrian safety; Other
 Truck or freight safety; Engineer-identified problem

c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.

Increase accessibility and mobility of people and freight.

Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

Promote efficient system management and operation.

Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

26. Have any potential mitigation activities been identified for this project? Yes; No

27. If yes, what types of mitigation activities have been identified?

Air Quality; Floodplains; Socioeconomics; Geology, Soils and Groundwater; Vibrations;

Energy; Noise; Surface Water; Hazardous and Contaminated Materials; Wetlands

INTELLIGENT TRANSPORTATION SYSTEMS

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? Yes; No

29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? Not Started; Ongoing, not complete; Complete

30. Under which Architecture:

DC, Maryland or Virginia State Architecture

WMATA Architecture

COG/TPB Regional ITS Architecture

Other, please specify:

31. Other Comments – This ramp will provide egress only from the Westbound Dulles Greenway and will not add additional traffic onto the limited access facility. It will redistribute approximately 7,000 vehicles per day from the adjacent Shreve Mill and Battlefield interchanges to access the west side of the Leesburg Executive Airport.

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



1%a. Construct Dulles Air Cargo, Passenger, Metro Access Highway

BASIC PROJECT INFORMATION

1. Agency Project ID: _____ Secondary Agency: _____
2. Project Type: System Expansion; System Maintenance; Operational Program; Study; Other
(check all Freeway; Primary; Secondary; Urban; Bridge; Bike/Ped; Transit; CMAQ;
that apply) ITS; Enhancement; Other
3. Project Title: Dulles Air Cargo, Passenger and Metro Access Highway (DACPMAH)

	Prefix	Route	Name	Modifier
4. Facility:		Unassigned	Dulles Air Cargo, Passenger and Metro Access Highway (DACPMAH)	
5. From (_ at):		Rt. 50	John Mosby Highway	
6. To:		Rt. 606	Loudoun County Parkway/Dulles Airport	

7. Jurisdiction(s): Loudoun County
8. Description: Construct the Dulles Air Cargo, Passenger and Metro Access Highway (DACPMA Hwy) between Route 50 and Washington Dulles International Airport in Loudoun County, Virginia. The DACPMA is a planned four lane (expandable to six lanes) limited access highway on a minimum 200' right of way which will generally take the same alignment as the planned North Star Boulevard between Route 50 and approximately 1 to 1.5 miles north of Rt. 50. The highway alignment will then shift east and traverse south of Broad Run terminating at Route 606 (Loudoun County Parkway) on Washington Dulles International Airport property. The facility is envisioned to ultimately have interchanges at Rte. 50, Rte. 606 (Loudoun County Parkway) and the anticipated intersection of the Northstar Blvd. to the north of this roadway. Additionally this proposed project is being examined as an alternative to the New highway - limited access, grade separated Rte 50 and new limited access at grade Loudoun County Pkwy (Rte 606) - project also proposed to be included in the 2013 CLRP, both of which are undergoing a NEPA review as part of an Environmental Analysis (EA) document. Only one of these two alternatives will be selected for the final EA document seeking federal approval. Identification of the preferred alternative with the approval of the Commonwealth Transportation Board is anticipated by July of 2013. A sketch of the planned improvement is attached. A sketch of the planned improvement is attached.
9. Bicycle or Pedestrian Accommodations: Not Included; Included; Primarily a Bike/Ped Project; N/A
10. Total Miles: 3 miles
11. Project Manager: Tom Fahrney
12. E-Mail: tom.fahrney@vdot.virginia.gov
13. Project Information URL: _____
14. Projected Completion Year: 2025
15. Actual Completion Year: _____ Project is ongoing. Year refers to implementation.
16. This project is being withdrawn from the Plan as of: _____
17. Total cost (in Thousands): \$153,000,000
18. Remaining cost (in Thousands): \$153,000,000
19. Funding Sources: Federal; State; Local; Private; Bonds; Other

The study has been supported by the local government (Loudoun County) and the Metropolitan

CLRP PROJECT DESCRIPTION FORM

Washington Area Airport Authority (MWA) with interest from the private sector (development community) as well. Every opportunity to leverage the value added by this improvement to the stakeholders in the area (localities, MWA, the private sector (development community), the Commonwealth of Virginia) and secure all eligible means of funding including federal, state, proffers, Bonds and private sector investments will be pursued. Given the support and the value of the improvement VDOT is confident in its assessment that it is wholly reasonable to expect the funding needed for this important infrastructure improvement to be available.

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? Yes; No
21. If so, describe those conditions: Recurring congestion; Non-site specific congestion;
 Frequent incident-related, non-recurring congestion; Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? Yes; No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? Yes; No
24. If not, please identify the criteria that exempt the project here:
 The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
 The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
 The project will not allow motor vehicles, such as a bicycle or pedestrian facility
 The project consists of preliminary studies or engineering only, and is not funded for construction
 The project received NEPA approval on or before April 6, 1992
 The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.
 The construction costs for the project are less than \$5 million.

SAFETEA-LU PLANNING FACTORS

25. Please identify any and all planning factors that are addressed by this project:
- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for all motorized and non-motorized users.
- a. Is this project being proposed specifically to address a safety issue? Yes; No
- b. Please identify issues: High accident location; Pedestrian safety; Other
 Truck or freight safety; Engineer-identified problem
- c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
- Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.
- Increase accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.

CLRP PROJECT DESCRIPTION FORM

ENVIRONMENTAL MITIGATION

26. Have any potential mitigation activities been identified for this project? Yes; No
27. If yes, what types of mitigation activities have been identified?
 Air Quality; Floodplains; Socioeconomics; Geology, Soils and Groundwater; Vibrations;
 Energy; Noise; Surface Water; Hazardous and Contaminated Materials; Wetlands

INTELLIGENT TRANSPORTATION SYSTEMS

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? Yes; No
29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? Not Started; Ongoing, not complete; Complete
30. Under which Architecture:
 DC, Maryland or Virginia State Architecture
 WMATA Architecture
 COG/TPB Regional ITS Architecture
 Other, please specify:

31. Other Comments

The purpose of the project is to enhance the movement of people, passenger services and air cargo traffic to Dulles International Airport by providing a limited access roadway facility to the west of the airport in order to serve the planned air cargo expansion of Dulles Airport. This proposed project is fully consistent with the planned Master Plan improvements at the Dulles International Airport focusing on the forecast growth in passenger and freight movement in and out of the Airport.

CLRP PROJECT DESCRIPTION FORM



FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



1%b. New US 50/VA 606, Loudoun County Parkway

BASIC PROJECT INFORMATION

1. Agency Project ID: _____ Secondary Agency: _____
2. Project Type: System Expansion; System Maintenance; Operational Program; Study; Other
(check all that apply) Freeway; Primary; Secondary; Urban; Bridge; Bike/Ped; Transit; CMAQ;
 ITS; Enhancement; Other
3. Project Title: New LA Rte 50 (And Loudoun County Parkway -Rte 606)

	Prefix	Route	Name	Modifier
4. Facility:		50 and 606	New - Limited Access Rte 50 and Limited Access Loudoun County Parkway - Highway	
5. From (_ at):		Tri County Parkway	* <u>Rt. 50</u> - from Tri County Parkway to Loudoun County Parkway * <u>Loudoun County Parkway</u> - from Rt. 50 to approx. 1.5 miles north of Rt. 50	
6. To:		Rt. 606	Loudoun County Parkway/Dulles Airport	

7. Jurisdiction(s): Loudoun County
8. Description: Construct a separate, grade separated 4-lane limited access facility along Route 50, within the existing ROW, between Tri County Parkway and Loudoun County Parkway. Construct Loudoun County Parkway (Rte. 606) as a separate, at grade 4-lane limited access facility continuing from the new grade separated limited access Rt. 50 roadway for approximately 1.5 miles north of Rt. 50. The total cost of this project is estimated to be about \$813M. Additionally this proposed project is being examined as an alternative to the Dulles Air Cargo, Passenger and Metro Access Highway (DACPMA Hwy) project also proposed to be included in the 2013 CLRP, both of which are undergoing a NEPA review as part of an Environmental Analysis (EA) document. Only one of these two alternatives will be selected for the final EA document seeking federal approval. Identification of the preferred alternative with the approval of the Commonwealth Transportation Board is anticipated by July of 2013. A sketch of the planned improvement is attached.
9. Bicycle or Pedestrian Accommodations: Not Included; Included; Primarily a Bike/Ped Project; N/A
10. Total Miles: 4 miles
11. Project Manager: Tom Fahrney
12. E-Mail: tom.fahrney@vdot.virginia.gov
13. Project Information URL: _____
14. Projected Completion Year: 2025
15. Actual Completion Year: _____ Project is ongoing. Year refers to implementation.
16. This project is being withdrawn from the Plan as of: _____
17. Total cost (in Thousands): \$812,895
18. Remaining cost (in Thousands): \$812,895
19. Funding Sources: Federal; State; Local; Private; Bonds; Other

The study has been supported by the local government (Loudoun County) and the Metropolitan Washington Area Airport Authority (MWA) with interest from the private sector (development

CLRP PROJECT DESCRIPTION FORM

community) as well. As noted under question 8 above, parts of the project is already in the CLRP and funding for this as part of Virginia's financial Plan for the CLRP. Every opportunity to leverage the value added by this improvement to the stakeholders in the area (localities, MWA, the private sector (development community), the Commonwealth of Virginia) and secure all eligible means of funding including federal, state, proffers, Bonds and private sector investments will be pursued. Given the support and the value of the improvement VDOT is confident in its assessment that it is wholly reasonable to expect the funding needed for this important infrastructure improvement to be available.

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? Yes; No
21. If so, describe those conditions: Recurring congestion; Non-site specific congestion;
 Frequent incident-related, non-recurring congestion; Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? Yes; No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? Yes; No
24. If not, please identify the criteria that exempt the project here:
- The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
 - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
 - The project will not allow motor vehicles, such as a bicycle or pedestrian facility
 - The project consists of preliminary studies or engineering only, and is not funded for construction
 - The project received NEPA approval on or before April 6, 1992
 - The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.
 - The construction costs for the project are less than \$5 million.

SAFETEA-LU PLANNING FACTORS

25. Please identify any and all planning factors that are addressed by this project:
- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
 - Increase the safety of the transportation system for all motorized and non-motorized users.
 - a. Is this project being proposed specifically to address a safety issue? Yes; No
 - b. Please identify issues: High accident location; Pedestrian safety; Other
 Truck or freight safety; Engineer-identified problem
 - c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:
 - Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.
 - Increase accessibility and mobility of people and freight.
 - Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
 - Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
 - Promote efficient system management and operation.
 - Emphasize the preservation of the existing transportation system.

CLRP PROJECT DESCRIPTION FORM

ENVIRONMENTAL MITIGATION

26. Have any potential mitigation activities been identified for this project? Yes; No
27. If yes, what types of mitigation activities have been identified?
 Air Quality; Floodplains; Socioeconomics; Geology, Soils and Groundwater; Vibrations;
 Energy; Noise; Surface Water; Hazardous and Contaminated Materials; Wetlands

INTELLIGENT TRANSPORTATION SYSTEMS

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? Yes; No
29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? Not Started; Ongoing, not complete; Complete
30. Under which Architecture:
 DC, Maryland or Virginia State Architecture
 WMATA Architecture
 COG/TPB Regional ITS Architecture
 Other, please specify:

31. Other Comments

The purpose of the project is to enhance the movement of people, passenger services and air cargo traffic to Dulles International Airport by providing a limited access roadway facility to the west of the airport in order to serve the planned air cargo expansion of Dulles Airport.

CLRP PROJECT DESCRIPTION FORM



FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



11c. Loudoun County Countywide Transportation Plan Alignment

BASIC PROJECT INFORMATION

1. Agency Project ID: _____ Secondary Agency: _____
2. Project Type: System Expansion; System Maintenance; Operational Program; Study; Other
(check all that apply) Freeway; Primary; Secondary; Urban; Bridge; Bike/Ped; Transit; CMAQ;
 ITS; Enhancement; Other

3. Project Title: **Alternative 3B: Dulles Air Cargo, Passenger, Metro Access Highway
– Loudoun CTP Alignment**

	Prefix	Route	Name	Modifier
4. Facility:		50 and 606	Widen and Covert to Limited Access – US 50 and Rte 606	
5. From (_ at):		Tri County Parkway	* <u>Rt. 50</u> - from Tri County Parkway Interchange * <u>Loudoun County Parkway/rte. 606</u> - from US 50 Interchange	
6. To:		Lou. Co. Pkwy / Rt. 606	* <u>Rt. 50</u> - to Loudoun County Parkway/Rte. 606 Interchange * <u>Loudoun County Parkway/rte. 606</u> - to approx. 1.5 miles north of US 50 interchange	

7. Jurisdiction(s): Loudoun County
8. Description: The proposed project will widen to six lanes and convert the portion of US 50 between Tri County Parkway (currently referred to as North Star Blvd. in the Loudoun Countywide Transportation Plan) and Loudoun County Parkway into a limited access facility by 2025. This stretch of US 50 will have interchanges at the Tri County Pkwy., Rte. 659 Gum Springs Rd., and Rte. 606/Loudoun County Parkway. The project will also expand a stretch of 1.5 miles of Loudoun County Parkway (Rte. 696 / Rte. 607), starting from the Us 50 interchange, to 8 lanes and convert it into a limited access facility with an interchange with Old Ox Rd. (Rte. 606). This proposed project is one of the three build alternatives being examined as part of the Dulles Air Cargo, Passenger and Metro Access Highway (DACPMAH) Environmental Assessment (EA) study being conducted by the Virginia Department of Transportation (VDOT) in cooperation with the Federal Highway Administration, Loudoun County and the Metropolitan Washington Airports Authority. **The total cost of this project is estimated to be about \$268M.** This project, Alternative 3B, is being examined at the request of Loudoun County since the improvements proposed are fully consistent with and contained in the Loudoun Countywide Transportation Plan (CTP).

The DACPMAH EA will analyze this proposed project as well as Alternative 1 (No-build), 2 - Dulles Air Cargo, Passenger and Metro Access Highway (North Star alignment) and Alternative 3A - New Limited Access Grade Separated US 50 / New Limited Access VA 606 project – both of which are included in the air quality conformity inputs for the 2013 CLRP/FY 2013-2018 TIP update. Additionally, a no-build alternative will be analyzed in the EA. Only one of the three build alternatives or no-build alternative will be selected as VDOT's preferred alternative in the final EA document seeking federal approval. Identification of the preferred alternative with the approval of the Commonwealth Transportation Board is anticipated by July of 2013. A sketch of the planned improvement is attached.

9. Bicycle or Pedestrian Accommodations: Not Included; Included; Primarily a Bike/Ped Project; N/A

CLRP PROJECT DESCRIPTION FORM

10. Total Miles: 4 miles
11. Project Manager: Tom Fahrney
12. E-Mail: tom.fahrney@vdot.virginia.gov
13. Project Information URL:
14. Projected Completion Year: 2025
15. Actual Completion Year: Project is ongoing. Year refers to implementation.
16. This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): \$268,000
18. Remaining cost (in Thousands): \$0
19. Funding Sources: Federal; State; Local; Private; Bonds; Other

The EA study has been supported by the local government (Loudoun County) and the Metropolitan Washington Area Airport Authority (MWAA) with interest from the private sector (development community) as well. As noted under question 8 above, parts of the project are already in the CLRP and funding for this as part of Virginia's financial Plan for the CLRP. Every opportunity to leverage the value added by this improvement to the stakeholders in the area (localities, MWAA, the private sector (development community), the Commonwealth of Virginia) and secure all eligible means of funding including federal, state, proffers, Bonds and private sector investments will be pursued. Given the support and the value of the improvement VDOT is confident in its assessment that it is wholly reasonable to expect the funding needed for this important infrastructure improvement to be available.

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? Yes; No
21. If so, describe those conditions: Recurring congestion; Non-site specific congestion;
 Frequent incident-related, non-recurring congestion; Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? Yes; No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? Yes; No
24. If not, please identify the criteria that exempt the project here:
- The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
 - The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
 - The project will not allow motor vehicles, such as a bicycle or pedestrian facility
 - The project consists of preliminary studies or engineering only, and is not funded for construction
 - The project received NEPA approval on or before April 6, 1992
 - The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.
 - The construction costs for the project are less than \$5 million.

SAFETEA-LU PLANNING FACTORS

25. Please identify any and all planning factors that are addressed by this project:
- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
 - Increase the safety of the transportation system for all motorized and non-motorized users.
 - a. Is this project being proposed specifically to address a safety issue? Yes; No
 - b. Please identify issues: High accident location; Pedestrian safety; Other
 Truck or freight safety; Engineer-identified problem
 - c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

CLRP PROJECT DESCRIPTION FORM

- X Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.
- X Increase accessibility and mobility of people and freight.
- X Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- X Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- X Promote efficient system management and operation.
- _ Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

- 26. Have any potential mitigation activities been identified for this project? _ Yes; X No
- 27. If yes, what types of mitigation activities have been identified?
 - _ Air Quality; _ Floodplains; _ Socioeconomics; _ Geology, Soils and Groundwater; Vibrations;
 - _ Energy; _ Noise; _ Surface Water; _ Hazardous and Contaminated Materials; _ Wetlands

INTELLIGENT TRANSPORTATION SYSTEMS

- 28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? _ Yes; X No
- 29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? _ Not Started; _ Ongoing, not complete; _ Complete
- 30. Under which Architecture:
 - _ DC, Maryland or Virginia State Architecture
 - _ WMATA Architecture
 - _ COG/TPB Regional ITS Architecture
 - _ Other, please specify:

- 31. Other Comments

The purpose of the project is to enhance the movement of people, passenger services and air cargo traffic to Dulles International Airport, reduce congestion and improve capacity on the roadway network in the Dulles South area by providing a limited access roadway facility to the west of the airport in order to serve the planned air cargo expansion of Dulles Airport.

CLRP PROJECT DESCRIPTION FORM



FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040 PROJECT DESCRIPTION FORM



1&. Route 28 Manassas Bypass Study

BASIC PROJECT INFORMATION

1. Agency Project ID: _____ Secondary Agency: _____
2. Project Type: System Expansion; System Maintenance; Operational Program; Study; Other
(check all that apply) Freeway; Primary; Secondary; Urban; Bridge; Bike/Ped; Transit; CMAQ;
 ITS; Enhancement; Other

3. Project Title: Route 28 Manassas Bypass Study

	Prefix	Route	Name	Modifier
4. Facility:	VA	411	Route 28 Manassas Bypass	
5. From (_ at):		234	Sudley Road	
6. To:	I	66	Proposed Interchange	

7. Jurisdiction(s): City of Manassas

8. Description: Study a proposed 4 to 6 lane bypass from the intersection of Route 234 (Sudley Road) and VA 411 (Godwin Drive) at the Manassas City Limits through Prince William County and Fairfax County connecting to a proposed interchange at I-66. A Right of Way strip exists between Route 234 and the Fairfax County Line. This study will evaluate the challenges identified with the previous Tri-County Parkway study and determine the feasibility and anticipated costs required to construct a six mile bypass and an interchange at I-66.

9. Bicycle or Pedestrian Accommodations: Not Included; Included; Primarily a Bike/Ped Project; N/A

10. Total Miles: 5.97

11. Project Manager: _____

12. E-Mail: _____

13. Project Information URL: _____

14. Projected Completion Year: 2018

15. Actual Completion Year: _____

16. This project is being withdrawn from the Plan as of: _____

17. Total cost (in Thousands): \$ 500

18. Remaining cost (in Thousands): \$ 500

19. Funding Sources: Federal; State; Local; Private; Bonds; Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? Yes; No

21. If so, describe those conditions: Recurring congestion; Non-site specific congestion;
 Frequent incident-related, non-recurring congestion; Other

22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? Yes; No

23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? Yes; No

24. If not, please identify the criteria that exempt the project here:

The number of lane-miles added to the highway system by the project totals less than 1 lane-mile

CLRP PROJECT DESCRIPTION FORM

- The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
- The project will not allow motor vehicles, such as a bicycle or pedestrian facility
- The project consists of preliminary studies or engineering only, and is not funded for construction
- The project received NEPA approval on or before April 6, 1992
- The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.
- The construction costs for the project are less than \$5 million.

SAFETEA-LU PLANNING FACTORS

25. Please identify any and all planning factors that are addressed by this project:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for all motorized and non-motorized users.

a. Is this project being proposed specifically to address a safety issue? Yes; No

b. Please identify issues: High accident location; Pedestrian safety; Other
 Truck or freight safety; Engineer-identified problem

c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

This project will relieve congestion along the Route 28 corridor north of Manassas and Manassas Park.

- Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.
- Increase accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

26. Have any potential mitigation activities been identified for this project? Yes; No

27. If yes, what types of mitigation activities have been identified?

- Air Quality; Floodplains; Socioeconomics; Geology, Soils and Groundwater; Vibrations;
- Energy; Noise; Surface Water; Hazardous and Contaminated Materials; Wetlands

INTELLIGENT TRANSPORTATION SYSTEMS

- 28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? Yes; No
- 29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? Not Started; Ongoing, not complete; Complete
- 30. Under which Architecture:
 - DC, Maryland or Virginia State Architecture
 - WMATA Architecture
 - COG/TPB Regional ITS Architecture

ITEM 10 - Information

June 19 2013

Briefing on the Draft Air Quality Conformity Assessment of the
2013 CLRP and FY 2013-2018 TIP

Recommendation: Receive briefing on the conformity assessment, and on additional information on a recent travel model validation utilizing 2010 information and recent regional data on vehicle miles traveled (VMT). The TPB will be asked to adopt the plan and conformity assessment at its meeting on July 15.

Issues: None

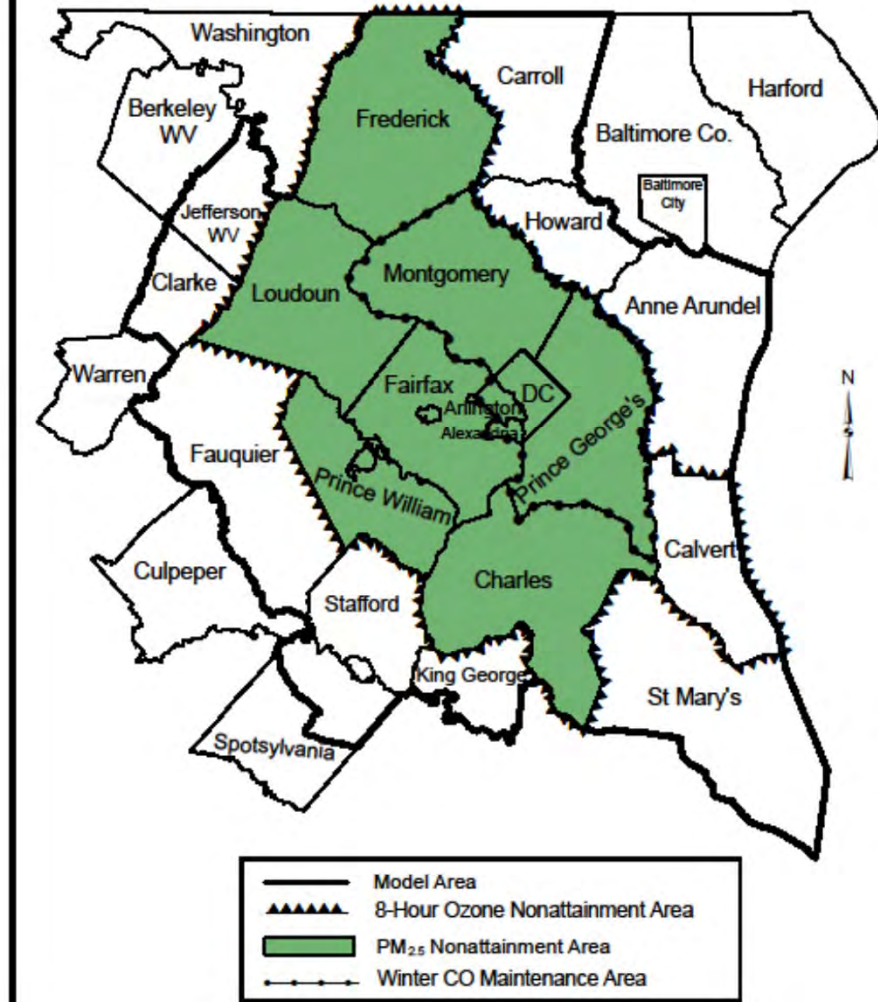
Background: At the February 20 meeting, the Board approved the projects submitted for inclusion in the air quality conformity assessment for the 2013 CLRP. On June 13 the draft plan and conformity assessment were released for public comment at the TPB Citizens Advisory Committee (CAC) meeting.

Transportation Planning Board

AIR QUALITY CONFORMITY ANALYSIS OF THE 2013 CONSTRAINED LONG RANGE PLAN & FY2013-2018 TRANSPORTATION IMPROVEMENT PROGRAM

June 13, 2013

EXHIBIT 1 Washington, D.C. - Maryland - Virginia Planning Areas



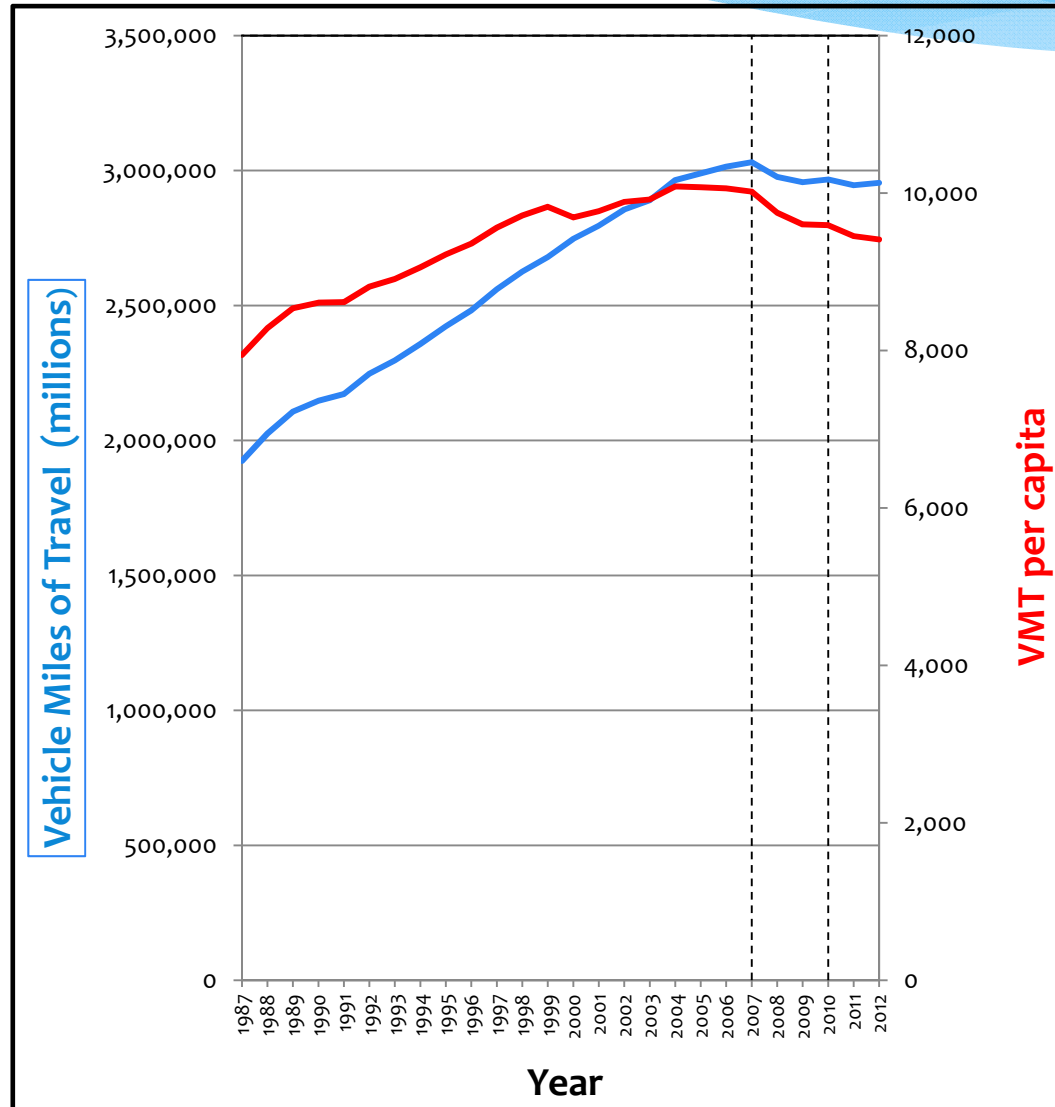
Travel Model Validation: Background

- * Travel Model Adopted in 2012: Version 2.3.39
 - * Calibrated primarily with 2007 information:
 - * 2007/08 Household Travel Survey
 - * 2007 American Community Survey
 - * 2007 traffic counts
 - * Transit on-board surveys
- * 2010 model validation objectives:
 1. To evaluate calibrated model results against recent travel data:
 - * 2010 traffic counts
 - * 2010 American Community Survey
 - * 2010 Metrorail electronic counts
 - * 2010 Geographically Focused Household Travel Survey
 2. To refine the model to improve performance and forecasting ability
- * Validated travel model used in 2013 CLRP Analysis: Version 2.3.52

Why is 2010 an Important Validation Year?

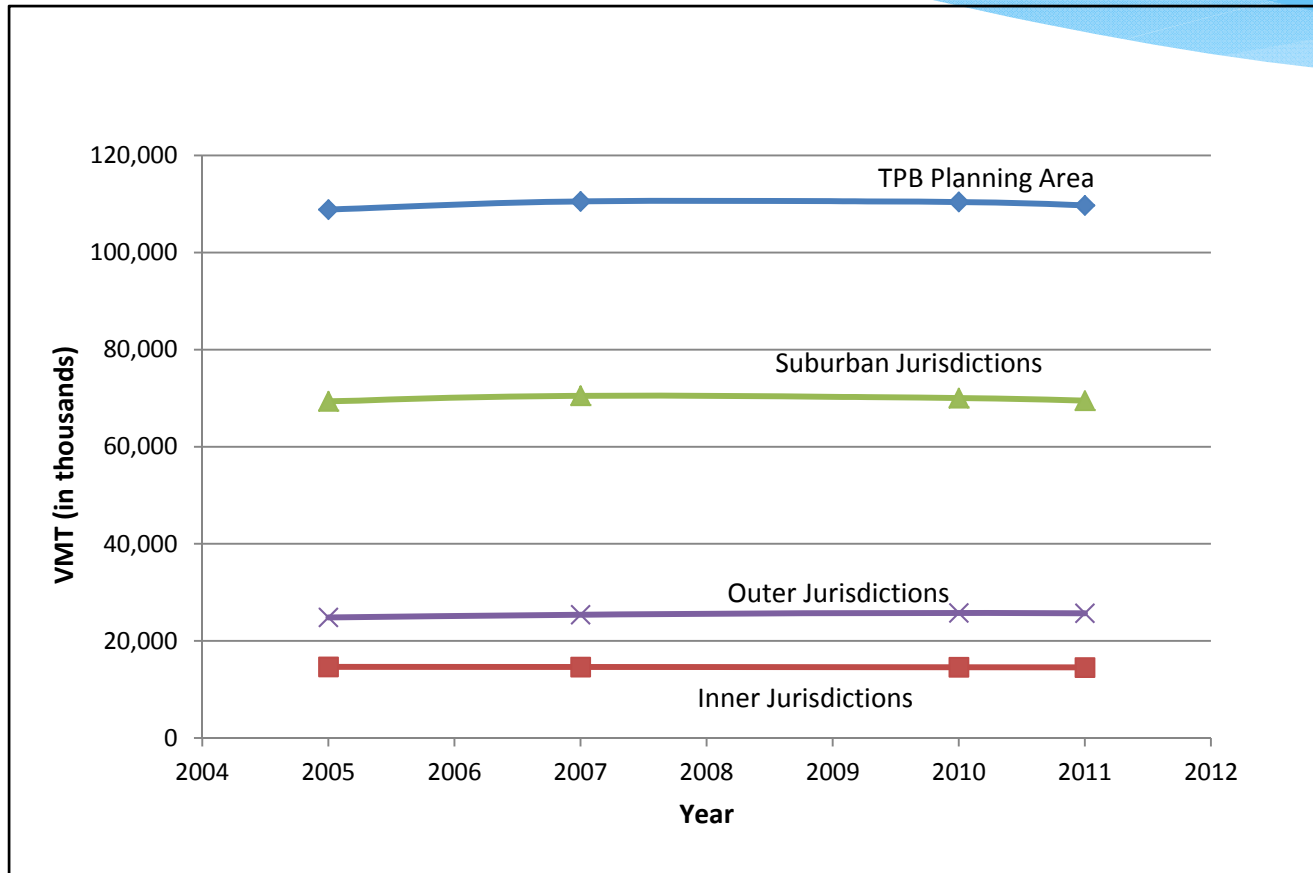
- * VMT and VMT per capita have not followed historic trends since 2007
- * Potential Reasons
 - * Effect of Recession
 - * Fuel Price Volatility
 - * Growing Internet-based Commerce and Communications
 - * Telecommuting
 - * Changing Travel Preferences of the “Millennials” (ages 13-30)

Total Annual US Vehicle-Miles and Vehicle-Miles per Capita 1987-2012



Source: US DOT/FHWA and US Census Bureau

VMT for the TPB Planning Area 2005–2011



Legend:

Inner Jurisdictions:
DC, Arlington, Alexandria

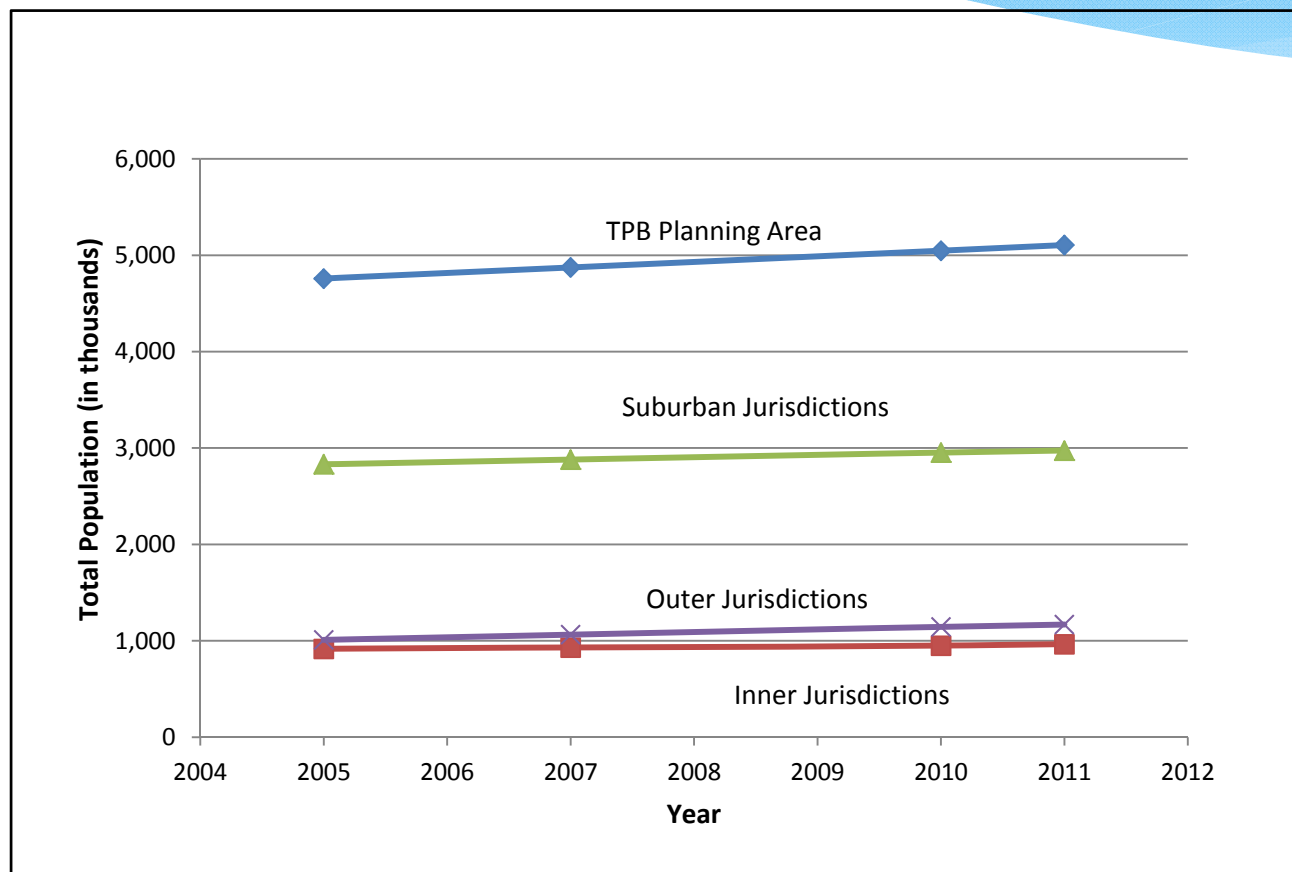
Suburban Jurisdictions:
Montgomery, Prince George's, Fairfax

Outer Jurisdictions:
Loudoun, Prince William, Frederick, Charles

Jurisdiction	Year				Ratio '11/'07	Ratio '11/'10
	2005	2007	2010	2011		
Inner Jurisdictions	14,672,100	14,621,000	14,597,700	14,538,000	0.99	1.00
Suburban Jurisdictions	69,355,500	70,506,100	70,038,800	69,496,900	0.99	0.99
Outer Jurisdictions	24,834,600	25,410,400	25,778,000	25,683,300	1.01	1.00
Grand Total	108,862,200	110,537,500	110,414,500	109,718,200	0.99	0.99

Source: VDOT, MDOT, DDOT HPMS data (does not include local roads)

Population for the TPB Planning Area 2005-2011



Legend:

Inner Jurisdictions:
DC, Arlington, Alexandria

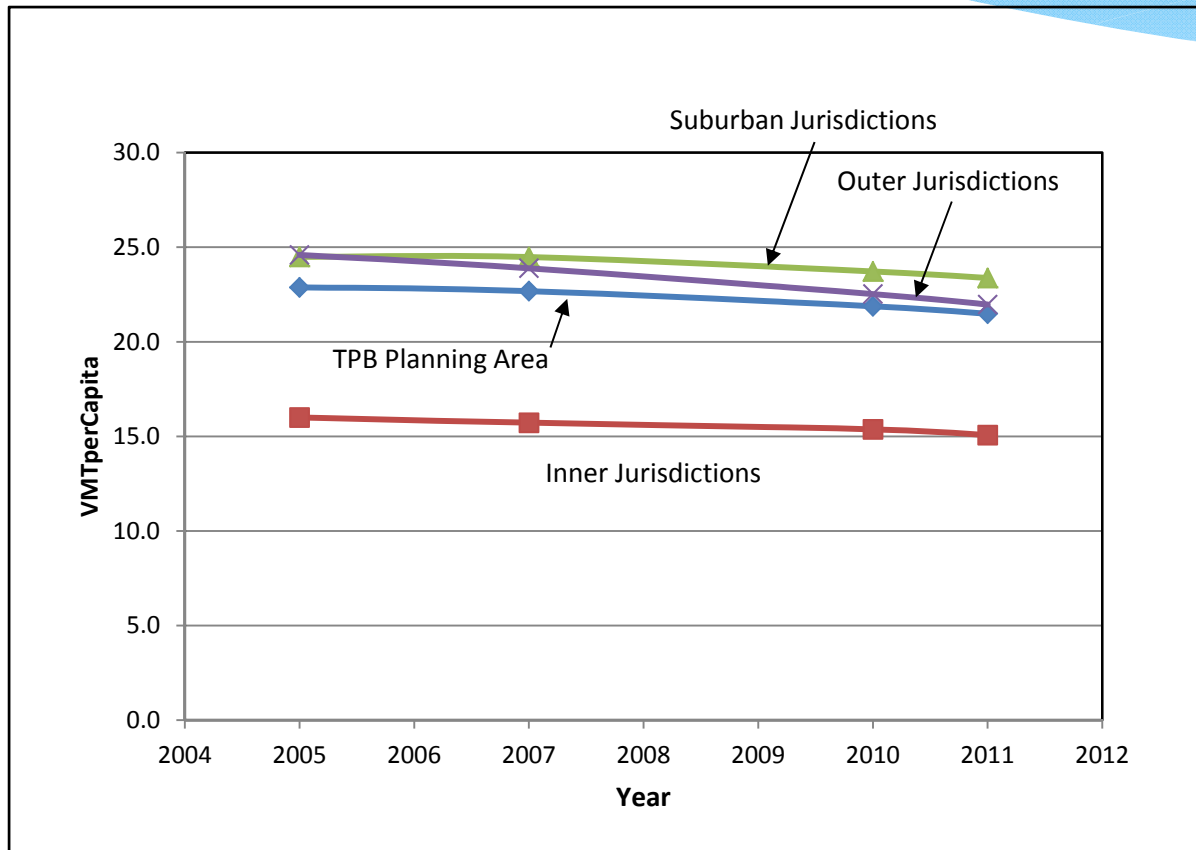
Suburban Jurisdictions:
Montgomery, Prince
George's, Fairfax

Outer Jurisdictions:
Loudoun, Prince William,
Frederick, Charles

Jurisdiction	Year				Ratio '11/'07	Ratio '11/'10
	2005	2007	2010	2011		
Inner Jurisdictions	917,100	930,000	949,300	964,500	1.04	1.02
Suburban Jurisdictions	2,831,500	2,880,000	2,952,800	2,973,400	1.03	1.01
Outer Jurisdictions	1,009,900	1,063,700	1,144,400	1,168,900	1.10	1.02
Grand Total	4,758,500	4,873,700	5,046,500	5,106,800	1.05	1.01

Source: Round 8.2 Cooperative Forecasts-
2007 & 2011 figures are linearly interpolated

VMT per Capita (Daily) for the TPB Planning Area 2005-2011



Legend:

Inner Jurisdictions:
DC, Arlington, Alexandria

Suburban Jurisdictions:
Montgomery, Prince
George's, Fairfax

Outer Jurisdictions:
Loudoun, Prince William,
Frederick, Charles

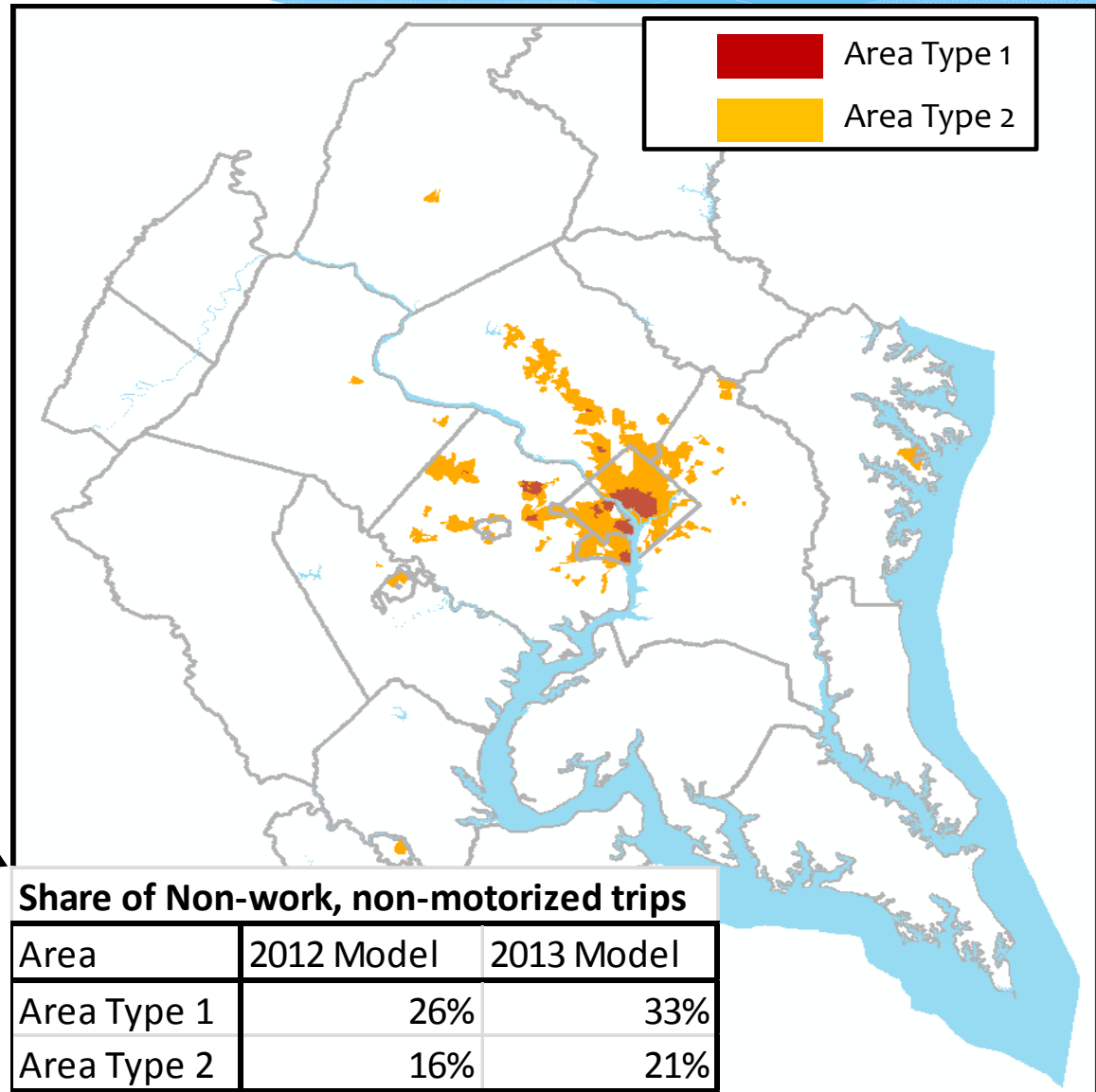
Jurisdiction	Year				Ratio '11/'07	Ratio '11/'10
	2005	2007	2010	2011		
Inner Jurisdictions	16.0	15.7	15.4	15.1	0.96	0.98
Suburban Jurisdictions	24.5	24.5	23.7	23.4	0.95	0.99
Outer Jurisdictions	24.6	23.9	22.5	22.0	0.92	0.98
Grand Total	22.9	22.7	21.9	21.5	0.95	0.98

Validation-related Changes to the Travel Demand Model

- * Increased non-motorized trip shares in dense-mixed use areas (Area Types 1 and 2)
 - Based on comparisons with non-motorized trip shares observed in geographically focused household travel survey
 - Applies to non-work purposes only (i.e. did not change work trips)
- * Refined highway network facility type coding
- * Improved estimated to observed VMT
 - 2012 model: 1.04
 - 2013 model: 1.00
- * Implemented several other technical adjustments to improve the performance or internal consistency of individual modeling steps

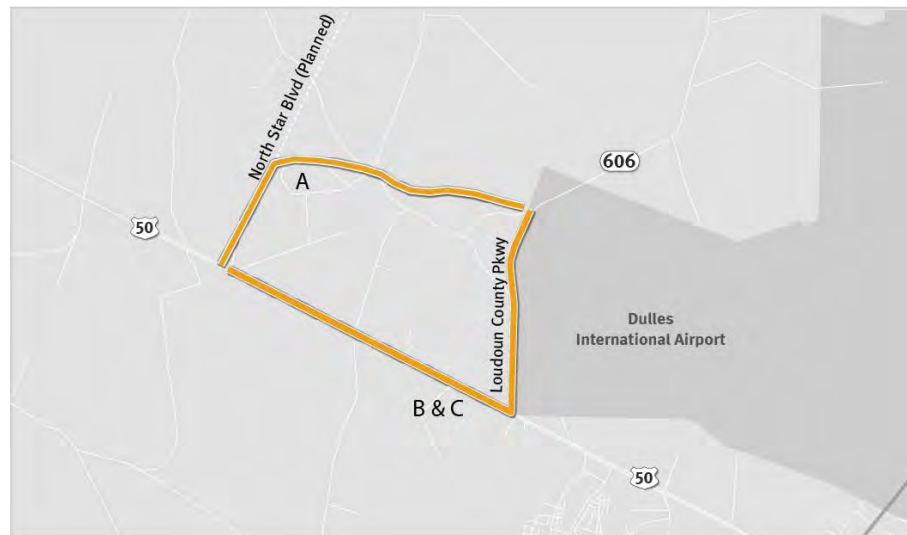
Non-motorized Trip Adjustment in the Travel Demand Model

- The share of non-work, non-motorized trips in dense mixed use areas has been adjusted upward
- map represents the year 2010



VDOT Dulles Access Improvements Alternatives

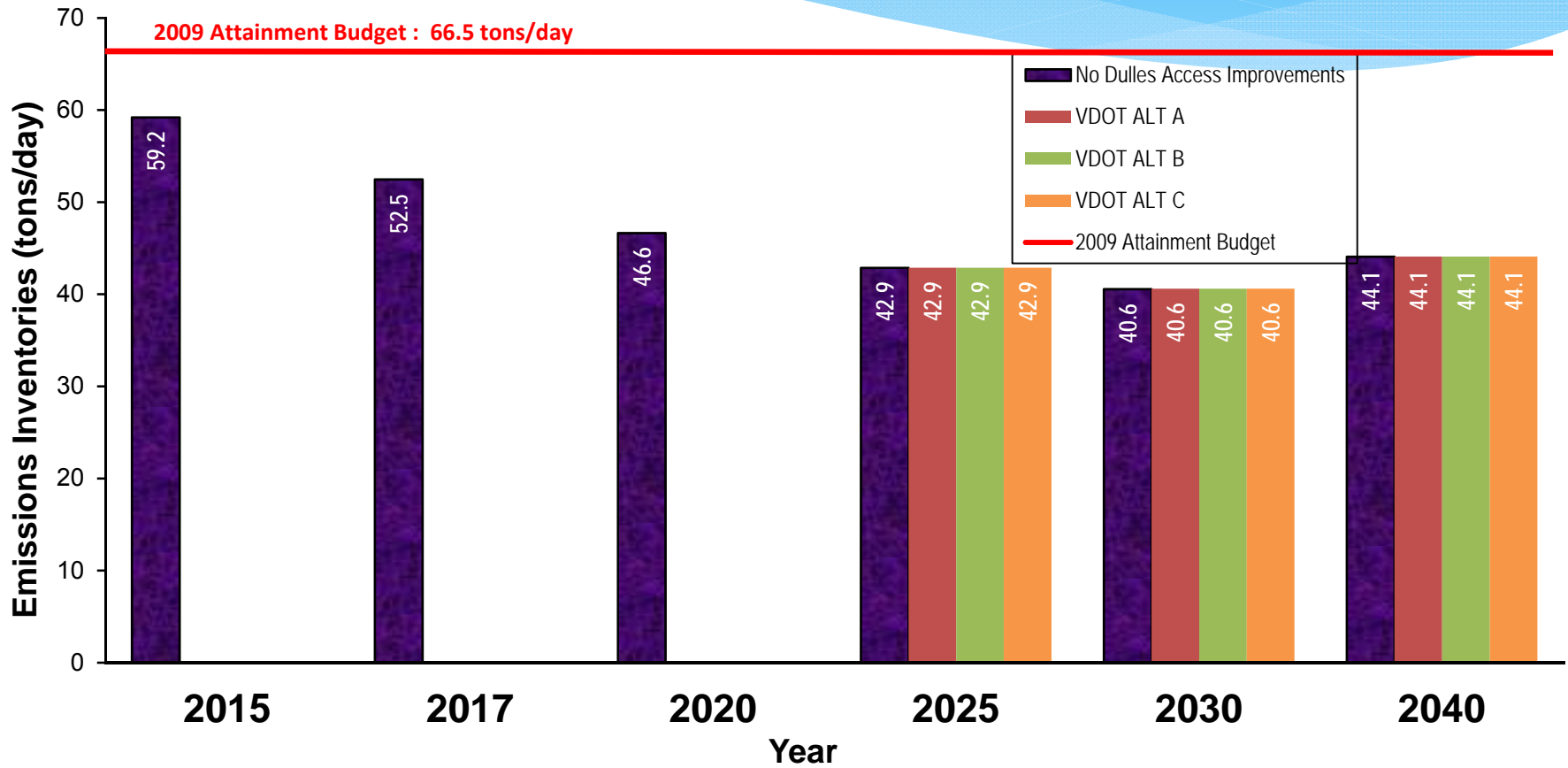
	US 50	VA 606 (Loudoun County Pkwy)		Northstar Blvd.
	Northstar Blvd. To VA 606	US 50 to 1.5 miles north of US 50	1.5 miles north of US 50 to Dulles Greenway	US 50 (at Northstar Blvd.) to VA 606 (at 1.5 miles north of US 50)
Current Conditions	4/5/6 lanes, major/principal arterial	2/4 lanes, minor arterial	2 lanes, minor arterial	-----
2013 CLRP (no Dulles access improvements)	6 lanes, principal arterial	4 lanes, minor/major arterial	4 lanes, minor/major arterial	-----
2013 CLRP VDOT A	6 lanes, principal arterial	4 lanes, minor/major arterial	4 lanes, minor/major arterial	4 lanes, principal arterial
2013 CLRP VDOT B	4 lanes, limited access facility + 6 lanes, principal arterial	4 lanes, limited access facility + 4 lanes, major arterial	4 lanes, major arterial	-----
2013 CLRP VDOT C (Loudoun County Comprehensive Plan)	6 lanes, limited access facility	8 lanes, limited access facility	4 lanes, major arterial	-----



AIR QUALITY CONFORMITY

2013 CLRP & FY2013-2018 TIP

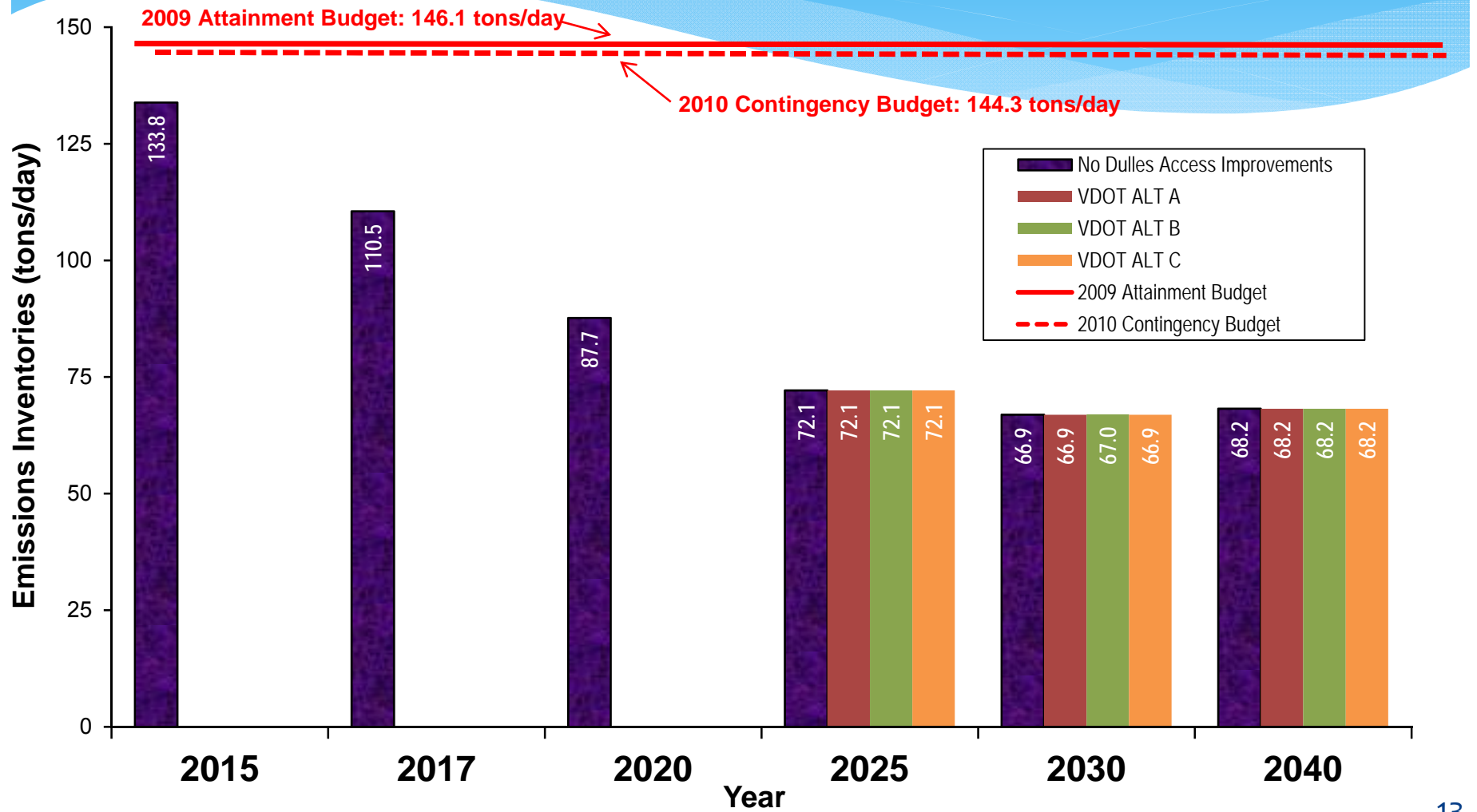
Ozone Season VOC



AIR QUALITY CONFORMITY

2013 CLRP & FY2013-2018 TIP

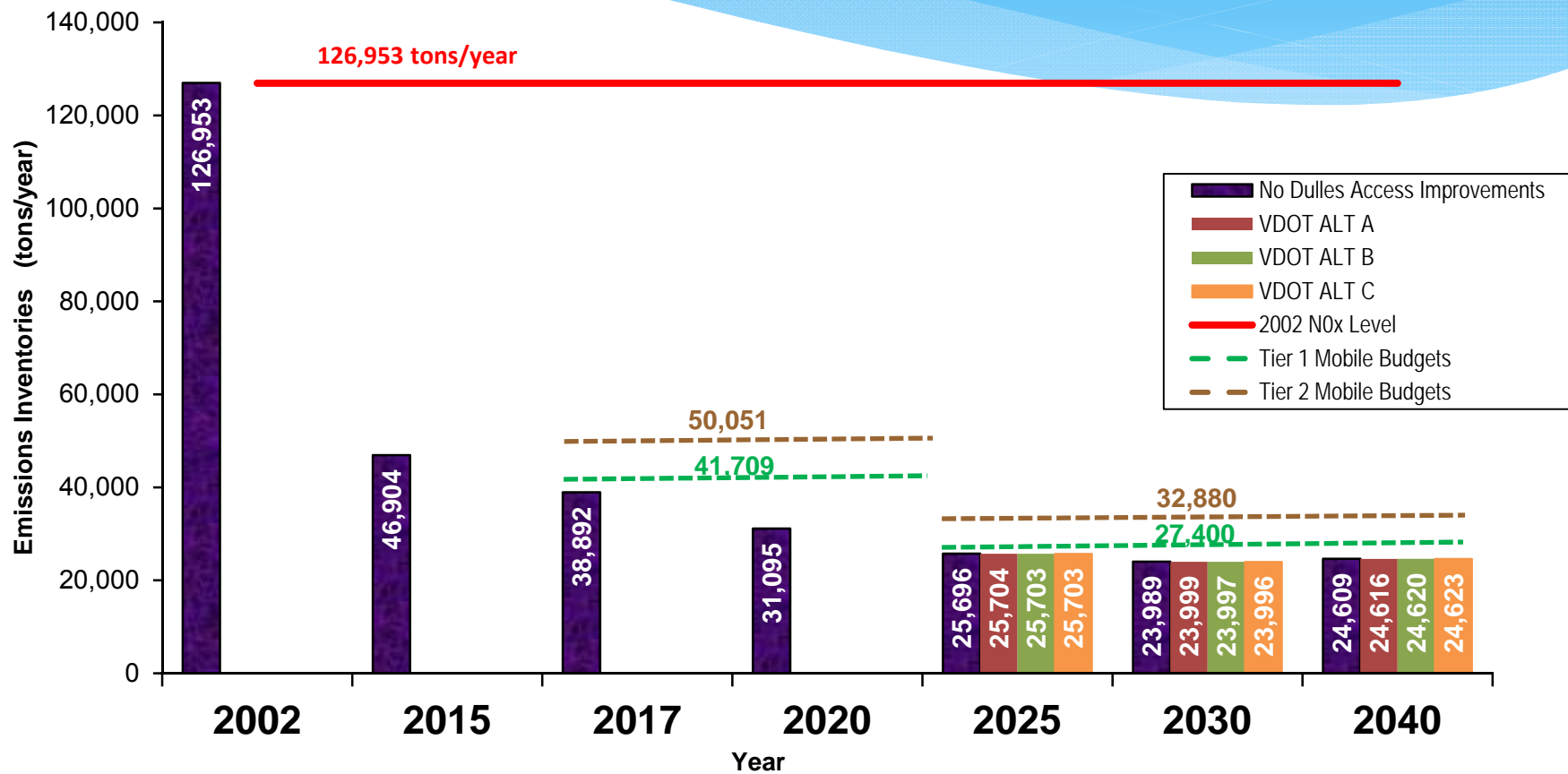
Ozone Season NOx



AIR QUALITY CONFORMITY

2013 CLRP & FY2013-2018 TIP

PM_{2.5} Precursor NOx

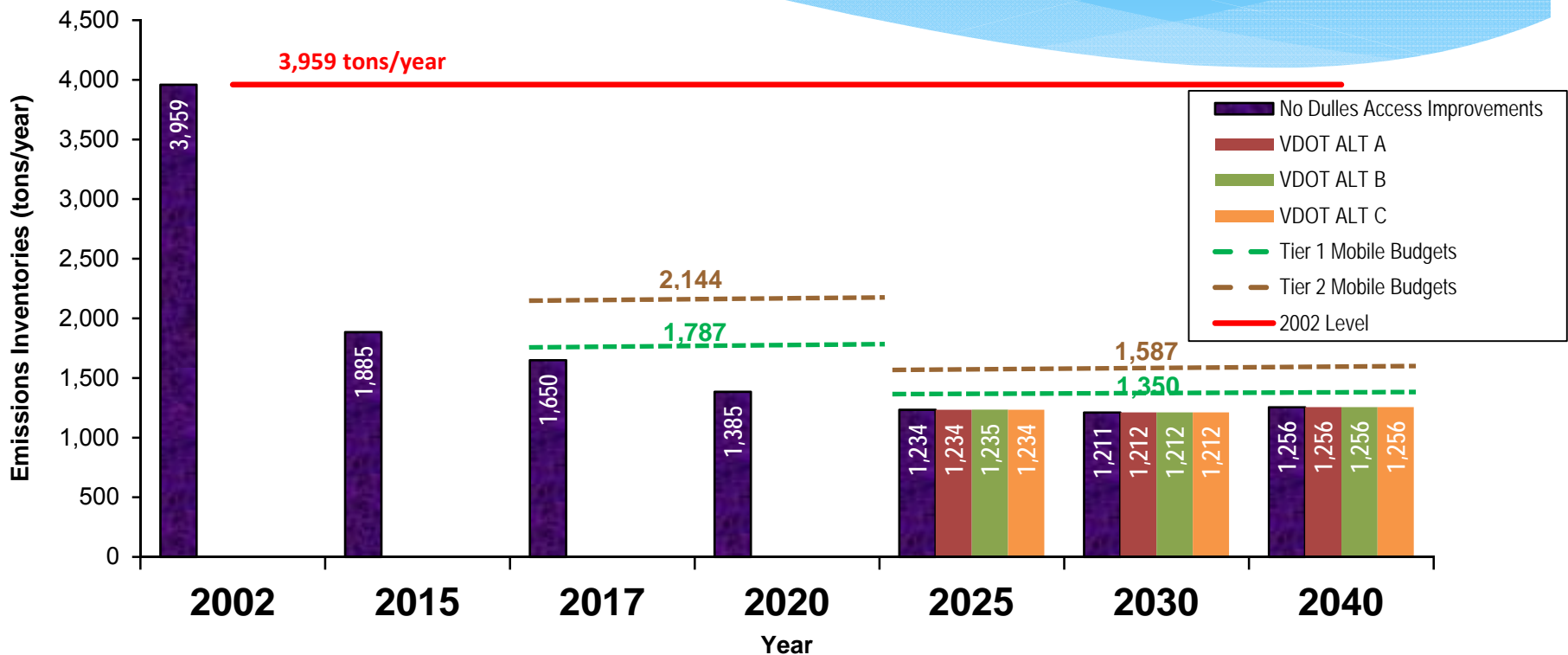


NOTE: MWAQC approved a PM_{2.5} Maintenance Plan on 5/22/2013. The Plan contains mobile budgets for years 2017 and 2025, which are shown in this graph for informational purposes only. When they are approved by EPA they will be used for conformity. In the meantime, without approved mobile budgets, it is required that Forecast Year emissions do not exceed Base Year 2002 emissions.

AIR QUALITY CONFORMITY

2013 CLRP & FY2013-2018 TIP

Direct PM_{2.5}



NOTE: MWAQC approved a PM_{2.5} Maintenance Plan on 5/22/2013. The Plan contains mobile budgets for years 2017 and 2025, which are shown in this graph for informational purposes only. When they are approved by EPA they will be used for conformity. In the meantime, without approved mobile budgets, it is required that Forecast Year emissions do not exceed Base Year 2002 emissions.

Schedule

*September 19, 2012	TPB is Briefed on Draft Call for Projects
*October 17, 2012	TPB Releases Final Call for Projects - Transportation Agencies Begin Submitting Project Information through On-Line Database
December 14, 2012	<u>DEADLINE:</u> Transportation Agencies Complete On-Line Submission of Draft Project Inputs.
January 4, 2013	Technical Committee Reviews Draft CLRP & TIP Project Submissions and Draft Scope of Work for the Air Quality Conformity Assessment
January 10, 2013	CLRP & TIP Project Submissions and Draft Scope of Work Released for Public Comment
*January 16, 2013	TPB is Briefed on Project Submissions and Draft Scope of Work
February 9, 2013	Public Comment Period Ends
*February 20, 2013	TPB Reviews Public Comments and is asked to Approve Project Submissions and Draft Scope of Work
May 3, 2013	<u>DEADLINE:</u> Transportation Agencies Finalize Congestion Management Documentation Forms (where needed) and CLRP & TIP Forms ¹ . (Submissions must not impact conformity inputs; note that the deadline for changes affecting conformity inputs was February 20, 2013).
June 13, 2013	Draft CLRP & TIP and Conformity Assessment Released for Public Comment at Citizens Advisory Committee (CAC)
*June 19, 2013	TPB Briefed on the Draft CLRP & TIP and Conformity Assessment
July 13, 2013	Public Comment Period Ends
*July 17, 2013	TPB Reviews Public Comments and Responses to Comments, and is Presented the Draft CLRP & TIP and Conformity Assessment for Adoption
*TPB Meeting	

¹ By this date, the CLRP forms must include information on the Planning Factors, Environmental Mitigation, Congestion Management Information, and Intelligent Transportation Systems; separate Congestion Management Documentation Forms (where needed) must also be finalized.

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

MEMORANDUM

June 19, 2013

To: Transportation Planning Board

**From: Jane Posey
Senior Transportation Engineer**

Subject: Air Quality Conformity Assessment for the 2013 Constrained Long Range Plan (CLRP) and the FY2013-2018 Transportation Improvement Program (TIP)

INTRODUCTION

This memo documents summary results of the air quality conformity assessment of the 2013 CLRP and FY2013-2018 TIP with respect to the following pollutants:

- **Ozone Season Volatile Organic Compounds (VOC) and Nitrogen Oxides (NO_x).** On May 21, 2012 EPA designated the Washington, DC-MD-VA region as 'marginal' nonattainment for the 2008 ozone National Ambient Air Quality Standards (NAAQS). Until new mobile budgets are developed, the region must adhere to those currently approved by EPA under the old 1997 standard. The currently approved budgets for VOC and NO_x were submitted to the EPA by the Metropolitan Washington Air Quality Committee (MWAQC) in 2007, as part of an 8-hour ozone SIP, responding to the 1997 Ozone Standard. On February 7, 2013 EPA found adequate the 2009 Attainment and 2010 Contingency budgets included in this SIP. The budgets are 66.5 tons/day of Volatile Organic Compounds (VOC) and 146.1 tons/day of Nitrogen Oxides (NO_x) for the 2009 Attainment Plan and 144.3 tons/day of NO_x for the 2010 Contingency Plan.
- **Fine Particles (PM_{2.5}).** On December 17, 2004 EPA designated the Washington, DC-MD-VA region as nonattainment for the 1997 Fine Particles Standard. On January 12, 2009, EPA determined that the region had attained the 1997 PM_{2.5} NAAQS and issued a clean data determination for the area. On May 22, 2013 MWAQC approved a PM_{2.5} Resignation Request and Maintenance Plan for the Washington region. This Maintenance Plan includes forecast year mobile budgets for direct PM_{2.5} and Precursor NO_x. Until these mobile budgets are found adequate or are approved by EPA, the region will assess conformity based on a test that shows emissions in forecast year scenarios are no greater than those in a 2002 base.
- **Wintertime Carbon Monoxide (CO).** The region is in maintenance for mobile source wintertime CO, and is required to show that pollutants do not exceed the approved budget of 1671.5 tons/day.

The analysis shows that mobile emissions are well within the mobile budgets for ozone season VOC and NOx, as well as wintertime CO, and are well below the 2002 base year levels for the PM2.5 pollutants.

The results, based upon analyses contained in the full technical report, Air Quality Conformity Determination of the 2013 Constrained Long Range Plan and FY2013-2018 Transportation Improvement Program for the Washington Metropolitan Region, were released for public comment and interagency consultation on June 13, 2013. The public comment period ends on July 13, 2013.

BACKGROUND

The Transportation Planning Board (TPB) approved the scope of work and the project submissions for the 2013 CLRP and FY2013-2018 TIP air quality conformity analysis on February 20, 2013.

Key technical inputs to the analysis include:

- Round 8.2 Cooperative Land Activity Forecasts
- New Project Submissions
- The Version 2.3 Travel Demand Model including a 3722 Transportation Analysis Zones (TAZ) area system
- 2011 Vehicle Registration Data
- EPA's MOVES Emissions Factor Model.

WORK ACTIVITIES

Staff prepared inventories for each pollutant for six forecast years (2015, 2017, 2020, 2025, 2030 and 2040). Ozone season pollutants (VOC and NOx) and wintertime CO are inventoried for average weekday conditions, and precursor NOx and direct PM_{2.5} are inventoried to reflect emissions on a yearly total basis. These inventories address a primary conformity assessment criterion to demonstrate that emissions associated with the plan do not exceed the approved budgets.

CLRP Projects

Attachment A lists the major changes to the conformity project inputs since the 2012 CLRP. A complete list of highway and transit projects included in the conformity analysis is shown in an appendix of the full technical report, mentioned above.

VDOT Alternatives

The Virginia Department of Transportation (VDOT) requested that three alternatives for a western Dulles airport access facility be included in this air quality conformity analysis. These alternatives are currently undergoing a NEPA review as part of an Environmental Assessment (EA). Only one of these alternatives will be selected for the final EA document seeking federal approval. The Commonwealth Transportation Board is expected to approve the alternative selection prior to the TPB meeting in July. The results of each alternative, as well as those for an alternative with no improvements in the project area, will be included in information that goes out for public comment in June for the conformity analysis, but only one alternative will be included when the TPB approves

the CLRP, TIP, and conformity analysis in July. A description of the alternatives is included at the end of Attachment A.

Land Activity Forecasts

The COG Board approved the draft Round 8.2 Cooperative Forecasts for use in the air quality conformity analysis of the 2013 CLRP and FY2013-2018 TIP in February, 2013. The forecasts reflect both the small area land use distributions throughout the Washington region, and also the latest planning assumptions for areas that are outside the Washington region. Attachment B shows a summary of the Round 8.2 data.

Travel Modeling Process

Staff updated the Version 2.3 travel demand model to reflect more recent travel information. This update was informed by 2010 traffic and Metrorail counts, and 2010 travel survey data. It resulted in a new 2010 base year validation of the model. Changes to model outputs include: an increase in non-motorized trips with a concurrent reduction in motorized trips in high density areas, a better estimation of traffic crossing the Potomac river bridges, and an overall improvement in estimated to observed Vehicle Miles Travelled (VMT).

Staff prepared travel demand forecasts for each of the analysis years using the updated Version 2.3 travel demand model. Exhibit 1 presents the geographic areas for travel modeling and for emissions reporting for each pollutant. Exhibit 2 presents the resulting average weekday transit trips, vehicle trips, and VMT results through time for each conformity analysis year and VDOT alternative, for the full modeled area.

MOVES

MOVES (MOTOR Vehicle Emissions Simulator) is a computer program designed by the US Environmental Protection Agency (EPA) to estimate air pollution emissions from on-road mobile sources. Officially released in 2010, the MOVES model version, MOVES2010, replaced the previous on-road emissions model, MOBILE6.2. MOVES2010a, a subsequent release of the program, was used in this conformity analysis.

MOVES Inputs

The average annual weekday VMT and trip data generated by the travel demand model are adjusted by the post processor to create annual county level VMT for input into the MOVES model. VMT are defined as Annual VMT and VMT by facility type. The annual VMT for MOVES input is based on 6 HPMS vehicle types. The VMT by facility type is stratified by MOVES vehicle type (13 categories) and road type (5 categories). Average vehicle speeds are stratified by vehicle type, road type, time of day, and type of day (i.e. weekday vs. weekend). Bus VMT and Auto Access to Transit VMT are added into the mix. 2011 VIN data are used to assign vehicle population data and age distribution, by city/county, in the MOVES process.

COG's Department of Environmental Programs (DEP) staff provides inputs related to fuel supply and formulation and Inspection and Maintenance (I/M) programs, as well as meteorology data. Fuel

and I/M program data are supplied directly from DC, Maryland, and Virginia's air agencies in MOVES ready formats. Meteorology data are developed by DEP staff and supplied as hourly records of temperature and relative humidity in MOVES format.

Mobile Emissions Inventories

Ozone Season and Wintertime CO – Daily Emissions

The emissions results for ozone season pollutants are summarized in Exhibits 3 and 4, and indicate total VOC and NO_x emissions for each analysis year. Reductions through time reflect the impact of the cleaner fuel / fleet and related programs. The emissions are shown in relation to the approved mobile budget for each pollutant.

PM_{2.5} – Yearly Emissions

Direct PM_{2.5} and precursor NO_x emissions totals are shown in Exhibits 5 and 6. The emissions reductions through time are largely attributable to Tier II vehicle standards, cleaner fuels, and the heavy duty engine rule. The forecast year emissions are shown relative to the 2002 emissions. Mobile budgets, developed for the Fine Particles Maintenance Plan, are included at this time for informational purposes only.

2013 CLRP Emissions Inventories vs. Budgets

Exhibits 3-6 display net emissions for each forecast year. The charts show that emissions are within the mobile budgets for ozone season pollutants, and are not greater than 2002 levels for fine particles pollutants, for all forecast years. Wintertime CO emissions (contained in the full technical report but not summarized here) are also within the CO emissions budget.

TERMs

Transportation Emission Reduction Measures (TERMs) are strategies or actions that the TPB can employ to offset increases in emissions from mobile sources. All TERMs are intended to reduce either the number of vehicle trips (VT), vehicle miles traveled (VMT), or both. These strategies may include ridesharing and telecommuting programs, improved transit and bicycling facilities, clean fuel vehicle programs or other possible actions.

In past conformity analysis, TERMs have been listed in a summary table showing the emission reduction benefits of each project, as well as the project's implementation status. With the recalibration of the travel demand model, the vast majority of TERMs have been moved into the baseline and may no longer be used to offset future emissions. Creditable TERMs were reanalyzed using emissions rates developed from the MOVES model. Only projects put into place after 2010, or projects with improvements since 2010, were included in this analysis.

TERMs analyzed for the 2013 CLRP conformity analysis were grouped into four categories:

- TPB Commuter Connections Program
- Regional Incident Management Program
- Pedestrian Facilities Expansions & Enhancements

- Freeform Carpooling (Slug Lots)

Exhibit 7 lists the emission reduction potential of these TERMS, by pollutant, for each analysis year. The benefits of these projects are not included in the emissions totals in this report, but are available, if necessary, to offset future growth in mobile emissions.

COMMENTS / RESPONSE TO COMMENTS

SUMMARY

The analytical results described in this air quality assessment provide a basis for a determination by the TPB of conformity of the 2013 CLRP and FY2013-2018 TIP.

Following: Exhibits 1- 7
Attachments A - B

EXHIBIT 1

Washington, D.C.- Maryland - Virginia Planning Areas

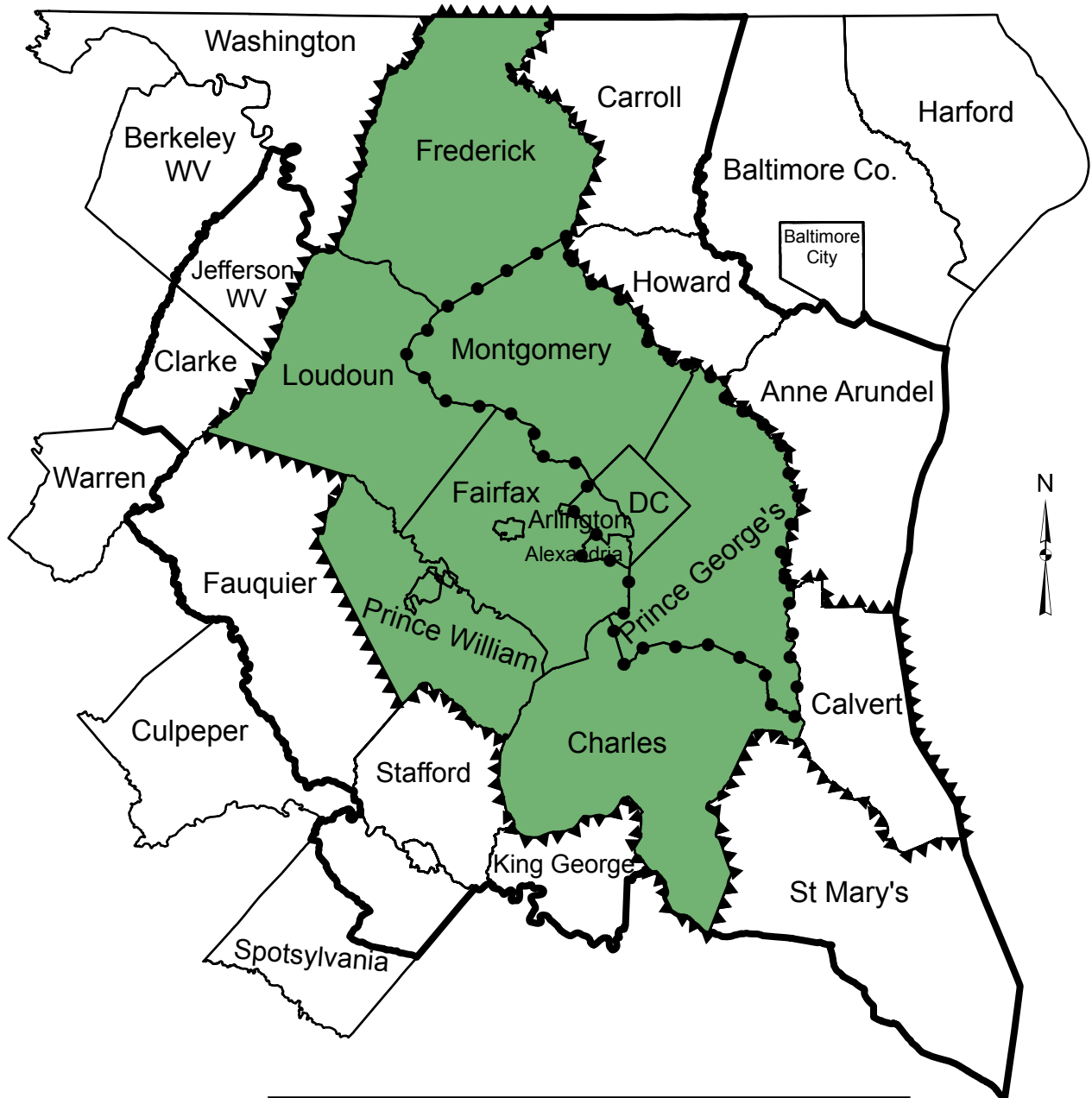


Exhibit 2
Travel Demand Summary
Modeled Area Trips and Vehicle Miles Traveled (000's)
Average Weekday Traffic (AWDT)

	<u>2002</u>	<u>2015</u>	<u>2017</u>	<u>2020</u>	<u>2025</u> NO VDOT ALT	<u>2025</u> VDOT ALT A	<u>2025</u> VDOT ALT B	<u>2025</u> VDOT ALT C
Transit Trips	1,092.5	1,194.8	1,253.3	1,327.5	1,389.5	1,389.7	1,389.5	1,390.0
Vehicle Trips	14,822.9	16,805.8	17,068.4	17,532.6	18,386.8	18,387.2	18,387.6	18,385.6
VMT	149,388.9	166,771.9	169,941.7	174,980.2	185,034.0	185,141.3	185,166.9	185,161.1

	<u>2030</u> NO VDOT ALT	<u>2030</u> VDOT ALT A	<u>2030</u> VDOT ALT B	<u>2030</u> VDOT ALT C	<u>2040</u> NO VDOT ALT	<u>2040</u> VDOT ALT A	<u>2040</u> VDOT ALT B	<u>2040</u> VDOT ALT C
Transit Trips	1,437.1	1,437.4	1,437.0	1,437.3	1,531.8	1,532.0	1,531.9	1,531.9
Vehicle Trips	19,115.8	19,115.9	19,116.2	19,115.3	20,289.9	20,290.8	20,290.0	20,290.0
VMT	193,832.4	193,970.7	193,948.3	193,931.8	206,511.4	206,564.4	206,604.3	206,588.6

Exhibit 3

AIR QUALITY CONFORMITY

2013 CLRP & FY2013-2018 TIP

Ozone Season VOC Emissions

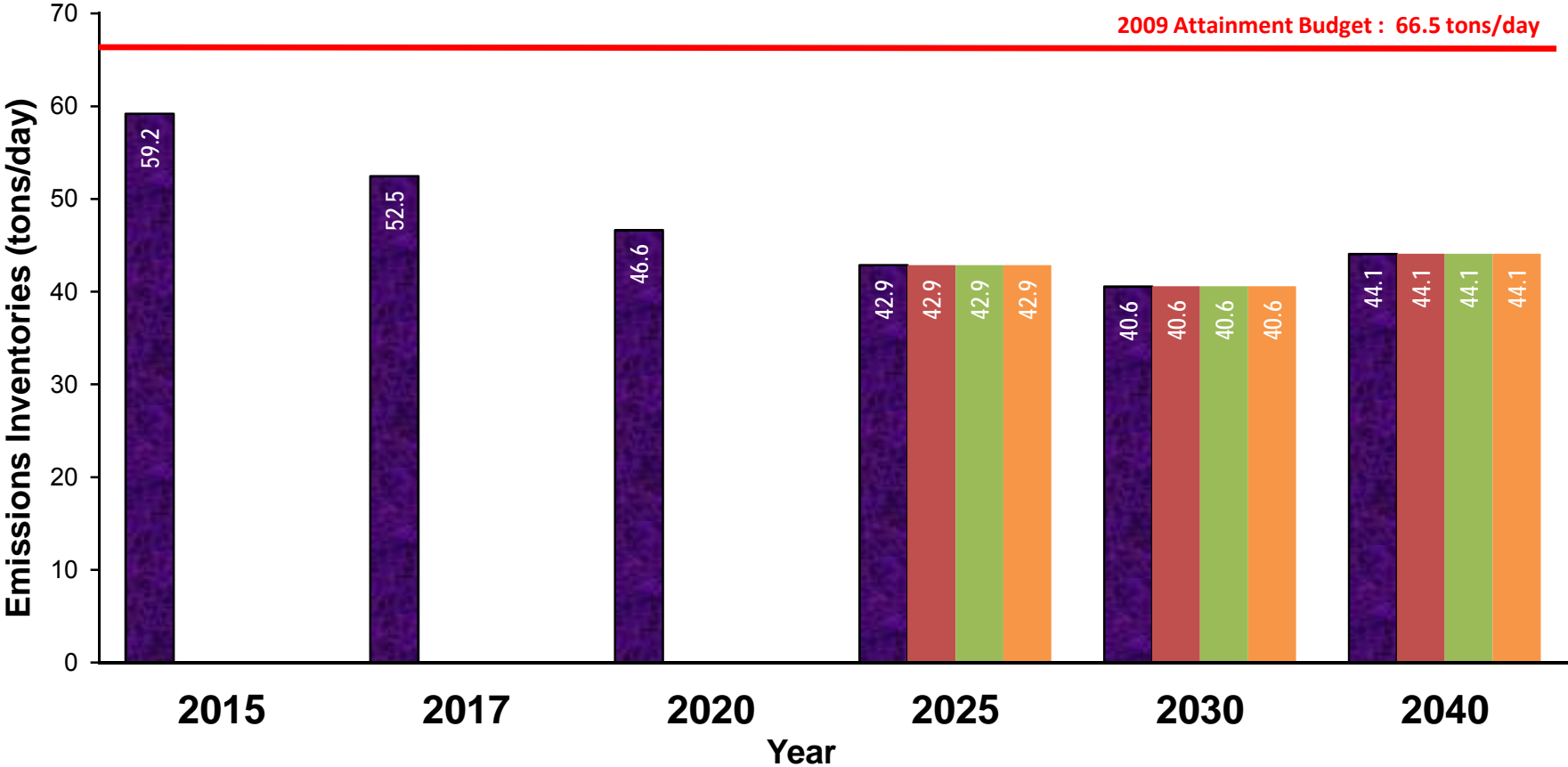
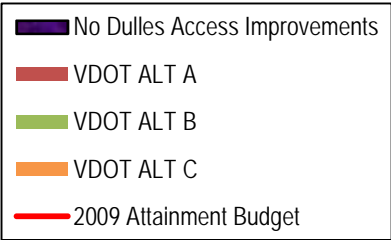


Exhibit 4 AIR QUALITY CONFORMITY 2013 CLRP & FY2013-2018 TIP Ozone Season NOx Emissions

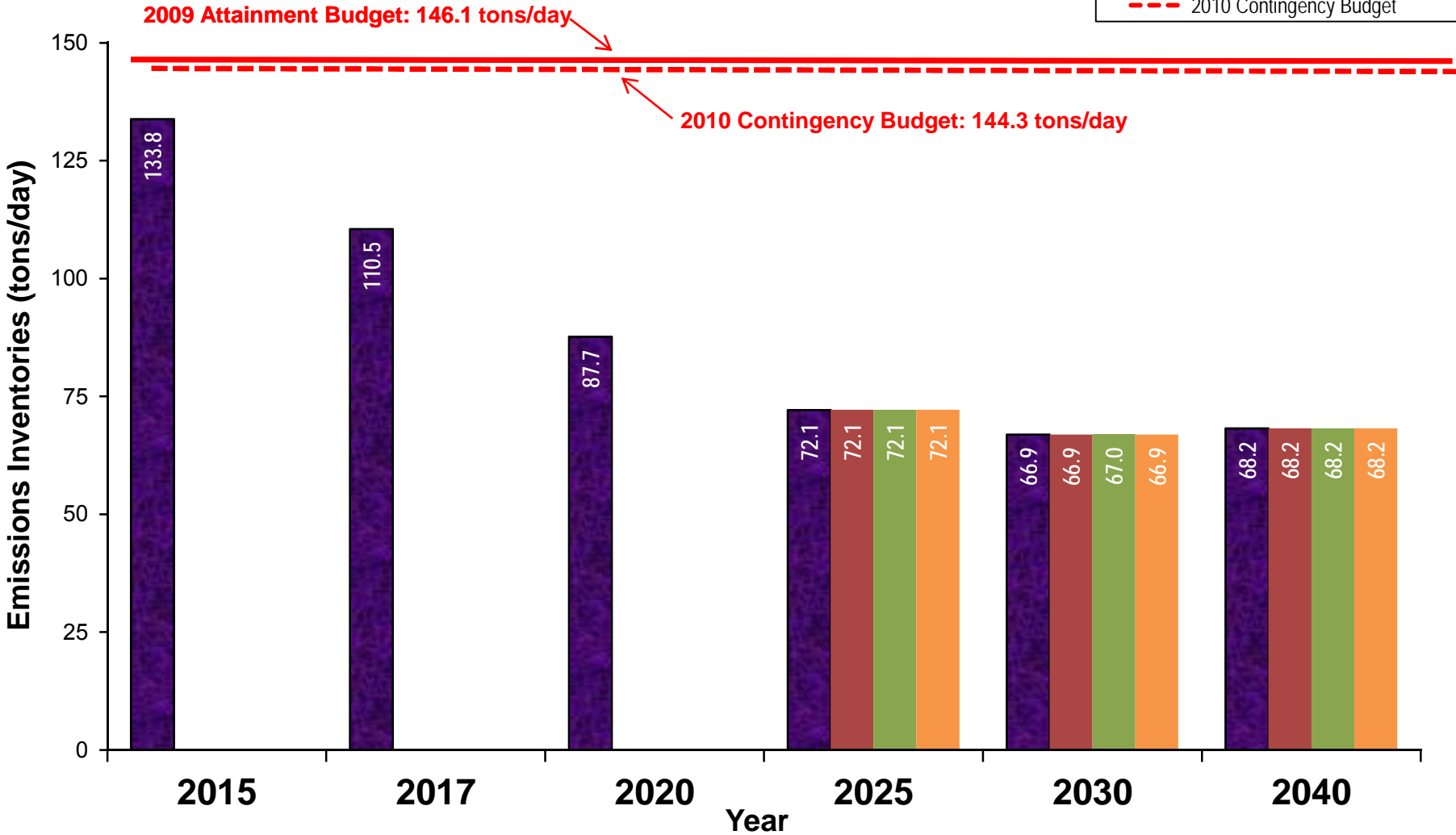
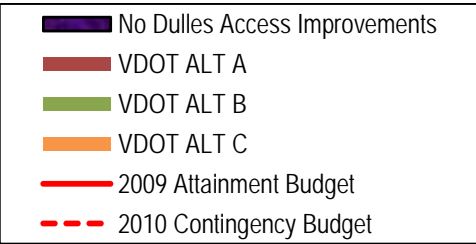
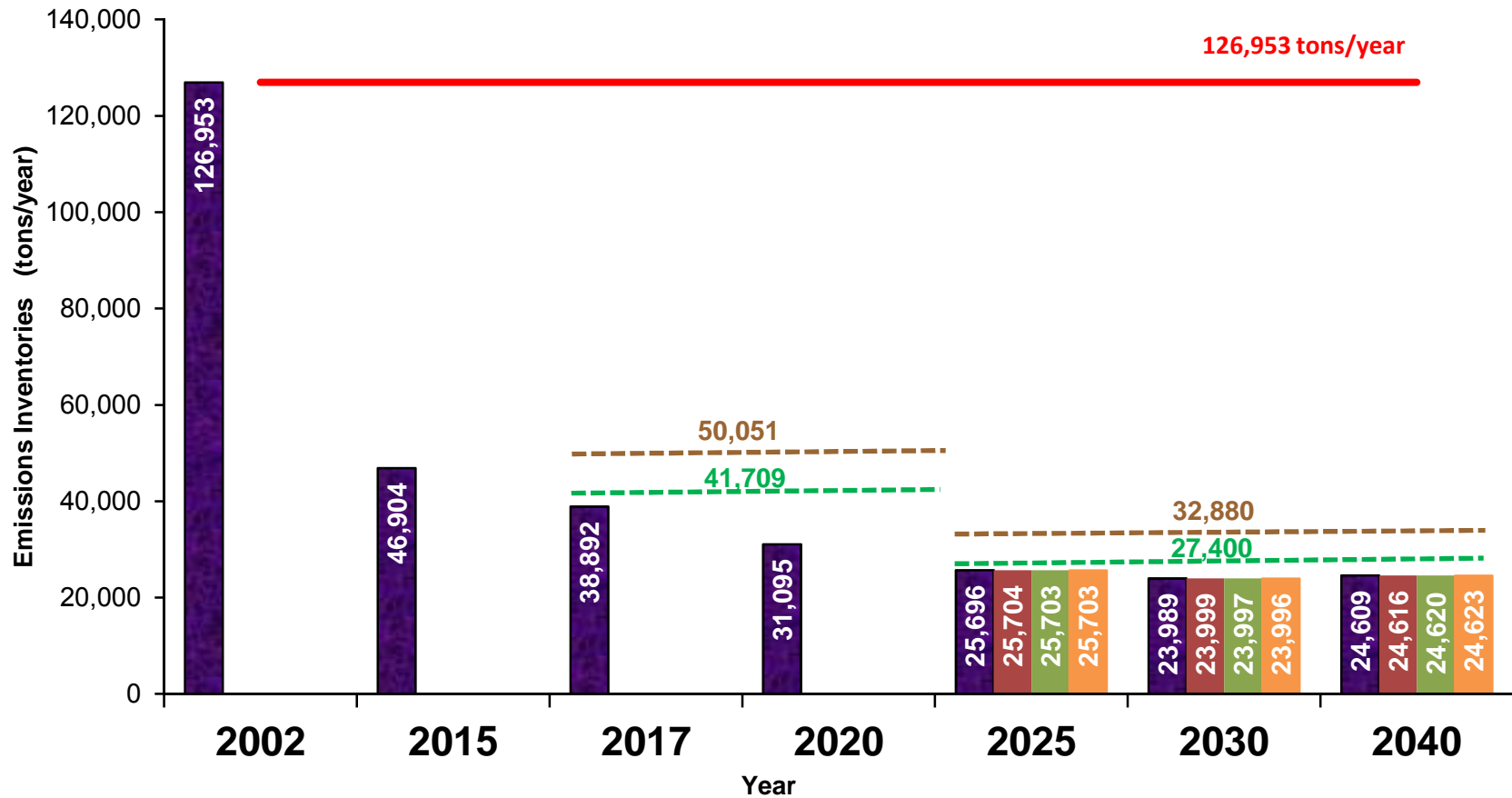
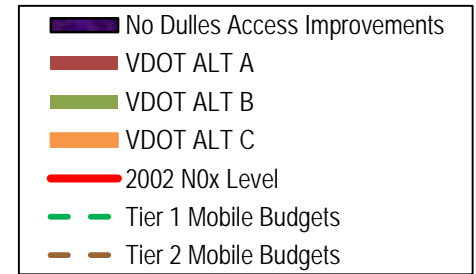


Exhibit 5

AIR QUALITY CONFORMITY

2013 CLRP & FY2013-2018 TIP

Mobile Source Emissions PM_{2.5} Precursor: NOx



NOTE: MWAQC approved a PM_{2.5} Maintenance Plan on 5/22/2013. The Plan contains mobile budgets for years 2017 and 2025, which are shown in this graph for informational purposes only. When they are approved by EPA they will be used for conformity. In the meantime, without approved mobile budgets, it is required that Forecast Year emissions do not exceed Base Year⁰⁰⁰² emissions.

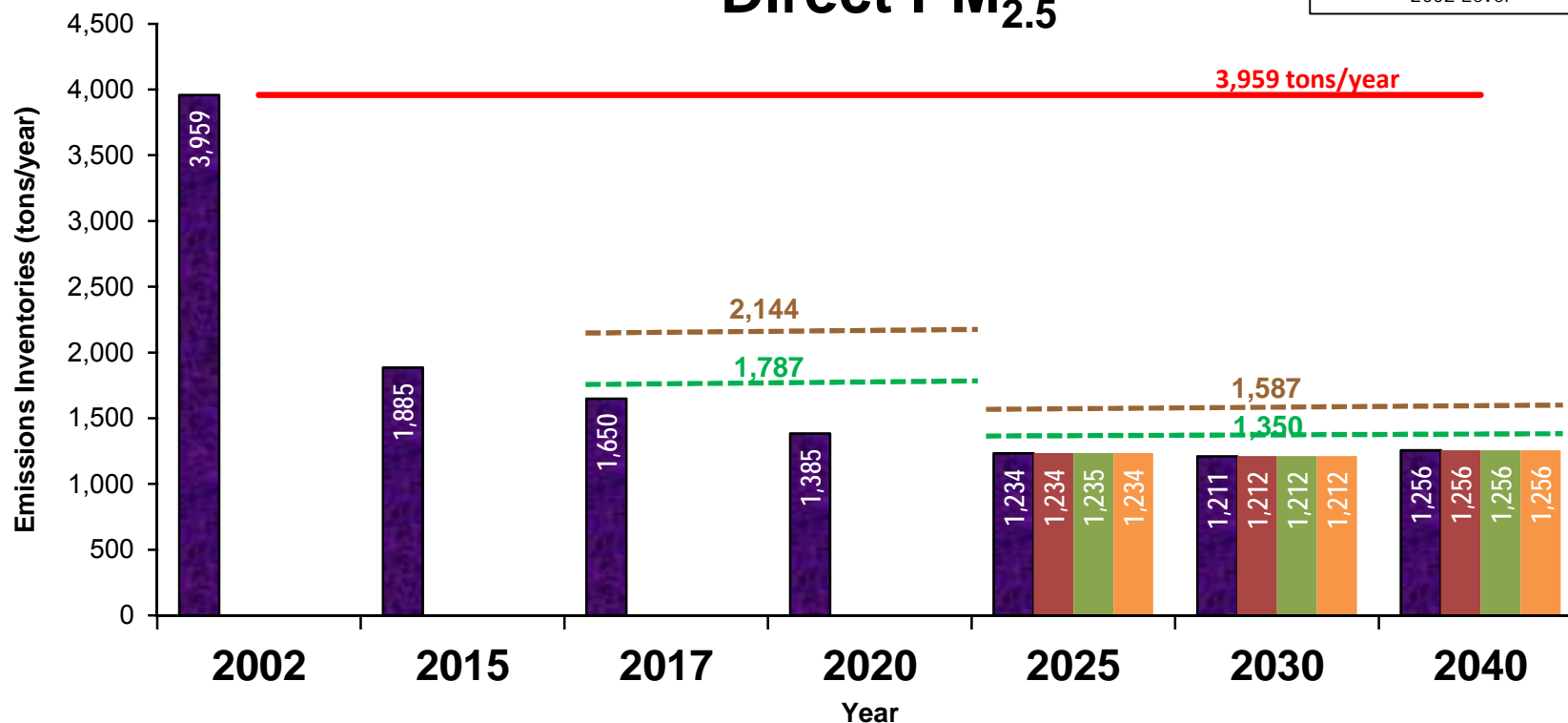
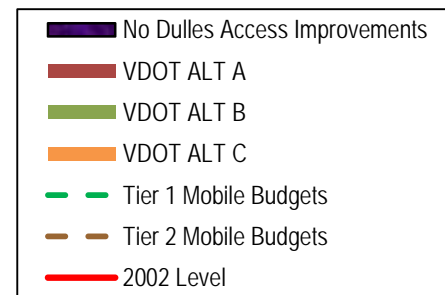
Exhibit 6

AIR QUALITY CONFORMITY

2013 CLRP & FY2013-2018 TIP

Mobile Source Emissions

Direct PM_{2.5}



NOTE: MWAQC approved a PM_{2.5} Maintenance Plan on 5/22/2013. The Plan contains mobile budgets for years 2017 and 2025, which are shown in this graph for informational purposes only. When they are approved by EPA they will be used for conformity. In the meantime, without approved mobile budgets, it is required that Forecast Year emissions do not exceed Base Year 2002 emissions.

EXHIBIT 7

2013 CLRP

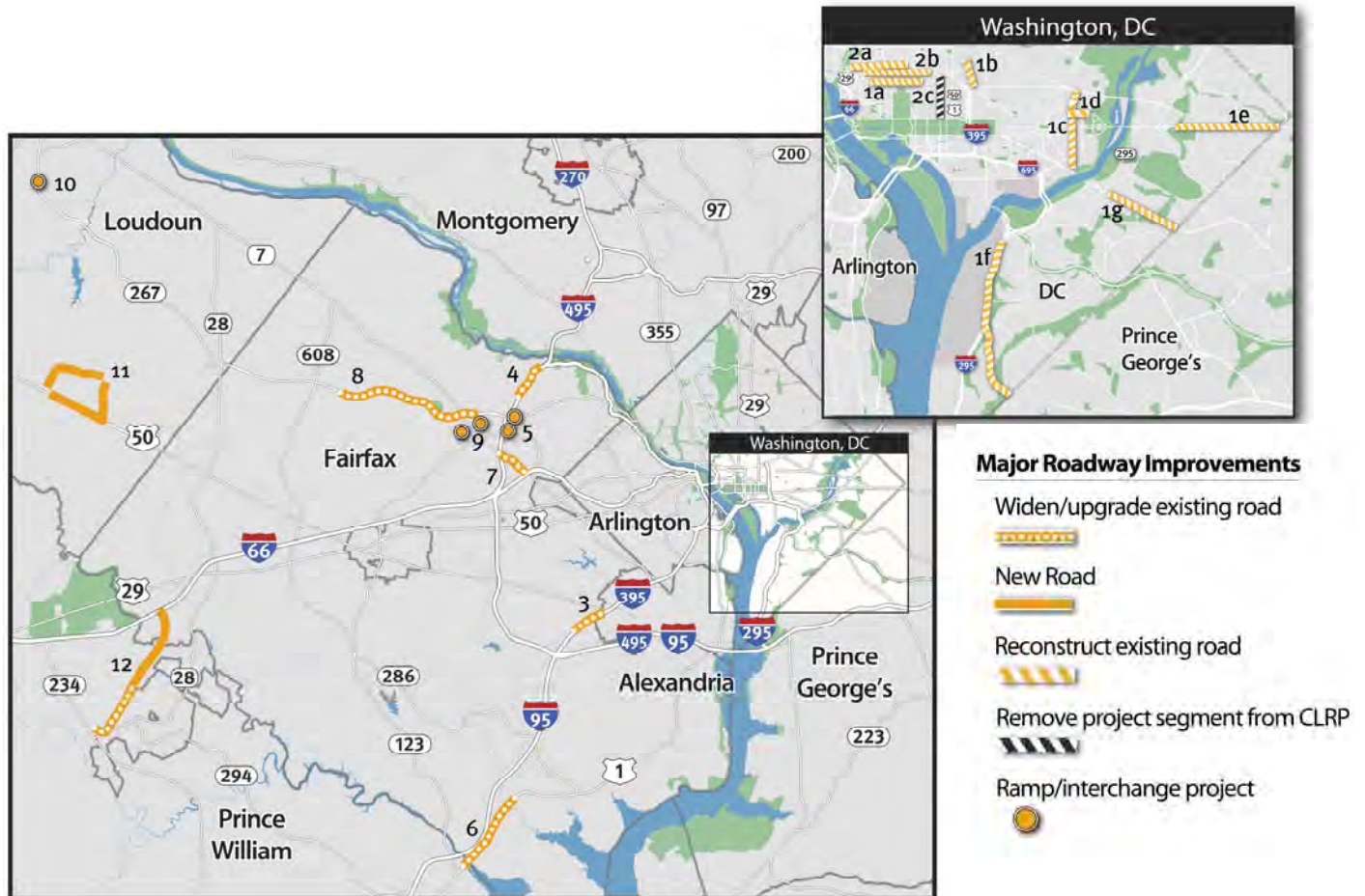
TRANSPORTATION EMISSIONS REDUCTION MEASURES SUMMARY TABLE

EMISSIONS REDUCTIONS					
Years/Pollutants	Ozone - VOC	Ozone - NOx	PM2.5 Direct	Precursor NOx	Winter CO
	(tons/day)	(tons/day)	(tons/year)	(tons/year)	(tons/day)
2015	0.17	0.27	0.43	10.65	3.75
2017	0.19	0.28	0.37	8.75	4.41
2020	0.23	0.28	0.31	6.88	5.43
2025	0.29	0.32	0.27	5.53	7.35
2030	0.34	0.38	0.26	5.04	9.53
2040	0.54	0.56	0.27	5.08	14.95

NOTE: Benefits from these TERMS are not included in the emissions totals in this conformity analysis.

ATTACHMENT A

Significant Additions and Changes to The 2013 Update to the Financially Constrained Long-Range Transportation Plan



DISTRICT OF COLUMBIA

1. Lane Reductions and Reconfigurations – C St. NE, East Capitol St., I St. NW, New Jersey Ave. NW, Pennsylvania Ave. SE, South Capitol St., 17th St. NE and SE
2. Bike Lane Pilot Projects – 9th St. NW, L St. NW, and M St. NW

VIRGINIA

3. Widen I-395 Southbound between Duke St. and Edsall Rd.
4. Widening of Northern Segment of I-495, Capital Beltway HOT Lanes
5. I-495, Capital Beltway Ramps at Dulles Airport Access Highway and Dulles Toll Rd.
6. Widen US 1, Jefferson Davis Highway from Lorton Rd. to Annapolis Way
7. Widen VA 7, Leesburg Pike from I-495 to I-66
8. Construct Collector-Distributor Roads along Dulles Toll Rd. between VA 684, Spring Hill Rd. and VA 828, Wiehle Ave.
9. Construct Dulles Toll Road Ramps in Tysons
10. Construct Dulles Greenway Ramp in Leesburg
11. Alt. A: Construct Dulles Air Cargo, Passenger and Metro Access Highway
Alt. B: Construct New Limited Access US 50 and VA 606, Loudoun County Parkway
12. Study VA 28, Manassas Bypass from VA 234, Sudley Rd. to I-66

DISTRICT OF COLUMBIA PROJECTS

1. Lane Reductions and Reconfigurations

DDOT is proposing a number of federally and locally funded projects that will make changes to the number and direction of travel lanes in selected locations, as described in the following:

- a) **C St. NE from 16th St. NE to Oklahoma Ave. NE**
Implement traffic-calming measures by removing one of two travel lanes in each direction.
Complete: 2013. Cost: \$4.5 million.

- b) **East Capitol St. from 40th St. to Southern Ave.**
Implement pedestrian safety and traffic operations improvements and remove one of three travel lanes in each direction.
Complete: 2015. Cost: \$5 million.

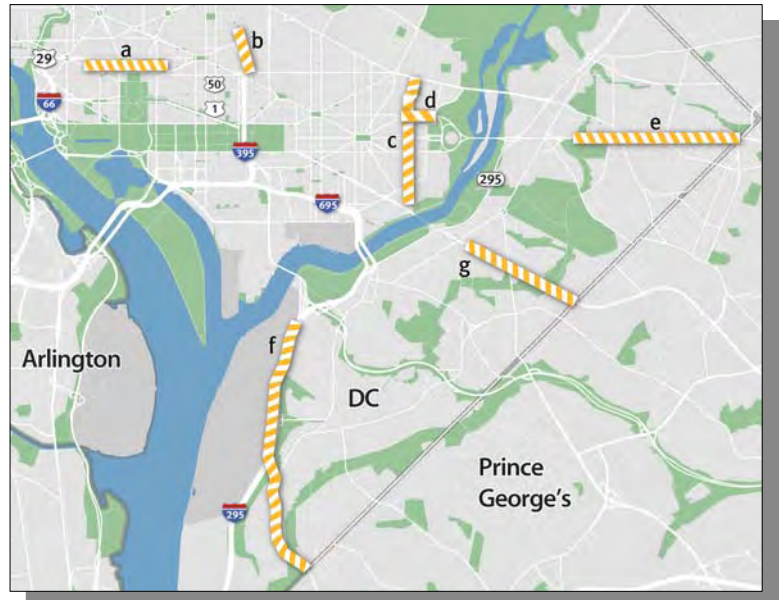
- c) **I St. NW Peak Period Bus-Only Lanes 13th St. NW to Pennsylvania Ave. NW**
I St. NW is one-way, running westbound between 13th St. NW and Pennsylvania Ave. NW. Parking restrictions are in effect on both sides of the street during morning and evening peak periods, allowing for five lanes of traffic. This project proposes to use one of those five lanes as a bus-only lane during the peak periods. Complete: 2013. Cost: \$500,000.

- d) **New Jersey Ave. NW from H St. NW to N St. NW**
Reconstruct New Jersey Ave. NW from four lanes, one-way northbound to two lanes in each direction. Complete: 2015. Cost: \$7.5 million.

- e) **Pennsylvania Ave. SE from 27th St. SE to Southern Ave. SE**
As a part of the Pennsylvania Avenue Great Streets Project, a median was installed reducing the number of lanes from 5 to 4. Completed in 2011.

- f) **South Capitol St. from Firth Sterling Ave. SE to Southern Ave. SE**
Design and construct a paved bicycle and pedestrian trail along South Capitol St. and reduce the number of lanes from 5 to 4. Complete: 2015. Cost \$5 million.

- g) **17th St. NE/SE from Benning Ave. NE to Potomac Ave. SE**
Reconstruct 17th St. NE/SE from two lanes southbound to one lane southbound. Complete: 2013. Cost \$1.95 million.

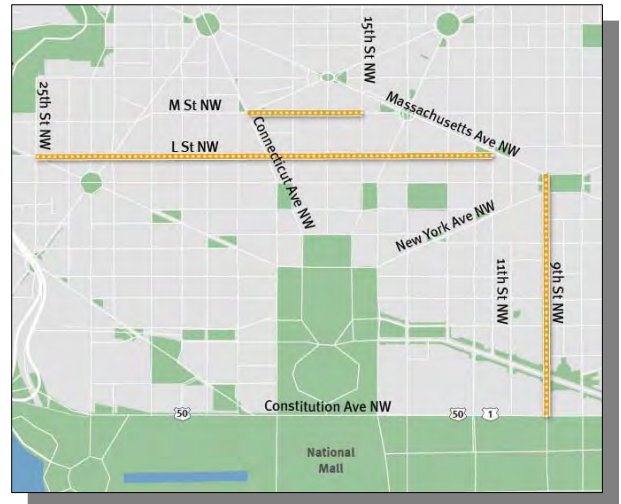


See the project descriptions in Attachment A for more information.

2. Bike Lane Pilot Studies

In 2010, DDOT submitted five bike lane projects for inclusion in the CLRP as pilot studies. Two of these projects – 15th St. NW from Constitution Ave. NW to W St. NW and Pennsylvania Ave. NW from 3rd St. NW to 14th St. NW – were completed in 2010. The 15th St. Bike Lane removed one vehicle lane, while the Pennsylvania Ave. Bike Lanes did not remove any vehicle lanes. This year, DDOT is updating the status of the remaining pilot projects as follows:

- a. L St. from 11th St. NW to ~~25th St. NW~~ New Hampshire Ave. NW – completed 2012, one travel lane removed
- b. M St. from 15th St. NW to ~~29th St. NW~~ 25th St. NW – complete in 2013, one travel lane removed
- c. 9th St. NW from Constitution Ave. NW to K St. NW – project withdrawn



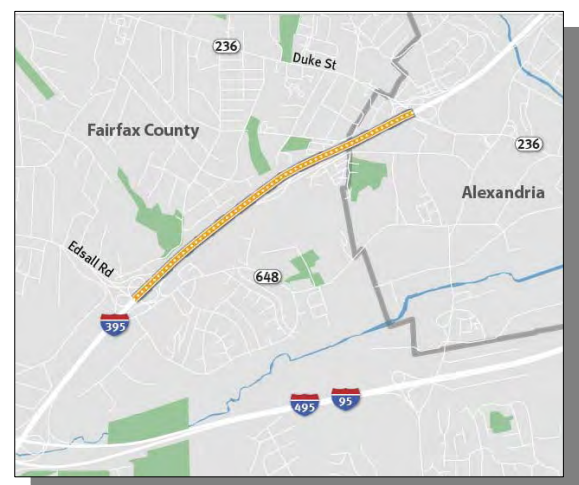
NORTHERN VIRGINIA PROJECTS

3. Widen I-395, Shirley Memorial Highway – Southbound from Duke St. to Edsall Rd.

Add a fourth lane to southbound I-395 between Duke St. and Edsall Rd.

Complete: 2018
Length: 1.5 miles
Cost: \$58.5 million
Funding: Federal, State, Other

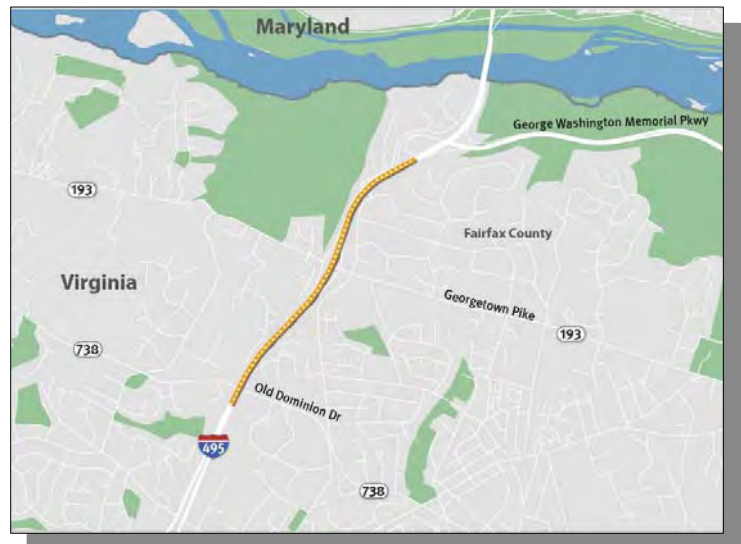
See the project description in Attachment A for more information.



4. Widen I-495, Capital Beltway HOT Lanes from South of the George Washington Parkway to South of Old Dominion Dr.

The CLRP includes the construction of a system of HOT Lanes on I-495. The segment of HOT Lanes between south of the George Washington Pkwy and south of Old Dominion Dr. was planned to be two lanes wide. VDOT proposes to make this segment four lanes wide.

Complete: 2014
Length: 1.5 miles
Cost: \$75 million
Funding: Private



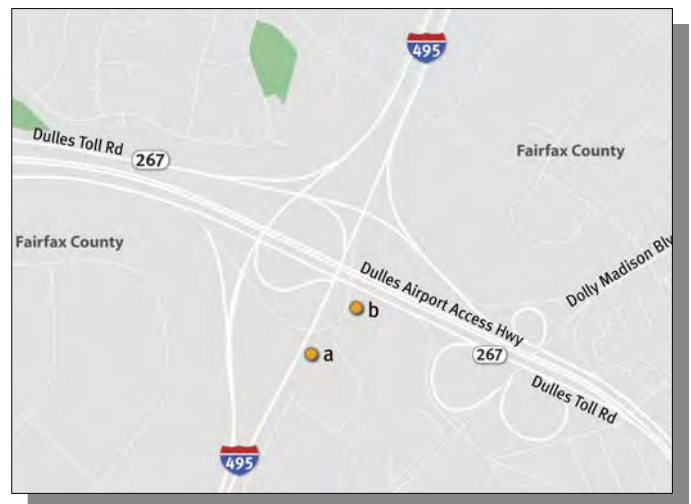
5. Construct and Improve I-495, Capital Beltway Ramps at Dulles Airport Access Highway and Dulles Toll Road

- a. Construct a new ramp connecting the northbound general purpose lanes on I-495 to the inner lanes of westbound Dulles Airport Access Highway

Complete: 2030
Length: 0.8 mile
Cost: \$7 million
Funding: Federal, State, Private...

- b. Widen the ramp connecting eastbound Dulles Toll Road to the northbound general purpose lanes on I-495 from one to two lanes.

Complete: 2030
Length: 0.7 mile
Cost: \$10 million
Funding: Federal, State, Private...



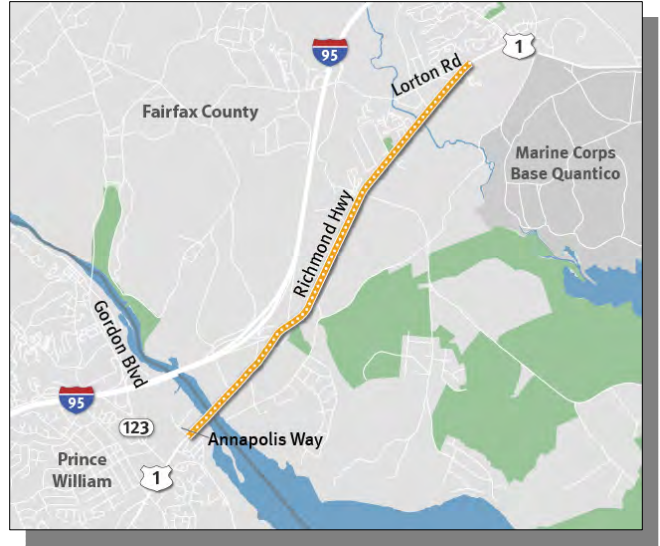
See the project description in Attachment A for more information.

6. Widen US 1, Jefferson Davis Highway from Lorton Rd. to Annapolis Way

Widen US 1 from 4 to 6 lanes within the project limits.

Complete: 2035
Length: 3.5 miles
Cost: \$125 million
Funding: Federal, State, Local

See the project description in Attachment A for more information.

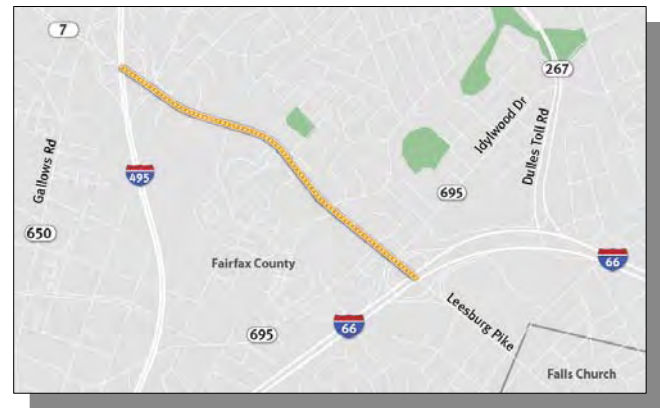


7. Widen VA 7, Leesburg Pike from I-495 to I-66

Widen VA 7 from 4 to 6 lanes within the project limits.

Complete: 2035
Length: 1.3 miles
Cost: \$71 million
Funding: Federal, State, Local,

See the project description in Attachment A for more information.

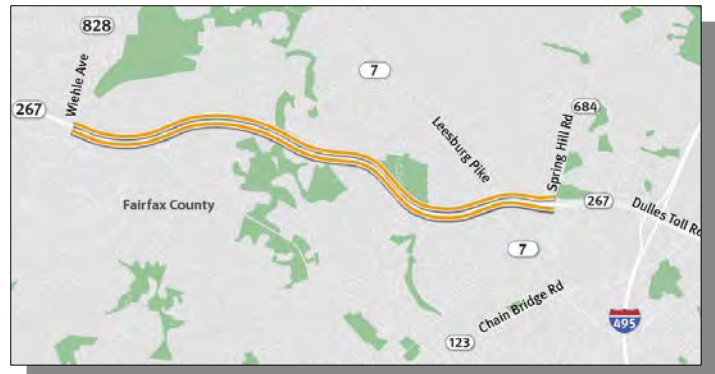


8. Construct Collector-Distributor Roads Parallel to Dulles Toll Road between VA 684, Spring Hill Rd. and VA 828, Wiehle Ave.

Construct new, two-lane collector-distributor roads on either side of the Dulles Toll Rd. eastbound and westbound between VA 684 and VA 828. These new facilities will allow for additional closely-spaced interchanges to be constructed in Tysons.

Complete: 2036, 2037
Length: 6 miles
Cost: \$186 million
Funding: Federal, Local, Private, Bonds

See the project description in Attachment A for more information.



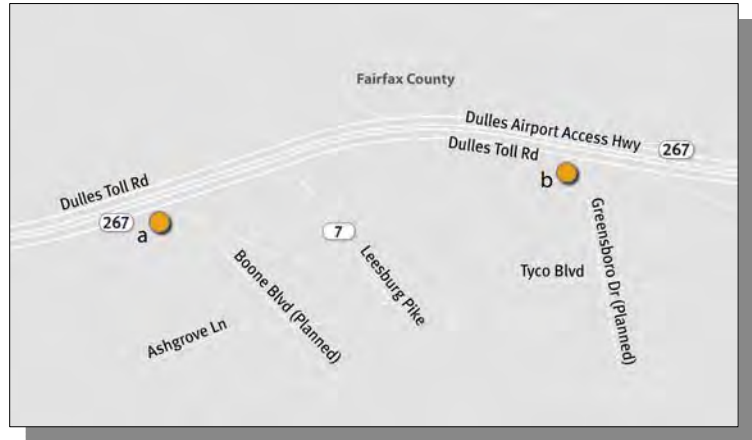
9. Dulles Toll Road Ramps in Tysons at Boone Blvd., and Greensboro Dr.

- a. Construct a ramp to and from the Dulles Toll Rd. to the new Boone Blvd. extension at Ashgrove Lane.

Complete: 2037
Cost: \$79 million
Funding: Federal, State, Private, Bonds

- b. Construct a ramp to and from the Dulles Toll Rd. to the new Greensboro Dr. extension at Tyco Rd.

Complete: 2036
Cost: \$28 million
Funding: Federal, State, Private, Bonds



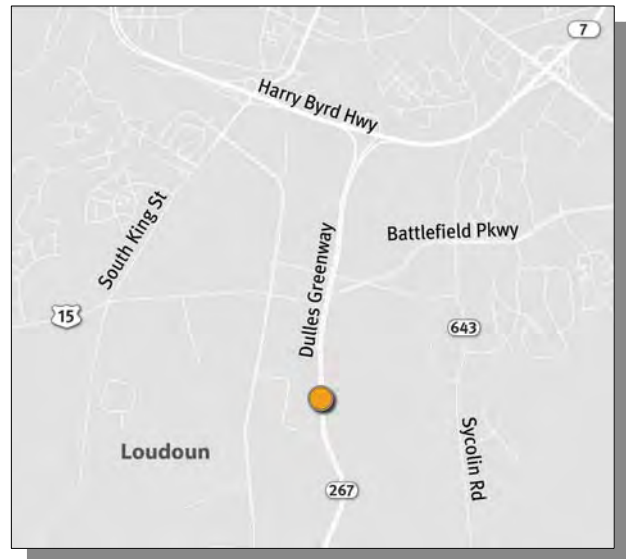
See the project descriptions in Attachment A for more information.

10. Dulles Greenway Ramp at (planned) Hawling Farm Blvd. near Leesburg

Construct a new egress ramp from the Dulles Greenway to the planned Hawling Farm Blvd.

Complete: 2015
Cost: \$850,000
Funding: Private

See the project description in Attachment A for more information.



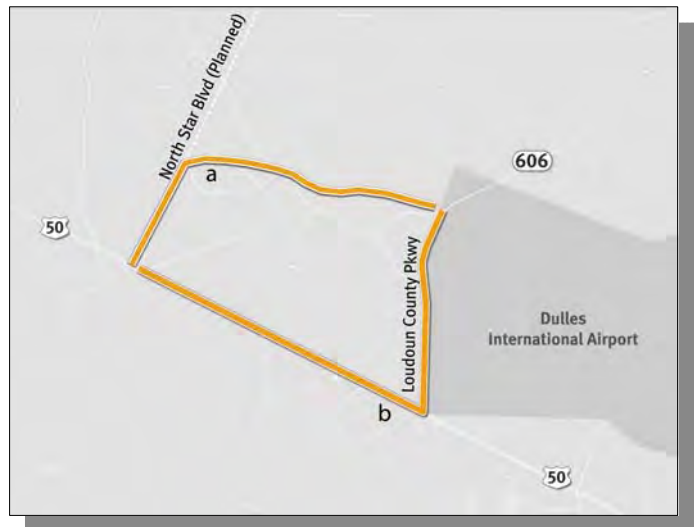
11. Improved Access to Dulles Airport

Two alternatives are currently being considered for improving access to Dulles Airport, particularly for air cargo. Both alternatives will be examined during the TPB's air quality conformity analysis. Prior to TPB's approval of the 2013 CLRP Update, VDOT will be required to select one of the two alternatives for inclusion in the Plan.

- a. Dulles Air Cargo, Passenger and Metro Access Highway
from US 50, John Mosby Highway to VA 606, Loudoun County Parkway

Construct a new four-lane facility (on a six-lane right of way) between the intersection of the planned Tri-County Parkway at US 50 and the Loudoun County Parkway at the western end of the Dulles Airport grounds first heading north, then east just south of Broad Run.

Complete: 2025
Length: 3 miles
Cost: \$153 million
Funding: Federal, State, Local,
Private, Bonds, Other



- b. Construct new Limited Access Routes along US 50, John Mosby Highway
and VA 606, Loudoun County Parkway

Construct a new, grade-separated, 4-lane limited access facility along US 50 (within existing right-of-way) between the planned Tri-County Parkway and the Loudoun County Parkway (VA 606). Also construct a new, at-grade, 4-lane limited access Loudoun County Parkway between the new grade-separated US 50 and 1.5 miles north of that interchange.

Complete: 2025
Length: 4 miles
Cost: \$813 million
Funding: Federal, State, Local, Private, Bonds, Other

12. VA 28 Manassas Bypass Study from VA 234 to I-66

Study a proposed 4 to 6 lane bypass from the intersection of VA 234, Sudley Rd. and VA 411, Godwin Drive through Prince William and Fairfax Counties. This project is proposed as a study and will not be included in the air quality conformity analysis of the CLRP.

Complete:	2018
Length:	6 miles
Cost:	\$500,000
Funding:	Federal, State, Local

See the project description in Attachment A for more information.



2013 Constrained Long Range Plan

FY2013-2018 Transportation Improvement Program

VDOT Dulles Access Improvements Alternatives

	US 50	VA 606 (Loudoun County Pkwy)		Northstar Blvd.
	Northstar Blvd. To VA 606	US 50 to 1.5 miles north of US 50	1.5 miles north of US 50 to Dulles Greenway	US 50 (at Northstar Blvd.) to VA 606 (at 1.5 miles north of US 50)
Current Conditions	4/5/6 lanes, major/principal arterial	2/4 lanes, minor arterial	2 lanes, minor arterial	-----
2013 CLRP (no Dulles access improvements)	6 lanes, principal arterial	4 lanes, minor/major arterial	4 lanes, minor/major arterial	-----
2013 CLRP VDOT A	6 lanes, principal arterial	4 lanes, minor/major arterial	4 lanes, minor/major arterial	4 lanes, principal arterial
2013 CLRP VDOT B	4 lanes, limited access facility + 6 lanes, principal arterial	4 lanes, limited access facility + 4 lanes, major arterial	4 lanes, major arterial	-----
2013 CLRP VDOT C (Loudoun County Comprehensive Plan)	6 lanes, limited access facility	8 lanes, limited access facility	4 lanes, major arterial	-----



ATTACHMENT B

HOUSEHOLD DATA

TPB PLANNING AREA:	2015	2017	2020	2025	2030	2040
D.C.	287617	291838	298115	309979	318252	339889
MONTGOMERY	377524	385296	396955	414873	434767	460161
PR.GEORGES	323364	328583	336404	348604	359878	379317
ARLINGTON	105692	108296	112211	117332	121383	128605
ALEXANDRIA	72306	74175	76978	81352	84717	94890
FAIRFAX	412183	419165	429673	455610	478867	523521
LOUDOUN	120272	126427	135648	149208	157333	165274
PR. WILLIAM	166083	172975	183321	197890	210450	229944
FREDERICK	87387	89490	92640	100227	107580	119457
CHARLES	57528	60235	64299	70833	75847	85901
SUBTOTAL	2,009,956	2,056,480	2,126,244	2,245,908	2,349,074	2,526,959
ADDITIONAL COUNTIES:						
HOWARD	117700	120864	125600	132182	135486	137773
ANNE ARUNDEL	210888	213647	217782	223822	229371	234332
CALVERT	34298	34991	36027	37374	38348	40301
CARROLL	65691	67260	69614	73417	76111	81464
FREDERICKSBURG (VA) &N. SPOTSYLVANIA	47742	49894	53122	57878	62604	69306
CLARKE&JEFFERSON	29378	30455	32064	34783	37347	42371
FAUQUIER	25337	25981	26954	28616	30272	33801
K. GEORGE	9,808	10379	11237	12808	14366	17142
ST. MARY'S	44443	46408	49352	53960	58143	66509
STAFFORD	49673	52815	57533	65473	73367	87670
SUBTOTAL	634,958	652,694	679,285	720,313	755,415	810,669
TOTAL	2,644,914	2,709,174	2,805,529	2,966,221	3,104,489	3,337,628

SOURCE:

- MWCOG Round 8.2 Cooperative Forecasts
- BMC Round 7-C Cooperative Forecasts
- George Washington Regional Commission / Fredericksburg Area MPO February 2013
TAZ Refinements of the January 2012 GWRC/FAMPO Long-Range Transportation Plan
Update Control Estimates and Forecasts for City of Fredericksburg, King George, Spotsylvania and Stafford Counties
- Tri-County Council for Southern Maryland data for Calvert, Charles and St. Mary's
- COG/TPB Staff used Virginia Employment Commission Population Projections, February 2013 for Clark and Fauquier
- COG/TPB Staff used West Virginia University Population Projections, February 2013 for Jefferson County

EMPLOYMENT DATA

TPB PLANNING AREA:	2015	2017	2020	2025	2030	2040
D.C.	812947	834060	865726	902631	929641	982647
MONTGOMERY	531993	544960	564419	598807	635257	715143
PR.GEORGES	356958	365324	377879	403134	427514	497652
ARLINGTON	247460	258989	276281	292078	303044	308830
ALEXANDRIA	110248	112872	116812	131152	149552	167598
FAIRFAX	697250	721152	757079	809537	854343	920979
LOUDOUN	162772	176679	197577	225893	251675	283246
PR. WILLIAM	163423	172538	186215	207340	230047	278151
FREDERICK	99386	101182	103862	107266	109755	114907
CHARLES	68439	69758	71731	74731	77537	83138
SUBTOTAL	3,250,876	3,357,514	3,517,581	3,752,569	3,968,365	4,352,291
ADDITIONAL COUNTIES:						
HOWARD	181143	186679	194977	209723	221168	231902
ANNE ARUNDEL	309853	317528	329042	345027	358320	370904
CALVERT	41059	42422	44457	46258	47159	48955
CARROLL	69619	70099	70813	71629	72456	74090
FREDERICKSBURG (VA) &N. SPOTSYLVANIA	78759	81609	85881	92897	99865	116175
CLARKE & JEFFERSON	27533	28329	29530	31348	33052	36300
FAUQUIER	29270	30016	31135	33071	34996	39086
K. GEORGE	17804	18433	19377	20947	22490	25747
ST. MARY'S	64083	65350	67268	70093	71969	75862
STAFFORD	52681	54970	58399	64304	70170	84159
SUBTOTAL	871,804	895,435	930,879	985,297	1,031,645	1,103,180
TOTAL	4,122,680	4,252,949	4,448,460	4,737,866	5,000,010	5,455,471

SOURCE:

- MWCOC Round 8.2 Cooperative Forecasts
- BMC Round 7-C Cooperative Forecasts
- George Washington Regional Commission / Federicksburg Area MPO February 2013
TAZ Refinements of the January 2012 GWRC/FAMPO Long-Range Transportation Plan
Update Control Estimates and Forecasts for City of Fredericksburg, King George, Spotsylvania and Stafford Counties
- Tri-County Council for Southern Maryland data for Calvert, Charles and St. Mary's
- COG/TPB Staff used West Virginia University population projections, February 2013 for Clark and Fauquier Counties
- COG/TPB Staff used West Virginia University population projections, February 2013 for Jefferson County

NOTE: Includes Census Adjustment

ITEM 11 - Information

June 19, 2013

Briefing on the Draft Outline of the TPB Regional Transportation Priorities Plan (RTPP)

Staff

Recommendation: Receive briefing on the draft outline of the RTPP and the next steps toward the proposed adoption of the plan in September.

Issues: None

Background: The TPB Regional Transportation Priorities Plan (RTPP) is being developed to identify near and long term regional strategies that offer the greatest potential contributions toward addressing regional challenges.

DETAILED OUTLINE

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD (TPB)
REGIONAL TRANSPORTATION PRIORITIES PLAN (RTPP)**

I. BACKGROUND

The opening chapter will provide concise background on the RTPP's purpose, origin and planning process.

A. Purpose

The text will explain that the purpose of the RTPP is to identify a set of regional strategies – near-term, ongoing and long-term – that offer the greatest potential for addressing regional challenges and that the public can support.

The baseline for the RTPP will be current and forecasted conditions as laid out in the TPB's Constrained Long-Range Plan (CLRP).

B. Origin

The text will provide narrative on the following:

- TPB's scenario planning activities that have looked at a variety of land-use and transportation alternatives.
- The encouragement of the TPB Citizens Advisory Committee to develop a plan that identifies priorities beyond the TPB's Constrained Long-Range Plan.
- The event in May 2010 called "The Conversation on Setting Regional Transportation Priorities" in which key TPB stakeholders gathered to discuss how the TPB's planning process might be enhanced to include the development of a priorities plan.
- The RTPP Scope, which was developed by the Priorities Plan Scoping Task Force and approved by the TPB in July 2011.

C. Process

The text will provide narrative on the following:

- Initial focus on performance measurement. The RTPP planning process initially focused primarily on the use of performance measures to guide the selection of priorities, but following a series of stakeholder sessions early in 2012, staff determined that such a technically-oriented approach did not resonate with the public.
- In June of 2012, staff convened a large focus group with more than 40 paid participants, which was facilitated by the public engagement organization AmericaSpeaks. At this session, participants were presented with a draft "strawman" document containing narrative descriptions of regional goals (derived from the 1998 TPB Vision), unmet challenges, and strategies to address those challenges.

- Based upon feedback from the June 2 session, staff refined its approach to the RTPP, which was reflected in the Interim Report on the RTPP that staff presented the TPB in July 2012.
- In the spring of 2013, TPB staff conducted an online survey on regional transportation priorities to gain input for the RTPP. A firm specializing in web-based public participation, MetroQuest, was engaged to develop the survey, which is intended to be visually engaging and educational. The survey was taken by a controlled sample of 600+ residents who were randomly selected to reflect the entire TPB region. Participants who completed the survey received a \$25 gift card.
- In July, the TPB will receive and review a draft of the RTPP. A public comment period will be conducted between July 17 and August 16. Staff will also conduct additional public engagement activities with COG/TPB citizen committees, community groups, and advocacy organizations.
- The Final Draft is scheduled for approval at the TPB meeting on September.

II. GOALS AND CHALLENGES

The text will reiterate the regional goals that were based upon the TPB Vision and reaffirmed through this planning process. The text will also identify key challenges that highlight respects in which the region's goals are not being met.

Goal 1: Provide a comprehensive range of transportation options

Having more transportation options to choose from makes it easier for people to find the travel mode that works best for them in meeting their daily needs. Examples of different transportation options include congestion-free driving options, carpooling/vanpooling, transit, bicycling, and walking.

Challenges:

- *Roadway Congestion:* The region's roadways are among the most congested in the nation, making it harder for people and goods to get where they need to go.
- *Transit Crowding:* The Metrorail system currently experiences crowding during peak hours and lacks the capacity to support future population and employment growth.
- *Inadequate Bus Service:* Existing bus service is too limited in its coverage, frequency, and reliability, making transit a less viable option, especially for people with disabilities and limited incomes.
- *Insufficient Walking & Biking Opportunities:* Too few people have access to safe walking and bicycling facilities or live in areas where walking and bicycling are practical options for reaching nearby destinations.

Goal 2: Promote a strong regional economy including a healthy regional core and dynamic Activity Centers.

Major housing and job centers are where much of the region's economic activity takes place. Strengthening these areas and connecting them with good transportation options bolsters the region's economy and provides numerous transportation benefits.

Challenges:

- **Development around Metrorail:** Too many Metrorail stations, especially on the eastern side of the region, are surrounded by undeveloped or underdeveloped land, limiting the number of people who can live or work close to transit.
- **Housing and Job Location:** Most housing, especially affordable housing, and many of the region's jobs are located in areas where transit, bicycling, and walking are not safe and viable options.

Goal 3: Ensure adequate maintenance, preservation, and safety of the existing system

Keeping the region's transportation system in a state of good repair is crucial to ensuring reliability and safety. Maintaining existing infrastructure when it's needed rather than putting it off can also result in significant long-term savings.

Challenges:

- **Metrorail Repair Needs:** Deferred Metrorail maintenance over the years has led to unreliability, delays, and safety concerns today, as well as higher maintenance costs.
- **Roadway Repair Needs:** Aging bridges and roads are deteriorating and in need of major rehabilitation to ensure safe and reliable travel for cars, trucks, and buses.

Goal 4: Maximize operational effectiveness and safety of the transportation system

Maximizing system effectiveness means utilizing available technologies, techniques, and programs to get the most out of the existing system. Rapid growth and limited financial resources make it especially important to maximize system efficiency.

Challenges:

- **Incidents:** Major accidents and weather disruptions on roadways and transit systems cause severe delays and inconvenience.
- **Pedestrian & Bicyclist Safety:** The number of bicycle and pedestrian fatalities each year is holding steady even as the number of vehicle fatalities is declining.

Goal 5: Enhance environmental quality, and protect natural and cultural resources

An effective transportation system needs to balance the mobility needs of a growing region with the potentially harmful effects that travel by car and other modes may have on the environment and the health of our residents.

Challenges:

- **Environmental Quality:** Increasing amounts of vehicle travel resulting from population and job growth could threaten the quality of our region's air and water.

- *Open Space Development:* Wildlife habitat, farmland, and other open spaces are threatened by construction of new transportation facilities and land development.

Goal 6: Support international and inter-regional travel and commerce

The region strives to be among the most accessible in the nation for international and inter-regional passenger and goods movement. Providing strong passenger and freight connections by air, highway, rail, and sea can bring economic benefits to our region.

Challenges:

- *Bottlenecks:* Bottlenecks on the highway and rail systems cause delays in inter-regional travel for both freight and passengers, hurting the region’s economic competitiveness.
- *Travel Time Reliability:* Travel times to and from the region’s airports are becoming less reliable for people and goods movement.

III. STRATEGIES TO ADDRESS REGIONAL CHALLENGES

The text will explain that the TPB is supporting a limited number of strategies that are organized in three categories: near-term, ongoing and long-term. Introductory text will explain that the selection of this package of strategies is grounded in a number of key factors related to addressing regional challenges, including measurable benefits, cost effectiveness, public support, and consistency with local and regional policies.

The text will provide evidence and examples from the following sources to “make the case” for each strategy:

- measurable benefits from local experiences or modeled examples;
- compelling demonstration of cost effectiveness (through benefit/cost examples of forecasted or real-world examples or case studies);
- public support (largely drawing from the RTPP online survey);
- Support of the region’s leadership (e.g., recent implementation of projects demonstrating the strategy; prevalence of the strategy in the adopted policies and plans of the region’s jurisdictions);
- TPB/COG policies, past planning activities and programs that provide evidence of regional impact and support.

A. Near-Term Strategies

Intro text will make the case that small-scale, near-term improvements can make a big difference. The TPB has identified the priority strategies below as potentially cost-effective measures that should be implemented within the next five years.

1. *Improve Access to Transit*

Make it easier and safer to get to bus stops and rail stations, particularly for walkers, cyclists and people with disabilities. Near-term access improvements include building bus shelters, sidewalks,

crosswalks and trails. These types of improvements are some of the most effective methods for increasing transit use throughout the region.

2. *Alleviate Bottlenecks*

Prioritize modest roadway improvements that can provide targeted relief for drivers throughout the region. Measures might include extra turn lanes, longer highway on- and off-ramps, upgrading traffic signals, or new or wider roads. Such common-sense solutions will alleviate bottlenecks, reduce congestion, and increase travel time reliability.

3. *Promote Commute Alternatives*

Promote a range of commuting alternatives for people seeking to reduce their dependence on driving, including ways to increase incentives for commuters to use transit, carpool, vanpool, telework, bicycle, or walk to work, and marketing programs to incentivize employers to encourage commuting alternatives. These types of measures can reduce rush-hour congestion, make a demonstrable impact on emissions and make more efficient use of the existing system.

4. *Pedestrian Amenities*

Prioritize small-scale improvements that will encourage walking as a means of transportation in all corners of the region, for all types of trips, for all ages and groups. Projects might include sidewalks, crosswalks, and crossing signals. In addition to increasing the prevalence of walking, pedestrian amenities will increase safety, make activity centers more vibrant, and promote public health.

5. *Bicycle Amenities*

Make bicycling a safer and more viable option for more people. That means investing in more bike lanes and bike paths, expanding bike-sharing systems like Capital Bikeshare, and providing more bicycle parking. These kinds of improvements will enhance bicyclist safety, provide more bicycling opportunities, and reduce vehicle-related pollutants.

6. *Alternative Fuel Vehicles*

Make refueling alternative fuel vehicles more convenient in order to encourage more consumers to purchase such vehicles. Investing in a system of refueling and recharging stations for vehicles that run on electricity, natural gas, or bio-fuels instead of petroleum-based fuels will result in reduced emissions of vehicle-related pollutants, improved environmental quality and fuel cost savings for drivers.

B. Ongoing Strategies

The text will note that the TPB has identified a number of ongoing priorities that deserve attention and investment over time. The price tag for some of these strategies is high, but costs will only get higher if these priorities are deferred.

1. *Metro Maintenance*

The Metrorail and Metrobus system must be kept safe and in working order. This means addressing the backlog of deferred maintenance, carrying out needed maintenance as it arises, and providing an ongoing and dependable source of revenue to pay for metro maintenance and rehabilitation. These actions will lead to increased safety, reliability, and comfort on bus and rail.

2. *Road & Bridge Maintenance*

Make travel by car, bus, or truck safe, reliable, and comfortable by ensuring that needed road and bridge maintenance projects are completed as a first priority for use of highway funding. Maintaining roads and bridges will lead to increased safety, reliability, and comfort for drivers.

3. *Bus Priority*

Make bus service more convenient, reliable, and efficient. This can be done by creating bus-only lanes and queue jumps that allow buses to proceed with little or no traffic delay, and installing pre-boarding payment systems to allow passengers to board buses faster. These measures would help buses keep to their schedules, improve bus service throughout the region, and reduce roadway congestion.

4. *Roadway Efficiency*

Provide small scale improvements to the roadway system that smooth traffic flow, minimize delays, and improve the efficiency of the existing road network. This includes coordinating traffic signals and construction schedules, providing drivers with real-time traffic information, and expanding “open-road” electronic toll payment systems. In addition to reducing congestion these actions would increase travel time reliability and ensure more efficient use of the transportation system.

5. *Accessible Transportation*

Improve access to the existing transit system and other transportation services for people with disabilities. This might include making changes to existing Metro stations and bus stops to make them more accessible, improving MetroAccess and other paratransit services, and providing

more wheelchair-accessible taxis region-wide. These efforts would create more and better travel options for those with disabilities.

6. Traffic Laws

Make the transportation system safer, and reduce the number of traffic-related injuries and fatalities by updating existing traffic laws to accommodate all road-users (including bicyclists and pedestrians). Local jurisdictions would increase enforcement of traffic laws and increase public information and outreach regarding these laws. Actions such as these will enhance bicyclist, pedestrian, and driver safety, and provide a safer environment that would encourage more bicycling and walking opportunities.

C. Long-Term Strategies

Grounded in the principles of the TPB Vision and Region Forward, the TPB's long-term priority strategies recognize current realities: transportation funding is tight and the region is continuing to grow. Therefore, we need to be smart about our transportation decision-making, beginning with the fact that we need to make better use of infrastructure that is already in place. That means we need to focus as much growth as possible in regional activity centers and make sure that existing connections among activity centers and within activity centers are maximized.

But we also need to be visionary. We need to expand the use of road pricing to manage demand for driving while raising much needed revenue. And we need to build an extensive system of high-quality bus services that can be as attractive as rail transit, but more extensive in coverage.

Building upon the previously listed near-term and ongoing strategies, the TPB's long-term priority strategies are designed to be an integrated, mutually supportive system. For example, toll roads that manage demand will provide free-flowing road capacity that is essential for bus rapid transit.

1. Strategy A: Express Toll Lanes with Rapid Bus Transit

Express toll lanes will give drivers throughout the region the option to avoid highway congestion. New rapid bus service on the toll lanes will provide high-capacity, congestion-free travel and bring transit service to new areas. Tolls will cover most of the cost of the new lanes and bus service.

2. Strategy B: Concentrated Growth with More Transit Capacity

More housing and jobs located near transit means more people can use the existing transit system and will have more opportunities to walk or bicycle to nearby destinations. Eight-car trains and station enhancements on Metrorail and more frequent bus service will accommodate increased ridership demand.

3. Strategy A + B: Combine Express Toll Lanes, Rapid Bus Transit, Concentrated Growth, and More Transit Capacity

Combining expanded road and transit options with concentrated development near transit will give more people greater access to a wider variety of travel options. This would provide greater overall benefit to the region, but at a significantly higher cost.

IV. Public Response to Web-based Survey

The text will describe the responses to the web-based survey of 600 residents of the region on:

1. Goals and challenges
2. Strategies
3. Additional questions

V. Recommendations

The recommendations section will synthesize the input on and analysis of the goals, challenges, and strategies, and identify regional priorities. These priorities will be based upon analysis described in Section III and survey results described in Section IV, as well as public comment received on the draft plan to be released in July 2013.

ITEM 12 - Information

June 19, 2013

Briefing on the Implementation of the TPB Regional Priority Bus Project under the Transportation Investments Generating Economic Recovery (TIGER) Program

Staff

Recommendation: Receive briefing on the current status of the TPB Regional Priority Bus Project,

Issues: None

Background: The TIGER grant agreement was signed on December 14, 2010. It includes \$58.8 million in capital funding (100% Federal) for 16 project components. There are five implementing organizations: the City of Alexandria, the District Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), The Potomac and Rappahannock Transportation Commission (PRTC), and the Washington Metropolitan Area Transit Authority (WMATA).

TIGER Grant for Priority Bus Transit in the National Capital Region

Transportation Planning Board
June 13, 2013

Project Implementation Update

Eric Randall
Department of Transportation Planning



TIGER Grant for Priority Bus Transit in the National Capital Region

- The region's USDOT Transportation Investments Generating Economic Recovery (TIGER) Grant Agreement was signed on December 14, 2010.
 - \$58.8 million in capital funding (100% Federal) for priority bus transit improvements.
 - Five implementing organizations (project owners): City of Alexandria, DDOT, MDOT, PRTC, and WMATA

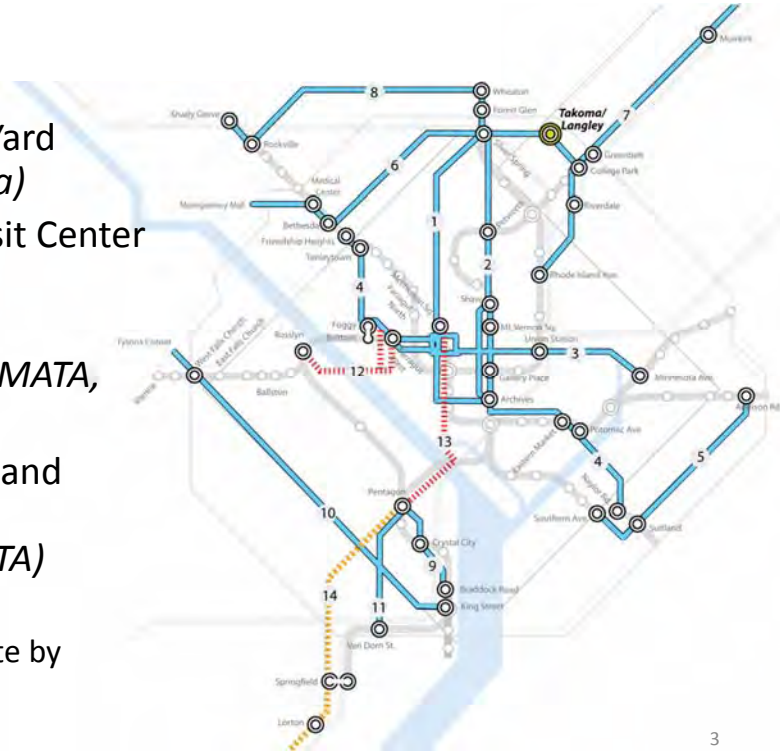


TIGER Grant for Priority Bus Transit in the National Capital Region

Grant projects include:

- PRTC Buses and ITS
- US-1 (VA) / Potomac Yard Transitway (*Alexandria*)
- Takoma/Langley Transit Center (*MDOT*)
- Bus Corridor Priority Treatments (*DDOT, WMATA, MDOT, Alexandria*)
- Franconia-Springfield and Pentagon station improvements (*WMATA*)

■ Projects to be complete by September 30, 2016.



3

TIGER Grant for Priority Bus Transit in the National Capital Region

- Administered in accordance with Federal Transit Administration (FTA) grant requirements, as well as special requirements of the American Recovery and Reinvestment Act (ARRA) and the TIGER Grant Program.
- TPB staff/consultants coordinate Project Management
 - Monthly meetings with FTA, their Project Management Oversight Consultant (PMOC), and the five Project Owners.
 - Other project partners participate quarterly: Fairfax County, Prince George's County, Montgomery County, Virginia DOT.
- The TPB is also carrying out Performance Monitoring
 - Three sets of reports required: Before, One Year After, Two Years After.
 - Detailed data collection on ridership, travel time, safety.



4



Potomac and Rappahannock Transportation Commission (PRTC)

- 13 replacement buses delivered in 2012.
- Computer-Aided Dispatch and Automatic Vehicle Location (CAD/AVL) system in final design. *(est. completion in June 2014)*



5



City of Alexandria

- US 1 (VA) Transitway *(Dec. 2013)*
 - Dedicated travel lanes for bus in median of US-1.
 - Construction should be nearly complete by end of 2013.
 - New “Metroway” BRT service planned for implementation in Spring 2014.
 - Connecting Braddock Road station, Potomac Yard, Crystal City, and the Pentagon City station.
- Corridor Enhancements on Van Dorn – Pentagon *(Mar. 2014)*
 - Queue jumps and bus stops.
 - Transit Signal Priority (TSP) procurement.



6

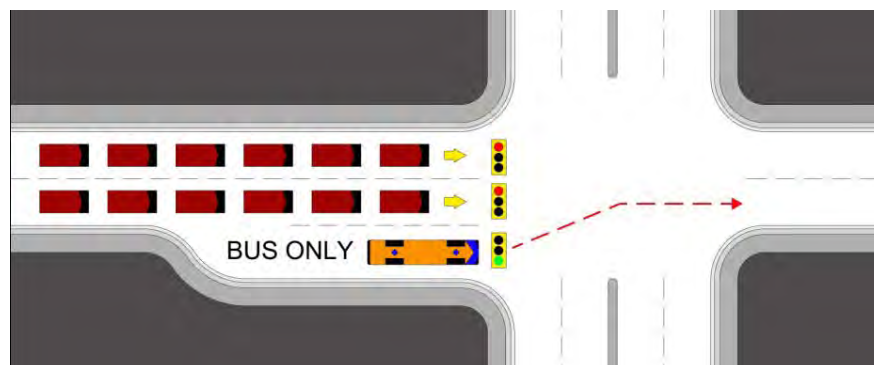
Potomac Yard Transitway



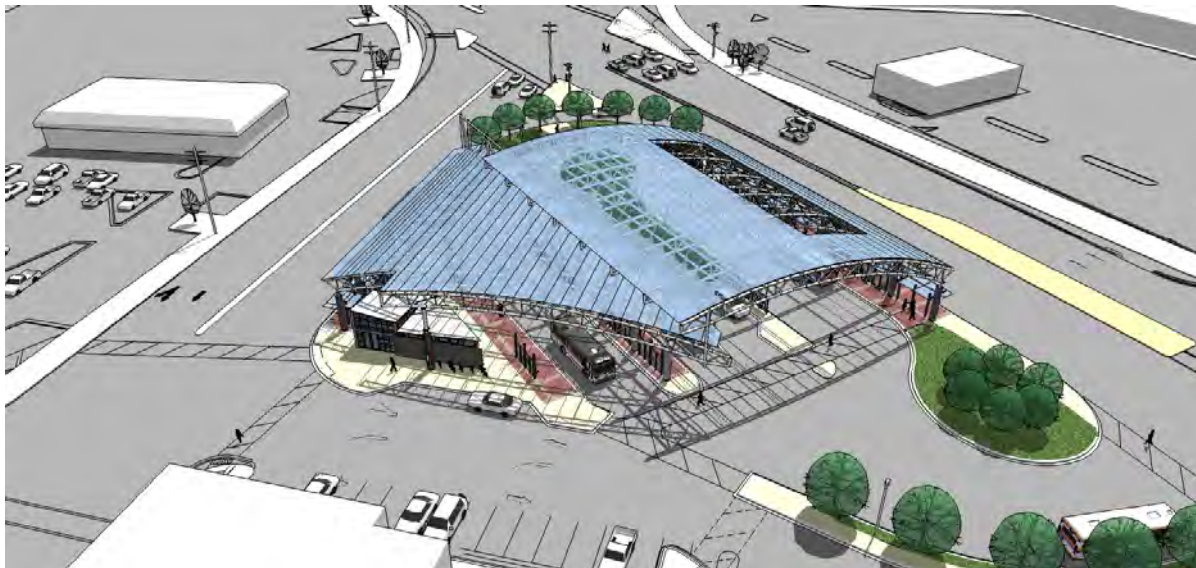
Maryland Department of Transportation (MDOT)

Bus Corridor Enhancements on University Boulevard, US 1 (MD), and Veirs Mill Road (*Sep. 2016*)

- Transit Signal Priority (TSP) and Real Time Passenger Information (RTPI) installation
- Bus stop improvements
- Queue jumps



Takoma - Langley Transit Center *(Oct. 2015)* (New Hampshire and University Boulevard)



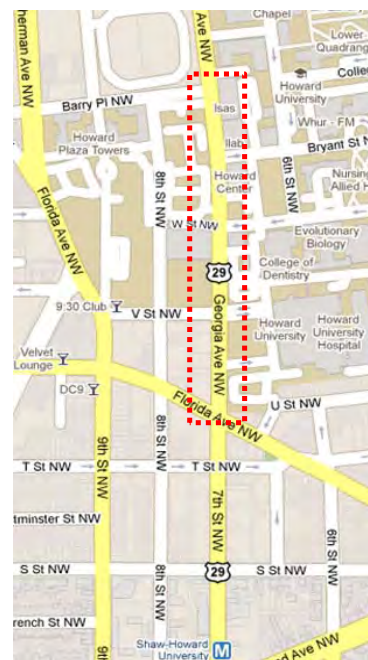
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District Department of Transportation (DDOT)

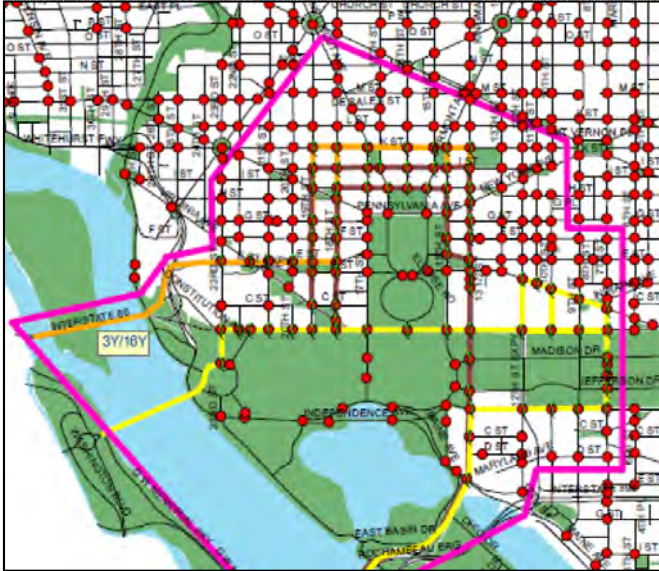
Bus Corridor Enhancements *(Oct. 2015)*

- 16th Street
 - Transit Signal Priority (TSP) and Real Time Passenger Information (RTPI) and bus stop improvements
- H Street/Benning Road
 - RTPI and Security Cameras
- Wisconsin Avenue
 - TSP and RTPI
- Georgia Avenue
 - Bus-Only lane (near Howard University)
 - RTPI and bus stop improvements





Signal Optimization & Prioritization TR Bridge and 14th Street Bridge to K Street



- 121 signals to be optimized
- 71 signals to be both optimized and have TSP installed
- Uninterruptable Power Supply (UPS) installation at 30 sites

(Oct. 2015)

11



Washington Metropolitan Area Transit Authority (WMATA)

- Bus Station Improvements at Pentagon and Franconia-Springfield Stations (Sep. 2016)
 - Working with DoD on pedestrian access treatments and proposed Hayes Street lot (on Army-Navy Drive).
 - Coordinating with Fairfax County's plans for an extension of Frontier Drive at Franconia-Springfield.
- VA 7 (Leesburg Pike) Corridor Enhancements (Oct. 2015)
 - Transit Signal Priority (TSP) installation.
 - Real Time Passenger Information (RTPI) signage.
- Addison Road bus stop improvements (Oct. 2015)

12

TIGER – Transit Signal Priority (TSP) on Bus Corridors



What is TSP?

Modification of traffic signal timing to benefit transit vehicles operating along a roadway. TSP green phase for buses can be: extended, early/advanced, or inserted in cycle.

Proposed TSP Locations (77 total)

- 16th Street (6)
- Georgia Avenue (4)
- Wisconsin Avenue (5)
- University Blvd (20)
- US 1 - MD (7)
- Van Dorn / Beauregard (8)
- VA-7 / Leesburg Pike (27)

- Procurement led by WMATA, with input from regional agencies.
- WMATA will procure onboard equipment for its buses.
- Road agencies will procure wayside equipment compatible with their traffic signal systems.

13

TIGER – Real Time Passenger Information (RTPI)

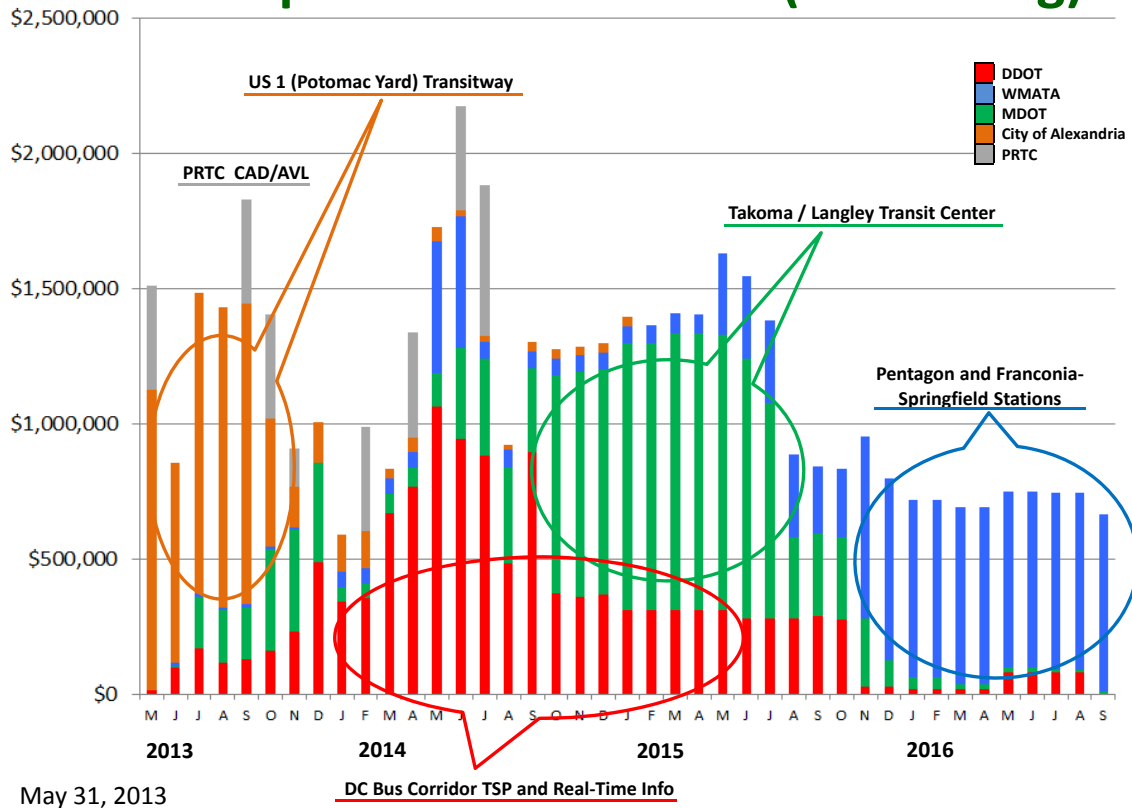


Proposed Locations (225 signs total)

- 16th Street (30)
 - Georgia Avenue (25)
 - H St / Benning Rd (28)
 - Wisconsin Avenue (40)
 - Addison Road (14)
 - University Blvd (19)
 - Veirs Mill Road (25)
 - VA-7 / Leesburg Pike (31)
 - Pentagon and Franconia-Springfield Stations (13)
- WMATA awarded contract in May 2013.
 - Coordinating with road agencies, utility companies, and bus shelter contractors to install and electrify the bus shelters at proposed locations.

14

TIGER Expenditure Schedule (Remaining)



TIGER Grant for Priority Bus Transit in the National Capital Region

Project Implementation Issues:

1. Coordination with other Projects

- Pentagon Transit Center bus bay improvements are dependent upon DoD's ability to develop a design for the Hayes Street Lot that is acceptable to FTA.
- Maryland corridor projects on University Blvd and Veirs Mill Road may be revised to accommodate Purple Line and other planned projects.
- Frontier Drive extension into Franconia-Springfield Station is in design; may impact the proposed project and/or schedule of bus bays and other improvements.

2. Transit Signal Priority systems

- Successful compatibility testing across multiple wayside traffic signal systems is technologically challenging, and may experience delays.

3. Office of Management and Budget (OMB) ARRA Waiver Request

- OMB has directed Federal agencies to accelerate the spending of remaining ARRA funds, and required waiver requests to continue spending past September 30, 2013.
- TPB's first waiver request (submitted July 2012) has been approved for \$28 million. A second waiver request for \$46 million (revised estimate of remaining funds unspent as of September 30, 2013) has been submitted.

TIGER Grant for Priority Bus Transit in the National Capital Region

Questions?



National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3315 Fax: (202) 962-3202

M E M O R A N D U M

TO: Transportation Planning Board

FROM: Eric Randall
Department of Transportation Planning

SUBJECT: Update on the TPB Regional Priority Bus Project Grant under the Transportation Investments Generating Economic Recovery (TIGER) Program

DATE: June 13, 2013

This memorandum provides an update on the status of the Transportation Investments Generating Economic Recovery (TIGER) grant awarded to the TPB in February 2010 for *Priority Bus Transit in the National Capital Region*.

Background

In September 2009, the U.S. Department of Transportation announced a competitive TIGER Discretionary Grant Program for \$1.5 billion as part of the American Recovery and Reinvestment Act (ARRA). USDOT received 1,400 applications totaling nearly \$60 billion from which 51 awards were made, including an award to the TPB for \$58.8 million for capital improvements in priority bus transit. The TIGER grant awarded to the TPB was the largest awarded to an MPO. Additional information on the TIGER Grant Program is available on the USDOT website at <http://www.dot.gov/tiger/>

On December 14, 2010, the U.S. Secretary of Transportation, Ray LaHood, came to COG to meet the regional partners and sign the TIGER grant agreement. The grant is being administered by COG as the administrative agent for the TPB and implemented by five recipient "Project Owners": the City of Alexandria, Virginia; District of Columbia Department of Transportation (DDOT); Maryland Department of Transportation (MDOT); Potomac and Rappahannock Transportation Commission (PRTC); and the Washington Metropolitan Area Transit Authority (WMATA). This complex and multimodal project involves roadway managers, technology personnel and transit operations staff from five agencies in implementing 16 component projects through 2016.

The grant will provide the infrastructure for more efficient bus service along three transit corridors in Maryland, four in Virginia, and six in Washington, DC. The efficiency of the corridors will be improved by the investments in a bus transitway, replacement buses, bus-only lanes, queue jump lanes, transit signal priority (TSP) technology, traffic signal management technology, bus stop and station improvements, real-time passenger information (RTPI) technology, and other enhancements. The project also includes construction of a new transit center at Takoma-Langley and improvements at the Pentagon and Franconia-Springfield stations. The final grant expenditures on the project must take place by September 30, 2016.

Project Management

The TIGER grant is being administered through the Federal Transit Administration (FTA). As the grantee, the TPB is responsible to the FTA for the project management and the performance monitoring required for the TIGER grant. To assist TPB staff with the grant administration and reporting, a contractor has been hired. TPB staff and contractors meet monthly with the five project owners and with the FTA and its Project Management Oversight Contractor (PMOC) to review implementation of the grant. Monthly, quarterly, and annual reports are submitted on grant management and financial administration (via the FTA’s TEAM system and per ARRA Section 1512 requirements), in addition to internal reports that provide TPB staff and project owners with consolidated progress information.

Performance Monitoring

To assess the results of the projects, a set of comprehensive “before” and “after” performance monitoring reports is required. In 2012, TPB staff and consultants completed a set of detailed before reports on each of the 16 component projects, which will be followed by after reports to be completed both one year and two years following implementation, the last of which will be due in 2018.

Grant Implementation Summary

As of May 31, 2013, approximately \$10 million of the grant, or 17%, has been expended. The primary expenditures to date have been \$5.1 million for 13 replacement buses for PRTC, \$2 million for construction of the City of Alexandria’s US-1 (Potomac Yard) Transitway, \$1 million for PRTC’s Computer-Aided Dispatch and Automatic Vehicle Location (CAD/AVL) system, and \$850,000 for District DOT’s corridor projects. In addition, \$34 million of the grant is obligated in awarded contracts, primarily for construction of the Takoma-Langley Transit Center, the completion of the US-1 Transitway, and the procurement and installation of real-time passenger information at bus stations and stops across the region.

Table: Actual / Anticipated Expenditures for the TIGER Priority Bus Transit Grant

	To date	Rest of 2013	2014	2015	2016
Actual/ Anticipated Expenditure (\$ millions)	\$ 10.0	\$ 9.6	\$ 16.0	\$ 15.4	\$ 7.8
Annual Percentage of Expenditures	n/a	16%	27%	26%	13%
Cumulative Percentage of Expenditures	17%	32%	61%	87%	100%

The following table provides a list of project accomplishments to date and the future schedule for major milestones and the completion of the component projects.

TIGER Grant Project Accomplishments (as of May 31, 2013)	
2011	<ul style="list-style-type: none"> The City of Alexandria awarded a design-build contract for the US-1 Transitway in November.
2012	<ul style="list-style-type: none"> The PRTC Computer-Aided Dispatch and Automatic Vehicle Location system contract was awarded to Trapeze in May 2012. PRTC received delivery of 6 buses from Gillig, Inc., in June 2012 and the remaining 7 replacement buses in October/November 2012. In June, DDOT issued notice to proceed for the Georgia Avenue exclusive bus lane. The first public meeting for review of the Georgia Avenue busway design was held in October 2012. Construction began in July 2012 on the southern portion of the US-1 Transitway.
2013 to date	<ul style="list-style-type: none"> In March, the Maryland Transit Administration (MTA) finalized settlement with the property owner for land for the Takoma-Langley transit center. MTA began coordination of utility relocations and prepared to award the construction contract (expected in June). Construction of the US-1 Transitway continued. As of April 2013, the first four concrete pours were complete and the section of the Transitway between Swann and Custis Avenues is complete with the exception of the colored concrete pour. WMATA awarded a contract for procurement of real-time passenger information (RTPI) systems on May 9. This contract will support the procurement of RTPI displays on corridors in the District, Maryland, and Virginia.
Future Schedule (through September 30, 2016)	
Remainder of 2013	<ul style="list-style-type: none"> Complete bus shelter installation and electrification on District of Columbia bus corridors in preparation for RTPI installation. On-board bus equipment for transit signal priority (TSP) will be procured for the entire WMATA fleet. Award of the TSP contract for the wayside equipment at traffic signals is expected at the end of the year, which will enable participating agencies (DDOT, Maryland SHA, City of Alexandria, and WMATA) to finalize how procurement, installation, operating costs and maintenance will be handled by each project owner individually.
2014	<ul style="list-style-type: none"> Opening of the US-1 Transitway is scheduled for Spring 2014. Following final agreement with the Department of Defense regarding the Pentagon station work, construction would begin in 2014. Following completion of design, Franconia-Springfield station improvement contracts are scheduled to be awarded and work will begin in 2014. Complete construction of rapid bus improvements on Van Dorn-Pentagon corridor. Complete bus corridor queue jump and stop improvements along the 16th Street, Georgia Avenue, and Wisconsin Avenue corridors, including the Georgia Avenue bus lane. Complete TSP installation on 16th Street and Wisconsin Avenue by the end of the year. Begin Signal Optimization and TSP installation in the Downtown Core (between K Street NW and the Theodore Roosevelt and 14th Street Bridges). Install uninterruptable power supply (UPS) for traffic signals in the Theodore Roosevelt Bridge to K Street corridor and the 14th Street Bridge to K Street corridor.
2015	<ul style="list-style-type: none"> Completion of RTPI installation and bus stop improvements on the Addison Road corridor. Completion and opening of the Takoma-Langley transit center. Completion of TSP and RTPI installation on VA-7 (Leesburg Pike).
2016	<ul style="list-style-type: none"> Completion of Pentagon Station improvements. Completion of Franconia-Springfield Station Improvements. Completion of construction of US-1 and Veirs Mill Road improvements, including queue jumps and transit signal priority (TSP) installation.

Project Implementation Issues

The TIGER grant period of performance ends on September 30, 2016. Several project components are currently scheduled to be completed in late 2015 or 2016, and may run near to this deadline for expiry of Federal funding.

1. Coordination with Other Projects

Continued developments are impacting TIGER projects that are not scheduled to be completed until 2016. The planned improvements at the Pentagon Transit Center included the construction of additional bus bays; however, due to other projects that the Department of Defense (DoD) has carried out the original proposal cannot be undertaken. As an alternative, DoD has proposed construction of a bus station with eight bays in the Hayes Street Lot that lies between I-395 and Army-Navy Drive. This is now in the process of design, but would require subsequent approval from the FTA for accomplishment. In Montgomery County, planned improvements along University Boulevard (for the Purple Line) and on Veirs Mill Road may lead to changes in the TIGER projects for these corridors. In Fairfax County, selection of an alternative for an extension of Frontier Drive into the Franconia-Springfield Metrorail station is now complete, but has delayed the TIGER improvements for the station which are now in design.

2. Transit Signal Priority (TSP) Systems

The TSP system will initially be installed and tested on VA-7 (Leesburg Pike) in 2014, by WMATA in close coordination with Virginia DOT and the partner jurisdictions. The system will subsequently be tested in the District and in Maryland, with their respective, different wayside traffic signal technologies. Successful compatibility testing across multiple wayside traffic signal systems is technologically challenging, and may experience delays that affect TSP projects planned for completion in 2016.

3. Office of Management and Budget (OMB) ARRA Waiver Request

In September 2011, OMB directed Federal agencies to accelerate the spending of remaining ARRA funds, which include the USDOT's TIGER Grants. Federal agencies are required to submit waiver requests to OMB to continue expenditures after September 30, 2013. In July 2012, the TPB submitted an initial waiver request to the FTA for \$28 million, based on the estimate at that time of the TIGER funds that would not be spent by September 2013. In May 2013, TPB was notified that this request was approved by OMB and was provided the opportunity to submit a second waiver request to FTA. The TPB submitted a second waiver request increasing the grant expenditures forecast after September 30, 2013 to \$46 million. Approximately \$18 million of the TIGER grant could be affected if OMB declines this request and rescinds authorization for these funds.

An appendix with a map of the TIGER projects, a detailed description of each of the sixteen project components, and the forecast rate of expenditures follow.

Appendix - Map and Details of Component Projects

The map shows the geographic scope of the sixteen component projects of the TIGER grant, and is followed by a detailed description of each project component.

The Regional Priority Bus Network



PROJECT COMPONENT DESCRIPTION

The sixteen approved components of the TIGER Priority Bus Transit project are as follows:

Table 1: Project Component Descriptions

#	Project Components
1	16th Street Bus Priority Improvements (DDOT): \$932,317 Capital improvements include a queue jump lane, bus stop improvements, real time passenger information (RTPI) displays at up to 17 stop locations, and transit signal priority/traffic system management (left turn phase for bus) at five intersections.
2	Georgia Avenue Bus Priority Improvements (DDOT): \$4,092,000 Improvements include a short bus-only lane that will be constructed on Georgia Avenue to alleviate current bus delays. Additionally, improvements include bus stop improvements, queue jumps, and real time passenger information (RTPI) displays at up to 30 stop locations.
3	H Street/Benning Road Bus Priority Improvements (DDOT): \$434,000 This project will implement RTPI displays at up to 22 bus stop locations and install security cameras at select locations.
4	Wisconsin Avenue Bus Priority Improvements (DDOT): \$745,000 Capital improvements include transit signal priority and/or traffic signal management at six intersections and RTPI displays deployed to a number of express service stop locations.
5	Addison Road Improvements (WMATA): \$190,000 This is a WMATA priority bus corridor that connects the eastern ends of the Blue and Green Metrorail lines. The project includes the replacement of 10 bus shelters along the existing P12 bus route that will be upgraded with real-time passenger information displays at select locations.
6	University Boulevard Bus Priority Improvements (MDOT): \$1,300,805 Planned improvements include four queue jump lanes, transit signal priority at up to 20 intersections, installation of RTPI displays and a series of bus stop enhancements along the corridor.
7	U.S. Route 1 Bus Priority Improvements (MDOT): \$737,340 Improvements include queue jump lanes and transit signal priority at several intersections.
8	Veirs Mill Bus Priority Improvements (MDOT): \$239,945 Improvements include a queue jump lane and deployment of RTPI displays.
9	US 1 Transitway (City of Alexandria): \$8,202,500 A bus transitway in the median of US 1 within the city limits will provide exclusive right of way for buses.
10	VA 7 (Leesburg Pike) Bus Priority Improvements (WMATA): \$1,273,000 A WMATA Priority Corridor that connects the Cities of Alexandria and Falls Church with the commercial center of Tysons Corner, the TIGER grant funds improvements that include RTPI displays at up to 31 express service bus stops and transit signal priority at up to 40 intersections along the corridor.
11	Van Dorn-Pentagon Rapid Bus (City of Alexandria): \$646,550 The project will provide runningway improvements to support a future rapid bus service in the City of Alexandria from the Van Dorn Metrorail Station in the City of Alexandria to the Pentagon in Arlington County. TIGER funding will support signal prioritization technology, two super stops, and two queue jump lanes. These improvements will enhance transit service along three current bus routes in addition to a future new BRT route.

#	Project Components
12	<p>Theodore Roosevelt Bridge to K Street Bus Priority Improvements (DDOT): \$3,638,683 Implementation of an integrated transit signal priority and traffic signal optimization system along E Street, northbound 18th Street, and southbound 19th Street. Additionally, uninterruptable power supply installation will take place at select traffic lights will prevent traffic signals outages following power interruptions.</p>
13	<p>14th Street to K Street Bus Priority Improvements (DDOT): \$3,249,190 Implementation of an integrated transit signal priority and traffic signal optimization system along 14th Street from the bridge to K Street. Additionally, uninterruptable power supply installation will take place at select traffic lights.</p>
14a	<p>Pentagon -- Franconia Springfield Station Improvements (WMATA): \$9,430,000 Station improvements at Pentagon Station and Franconia/Springfield Station, including bus bays, real time bus information, and traffic circulation/access/security improvements. Major technology improvements include a mobile web application for real-time bus information and bus information displays.</p>
14b	<p>PRTC Buses and ITS Technology (PRTC): \$9,650,000 This component includes the replacement of 13 buses, with new vehicles using state-of-the-art clean-fuel technology. The project also includes cameras outfitted on 15 buses and the procurement of computer-aided dispatch and automatic vehicle location (CAD/AVL) technology.</p>
TC	<p>Takoma/Langley Transit Center (MDOT): \$11,841,790 This transit center at the intersection of University Boulevard and New Hampshire Avenue will consolidate the bus stops at the intersection into one facility (although some existing bus stops will still remain in order to prevent requiring pedestrians to cross busy roads to their final destinations). The transit center will provide a safe, attractive, comfortable and efficient facility for passengers and improve pedestrian safety and accessibility and will be converted to accommodate the planned Purple Line.</p>

ITEM 13 - Notice

June 19, 2013

Notice of a Proposed Amendment to the FY 2013-2018TIP that is Exempt from the Air Quality Conformity Requirement to Include Project and Funding Updates for Eleven Projects, as Requested by the Maryland Department of Transportation (MDOT)

Notice is provided that the Maryland Department of Transportation (MDOT) has requested an amendment to update eleven projects and funding in the FY 2013-2018 TIP. The Board will be asked to approve this amendment at the July 17 meeting.



Maryland Department of Transportation
The Secretary's Office

June 13, 2013

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

Darrell B. Mobley
Acting Secretary

Leif A. Dormsjo
Acting Deputy Secretary

The Honorable Scott York, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington DC 20002

Dear Chairman York:

The Maryland Department of Transportation (MDOT) requests multiple amendments to the State Highway Administration (SHA) portion of the National Capital Region Transportation Planning Board (TPB) FY 2013-2018 Transportation Improvement Program (TIP) as described in the attached memo. The amendments are needed to reflect additional funding that has been programmed for several projects in the National Capital Region. These projects are either exempt from the requirement to determine conformity or have been included in the currently approved air quality conformity analysis. A portion of these funds have been made available due to the annual update of the MDOT budget, called the Consolidated Transportation Program (CTP). The current CTP (FY 2013-2018) was approved by the legislature in April 2013. The remainder of the funds has been made available by the Maryland Transportation Infrastructure Improvement Act of 2013.

MDOT requests that this amendment be released for a 30 day public comment period, be placed on the June 19, 2013 TPB agenda as a Notice Item, and be placed on the July 17, 2013 TPB agenda for approval.

The revised funding status will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The cost does not affect the portion of the federal funding which was programmed for transit, or any allocations of state aid in lieu of federal aid to local jurisdictions.

We appreciate your cooperation in this matter. If you have any questions or comments, please do not hesitate to contact Ms. Lyn Erickson, at 410-865-1279, toll-free at 888-713-1414 or via email at lerickson@mdot.state.md.us. Of course, please feel free to contact me directly.

Sincerely

A handwritten signature in blue ink that reads "Michael W. Nixon".

Michael W. Nixon, Manager
Office of Planning and Capital Programming

My telephone number is _____
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076

The Honorable Scott York
Page Two

Attachment

cc: Ms. Mary Deitz, Chief, Regional and Intermodal Planning Division, SHA
Ms. Lyn Erickson, Manager, Office of Planning and Capital Programming,
Maryland Department of Transportation
Ms. Heather Murphy, Deputy Director, Office of Planning and Capital Programming
Maryland Department of Transportation

Martin O'Malley, *Governor* |
Anthony G. Brown, *Lt. Governor* |



| James T. Smith, Jr., *Secretary*
| Melinda B. Peters, *Administrator*

MEMORANDUM

TO: Mr. Don Halligan
Director of Planning and Capital Programming
Maryland Department of Transportation

ATTN: Mr. Mike Nixon
Ms. Lyn Erikson

FROM: Mary Deitz, Chief *MD*
Regional and Intermodal Planning Division

DATE: June 13, 2013

SUBJECT: Amendment Request to the Fiscal Year (FY) 2013 Transportation Improvement Program (TIP) for the National Capital Region

The State Highway Administration (SHA) hereby requests to amend the FY 2013 TIP. The amendment is needed to reflect additional funding that has been programmed in the National Capital Region, as summarized in the table on the following pages and detailed in the attached TIP sheets.

A portion of these funds have been made available due to the annual update of the Maryland Department of Transportation's (MDOT) Consolidated Transportation Program (CTP). The current CTP (FY 2013-2018) was approved by the State legislature in April 2013, subsequent to the adoption of the FY 2013 TIP. This amendment updates the FY 2014 – FY 2016 cash flows for System Preservation Projects in the current TIP such that they reflect the new CTP.

The remainder of the funds has been made available by the Maryland Transportation Infrastructure Improvement Act of 2013. The MDOT is focusing on short-term and long-term strategies for building and restoring our transportation system, beginning with short-term priorities and key investments delayed by the recession. The MDOT's priorities for evaluating short-term investments include: safety and system preservation projects, public transportation, the quality of our environment, and the movement of cargo and freight.

My telephone number/toll-free number is 410-545-5675/1-888-204-4828
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.roads.maryland.gov

The following represents the total amount of funding by project being added to the FY 2013-FY 2018 TIP with this amendment request:

TIP ID	Project	Phase	Previously Programmed Funding	Amount of New Funding FY13-FY18	Comment
3044, MC #13-47, 3/12/2013	I-270 at Watkins Mill Road Extend Interchange	CO	\$55,705,000	\$88,776,000	Add \$88,776,000 to CO. -Maryland Transportation Infrastructure Improvement Act of 2013. Additional dollars (~\$27 Million) will be funded beyond FY 18. CO is 100% State.
4879	MD 210, Indian Head Highway, Interchange at Kerby Hill Road/Livingston Road	RW, CO	\$7,604,000	\$93,535,000	Add \$21,132,000 to RW and \$72,403,000 to CO. -Maryland Transportation Infrastructure Improvement Act of 2013. CO is 100% State.
4892	US 15 at Monocacy Boulevard Interchange	RW, CO	\$7,704,000	\$80,488,000	Add \$11,000,000 to RW and \$69,488,000 to CO. -Maryland Transportation Infrastructure Improvement Act of 2013. CO is 100% State.

TIP ID#	Project	Phase	Previously Programmed Funding	Amount of New Funding FY 13-FY 18	Comments
2710	System Preservation – Enhancements	PP/PE, RW, CO	\$16,830,000	\$15,970,000	Reflect Final 2013-2018 Consolidated Transportation Program & Maryland Transportation Infrastructure Improvement Act of 2013. Previously programmed funding shown is FY 13-FY 15, new funding reflects changes and new additions out to FY 16.
5838	System Preservation - Earmarks	PP/PE, RW, CO	\$8,370,000	\$3,130,000	Reflect Final 2013-2018 Consolidated Transportation Program & Maryland Transportation Infrastructure Improvement Act of 2013. Previously programmed funding shown is FY 13-FY 15, new funding reflects changes and new additions out to FY 16.

PIP ID#	Project	Phase	Previously Programmed Funding	Amount of New Funding FY13-FY18	Comment
3038	System Preservation – Environmental	PP/PE, RW, CO	\$26,897,000	\$32,590,000	Reflect Final 2013-2018 Consolidated Transportation Program & Maryland Transportation Infrastructure Improvement Act of 2013. Previously programmed funding shown is FY 13-FY 15, new funding reflects changes and new additions out to FY 16.
3081, MC #13-03, 8/16/2012	System Preservation – Bridge Replacement/ Rehabilitation	PP/PE, RW, CO	\$99,537,000	\$27,651,000	Reflect Final 2013-2018 Consolidated Transportation Program & Maryland Transportation Infrastructure Improvement Act of 2013. Previously programmed funding shown is FY 13-FY 15, new funding reflects changes and new additions out to FY 16.

TIP ID#	Project	Phase	Previously Programmed Funding	Amount of New Funding FY 13-FY18	Comment
3082, MC #13-03, 8/16/2012	System Preservation – Resurfacing and Rehabilitation	PP/PE, RW, CO	\$147,108,000	\$32,476,000	Reflect Final 2013-2018 Consolidated Transportation Program & Maryland Transportation Infrastructure Improvement Act of 2013. Previously programmed funding shown is FY 13-FY 15, new funding reflects changes and new additions out to FY 16.
3083	System Preservation – Urban Reconstruction	PP/PE, RW, CO	\$6,890,000	\$23,298,000	Reflect Final 2013-2018 Consolidated Transportation Program & Maryland Transportation Infrastructure Improvement Act of 2013. Previously programmed funding shown is FY 13-FY 15, new funding reflects changes and new additions out to FY 16.

TIP ID#	Project	Phase	Previously Programmed Funding	Amount of New Funding FY 13-FY 18	Comment
3084	System Preservation – Safety and Spot Improvements	PP/PE, RW, CO	\$144,191,000	\$10,059,000	Reflect Final 2013-2018 Consolidated Transportation Program & Maryland Transportation Infrastructure Improvement Act of 2013. Previously programmed funding shown is FY 13-FY 15, new funding reflects changes and new additions out to FY 16.
3085, MC #13-47 3/12/2013	System Preservation – Congestion Management	PP/PE, RW, CO	\$10,277,000	\$10,036,000	Reflect Final 2013-2018 Consolidated Transportation Program & Maryland Transportation Infrastructure Improvement Act of 2013. Previously programmed funding shown is FY 13-FY 15, new funding reflects changes and new additions out to FY 16.

The revised funding status of these projects will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The cost does not affect the portion of the federal funding, which was programmed for transit or any allocations of state aid in lieu of federal aid to local jurisdictions.

After your review, please forward this request to the Washington Metropolitan Council of Governments. Upon approval of the requested TIP amendment, please process an amendment to the FY 2013 STIP. If you have any questions, please do not hesitate to contact Mr. Vaughn Lewis, Regional Planner, SHA, at 410-545-5673 or via email at vlewis@sha.state.md.us and/or Mr. John Thomas, Regional Planner, SHA, at 410-545-5671 or via email at jthomas10@sha.state.md.us.

cc: Mr. Matt Baker, Assistant Regional Planner, SHA
Mr. David Coyne, District Engineer, SHA
Ms. Felicia Haywood, Deputy Director of Planning and Preliminary Engineering, SHA
Mr. Keith Kucharek, Assistant Chief, Regional and Intermodal Planning Division, SHA
Mr. Vaughn Lewis, Regional Planner, SHA
Mr. David Rogers, Assistant Regional Planner, SHA
Mr. Gregory I. Slater, Director of Planning and Preliminary Engineering, SHA
Mr. John Thomas, Regional Planner, SHA
Mr. Brian Young, District Engineer, SHA

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

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
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MDOT/State Highway Administration

Interstate

I-270

TIP ID: **3044** Agency ID: **MO8391** Title: **I 270/ Watkins Mill Road Extended** Complete: **2016**

Facility: I 270 Interchange	IM	90/10/0	500 a						
From: Watkins Mill Road Extended	Local	0/0/100	10,000 a	500 a	1,000 a	2,069 a			3,569
To:	NHPP	80/20/0		55 b	10,000 b	29,650 b	50 b		39,755
	NHS	80/20/0	1,881 a						
	State/DC	0/100/0				10,661 c	35,974 c	42,141 c	88,776

Total Funds: 132,100

Description: Construct a new interchange at Watkins Mill Road Extended. This consists of a full diamond interchange connecting I-270 to and from Watkins Mill Road Extended. This also includes two-lane Collector-Distributor roads on I-270 in the northbound and southbound directions and the completion of the four-to-six lane connection of Watkins Mill Road from MD 117 to MD 355.



Amendment: Additional ROW Funding	Approved on: 2/1/2013
Add an additional \$39.755 million in NHPP funds for right-of-way acquisition to construct a new interchange at Watkins Mill Road Extended (\$55,000 in FY13; \$10.0 million in FY14; \$29.65 million in FY15 and \$50,000 in FY16).	
Amendment: Additional Construction Funding	Requested on: 6/13/2013
Add an additional \$88.8 million in State funds for the construction phase (\$10.7 million in FY16; \$36 million in FY17; and \$42.1 in FY18). Balance to complete (beyond TIP years): \$37.4 million	

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

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
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Primary

MD 210, Indian Head Highway

TIP ID: **4879** Agency ID: **PG7001** Title: **MD 210 at Kerby Hill Road/Livingston Road** Complete: **2020**

Facility: MD 210 at Kerby Hill Road/Livingston Road	HPP	80/20/0	2,761 a	1,000 a	1,000 a	2,843 a			5,222
From:					379 b				
To:	State/DC	0/100/0		16,421 b	4,332 b	24,600 c	22,203 c		93,156
					25,600 c				

Total Funds: 98,378

Description: Reconstruct the existing MD 210 intersection at Kerby Hill Road/Livingston Road to a grade separated interchange. Bicycles and pedestrians will be accommodated where appropriate.



Amendment: Additional Right-of-Way and Construction Funding Requested on: 6/13/2013
 Add an additional \$93.5 million in State and HPP funds for the right-of-way and construction phases. These funds include \$20.7 million in State funds (\$16.4 million in FY14 and \$4.3 million for FY15) and \$379,000 (FY 14) in HPP funds for the right-of-way phase; and \$72.4 million for the construction phase (\$25.6 million in FY15, \$24.6 million in FY16, and \$22.2 million in FY17).

US 15, Catoctin Mountain Highway

TIP ID: **4892** Agency ID: **FR5711** Title: **US 15 at Monocacy Boulevard** Complete: **2016**

Facility: US 15 Catoctin Mountain Highway	Local	0/0/100	2,000 a	1,350 a	1,350 a				2,700
From: Monocacy Blvd.	NHPP	80/20/0			7,400 b	2,300 b	1,300 b		11,000
To:	NHS	80/20/0		1,350 a					1,350
	SP	80/20/0	754 a						
	State/DC	0/100/0			14,084 c	22,468 c	24,462 c	8,474 c	69,488
	STP	80/20/0	900 a						

Total Funds: 84,538

Description: Design of grade-separated interchange: includes bicycle and pedestrian accommodations

Amendment: Add Right-of-Way and Construction Funding Requested on: 6/13/2013
 Add an additional \$80.5 million in NHPP funds for the right-of-way phase and State funds for the construction phase. These funds include \$11 million for the right-of-way phase(\$7.4 million in FY14,\$ 2.3 million in FY15, and \$1.3 million in FY16) and \$69.5 million for construction (\$14.0 million in FY15, \$22.5 million in FY16, \$24.5 million in FY17, \$8.5 in FY18).

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

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
Other									
System Preservation Projects									
TIP ID: 5838		Agency ID:		Title: Congressional Earmarks				Complete:	
Facility:	Earmark	80/0/20	8,520 c	4,185 c					4,185
From:									
To:	HPP	80/0/20			300 a	300 a			11,500
					4,900 c	6,000 c			

Total Funds: 15,685

Description: These are non-SHA projects that received federal funding through congressional action, either a High Priority earmark from the most recent reauthorization bill (SAFETEA-LU) or an earmark in the annual appropriations (omnibus) bill. Since these earmarks are granted via a transportation spending bill, the funding is administered through the Maryland Department of Transportation/State Highway Administration. The individual projects are shown in the SHA portion of the current CTP under the tab for each of the respective jurisdictions. The match amounts, which vary percentage-wise project by project, are provided by the project sponsors.



Amendment: CTP Update - Congressional Earmarks **Requested on: 6/13/2013**
 To add \$3.1 million in additional funding for Areawide Congressional Earmark Projects. The current CTP (FY 2013-2018) was approved by the State legislature in April 2013, subsequent to the adoption of the FY 2013 TIP. This amendment updates the FY 2014 - FY 2016 cash flows for this areawide project in the current TIP such that it reflects the new CTP.

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

		Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
TIP ID: 3085	Agency ID:	Title: Congestion Management									Complete:
Facility:		CMAQ	100/0/0		920 a	2,821 a	994 a	694 a			14,723
From:					223 b	76 b	27 b	19 b			
To:					1,392 c	4,728 c	1,666 c	1,163 c			
<hr/>											
		NHPP	80/20/0		150 d						150
<hr/>											
		NHS	80/20/0		659 a	370 a	254 a	162 a			7,064
					13 b	10 b	7 b	4 b			
					768 c	620 c	426 c	271 c			
					3,500 d						
<hr/>											
		STP	80/20/0		522 a	971 a	740 a	509 a			7,356
					7 b	26 b	20 b	14 b			
					826 c	1,628 c	1,240 c	853 c			
											Total Funds: 29,293

Description: Congestion management program includes projects associated with the following: traffic management - new or reconstruct signals, signing and lighting; signal systemization; commuter action - engineering and construction of Park-n-Ride facilities; CHART - engineering and construction of ITS projects; and intersection capacity improvement - engineering and construction of intersection improvements.




Amendment: Amendment - Modify Funding	Approved on:	10/5/2012
Amended to reflect the addition of \$3.5 million in National Highway System (NHS) funds in FY 2013 for Planning for Operations studies in the Washington Region.		
Amendment: Additional Funding for Operational Study	Approved on:	2/1/2013
Additional \$1 million in NHPP funding for Operational Study along I-270 (\$150,000 in FY13; \$850,000 in FY14).		
Amendment: CTP Update - Congestion Management	Requested on:	6/13/2013
To add \$10.04 million in additional funding for Areawide Congestion Management Projects. The current CTP (FY 2013-2018) was approved by the State legislature in April 2013, subsequent to the adoption of the FY 2013 TIP. This amendment updates the FY 2014 - FY 2016 cash flows for this areawide project in the current TIP such that it reflects the new CTP.		

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

		Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
TIP ID: 3084		Agency ID:		Title: Safety and Spot Improvements						Complete: 2010	
Facility:		CMAQ	100/0/0		402 a	506 a	525 a	319 a			5,841
From:					27 b	34 b	35 b	21 b			
To:					911 c	1,148 c	1,190 c	723 c			
		HSIP	90/10/0		1,506 a	1,500 a	1,500 a	1,500 a			19,969
					690 b	100 b	100 b	100 b			
					2,773 c	3,400 c	3,400 c	3,400 c			
		IM	90/10/0		488 a	694 a	638 a	563 a			7,940
					32 b	46 b	43 b	38 b			
					1,105 c	1,573 c	1,445 c	1,275 c			
		NHS	80/20/0		5,697 a	2,250 a	2,006 a	1,556 a			37,432
					2,655 b	150 b	134 b	104 b			
					9,704 c	5,100 c	4,548 c	3,528 c			
		SRTS	100/0/0		1,505 a	1,500 a	1,500 a	1,500 a			19,966
					689 b	100 b	100 b	100 b			
					2,772 c	3,400 c	3,400 c	3,400 c			
		STP	80/20/0		14,986 a	10,706 a	9,769 a	7,744 a			146,307
					6,261 b	714 b	651 b	516 b			
					30,996 c	24,268 c	22,143 c	17,553 c			


Total Funds: 237,455

Description: Roundabouts, geometric improvements, slope repairs, pedestrian crossings, rail crossings, safety improvements, intersection realignment, drainage improvements, pavement marking and joint sealing. 

Amendment: CTP Update - Safety and Spot Improvements **Requested on: 6/13/2013**
 To add \$10.06 million in additional funding for Areawide Safety and Spot Projects. The current CTP (FY 2013-2018) was approved by the State legislature in April 2013, subsequent to the adoption of the FY 2013 TIP. This amendment updates the FY 2014 - FY 2016 cash flows for this areawide project in the current TIP such that it reflects the new CTP.

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

		Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
TIP ID: 3083	Agency ID:	Title: Urban Reconstruction									Complete: 2040
Facility:		NHPP	80/20/0		50 c						50
From:											
To:		NHS	80/20/0			370 a 10 b 620 c	9 a 2 b 51 c	19 a 4 b 103 c			1,188
		STP	80/20/0		359 a 71 b 1,962 c	971 a 726 b 3,628 c	816 a 863 b 10,359 c	1,341 a 268 b 10,029 c			31,393
Total Funds:											32,631

Description: Rehabilitation or reconstruction which would include drainage, curb and gutter, pavement milling and resurfacing, streetscapes, sidewalks, signs, markings, and lighting. 

Amendment: Add Funding	Approved on:	5/3/2013
Add NHPP funding for the construction phase: \$50,000 in FY 2013 and \$950,000 in FY 2014.		
Amendment: Change Funding Splits	Approved on:	5/28/2013
Change the funding split of the NHPP funding from 100% federal to 80% federal, 20% state.		
Amendment: CTP Update - Urban Reconstruction/Revitalization	Requested on:	6/13/2013
To add \$23.3 million in additional funding made available for Areawide Urban Reconstruction/Revitalization Projects. The current CTP (FY 2013-2018) was approved by the State legislature in April 2013, subsequent to the adoption of the FY 2013 TIP. This amendment updates the FY 2014 - FY 2016 cash flows for this areawide project in the current TIP such that it reflects the new CTP.		

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

Source		Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
TIP ID: 3082 Agency ID:		Title: Resurfacing and Rehabilitation								Complete: 2010
Facility:	IM	90/10/0		1,576 a	998 a	954 a	871 a			66,576
From:				225 b	143 b	136 b	124 b			
To:				20,714 c	16,857 c	12,535 c	11,443 c			
	NHS	80/20/0		1,126 a	914 a	875 a	801 a			56,395
				161 b	131 b	125 b	114 b			
				14,801 c	15,324 c	11,500 c	10,523 c			
	STP	80/20/0		2,813 a	2,249 a	2,148 a	1,960 a			135,398
				402 b	321 b	307 b	280 b			
				36,964 c	33,961 c	28,233 c	25,760 c			
Total Funds: 258,369										

Description: Pavement milling overlay concrete patching.



Amendment: CTP Update and MD Transp. Infrastructure Improvement Act of 2013 - Resurfacing and Rehabil Requested on: 6/13/2013

To add \$32.5 million in additional funding for Areawide Resurfacing and Rehabilitation Projects. A portion of these funds have been made available due to the annual update of the Maryland Department of Transportation's Consolidated Transportation Program (CTP). The current CTP (FY 2013-2018) was approved by the State legislature in April 2013, subsequent to the adoption of the FY 2013 TIP. Additional funding for this project was also made available from the Maryland Transportation Infrastructure Improvement Act of 2013.

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

Source		Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
TIP ID: 3038 Agency ID:		Title: Environmental Projects								Complete:
Facility:	IM	90/10/0		143 a	119 a	95 a				940
From:				4 b	3 b	3 b				
To:				229 c	191 c	153 c				
	NHS	80/20/0		1,944 a 51 b 3,729 c	879 a 23 b 3,585 c	499 a 13 b 801 c	309 a 8 b 496 c			12,337
	NRT	80/20/0		172 a 4 b 277 c	261 a 7 b 419 c	261 a 7 b 419 c	261 a 7 b 419 c			2,514
	NSBP	80/20/0		55 e						55
	STP	80/20/0		3,876 a 51 b 3,146 c	8,669 a 228 b 13,916 c	7,743 a 204 b 12,429 c	2,541 a 67 b 4,079 c			56,949
Total Funds:										72,795

Description: Noise abatement, wetland replacement, reforestation and landscape planting.



<p>Amendment: Amendment - Modify Funding</p> <p>Add \$55,120 of National Scenic Byways Program funding in FY 2013 for the Star Spangled Banner Byway Signage. The project will install a signage system along the Battle of Bladensburg portion of the Star-Spangled Banner National Historic Trail and Byway.</p> <p>Amendment: CTP Updated and MD Transp. Infrastructure Improvement Act of 2013 - Environmental Projects</p> <p>To add \$32.6 million in additional funding for Areawide Environmental Projects. A portion of these funds have been made available due to the annual update of the Maryland Department of Transportation's Consolidated Transportation Program (CTP). The current CTP (FY 2013-2018) was approved by the State legislature in April 2013, subsequent to the adoption of the FY 2013 TIP. Additional funding for this project was also made available from the Maryland Transportation Infrastructure Improvement Act of 2013.</p>	<p>Approved on: 9/7/2012</p> <p>Requested on: 6/13/2013</p>
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**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
TIP ID: 2710	Agency ID:	Title: Enhancement Projects									Complete: 2012
Facility:		STP	80/0/20			10,500 c	10,900 c	11,400 c			32,800
From:											
To:		STP.	50/0/50		490 b						5,836
					5,346 c						

Total Funds: 38,636

Description: The following projects are included :



Area Wide:
Tree Planting
Native Plant Establishment and Integrated Roadside Vegetation Management

Charles County:
Indian Head Boardwalk

Frederick County:
Ballenger Creek Trail Phase 1
Carroll Creek Park Trail - Phase II
Archeology - Frederick County

Montgomery County:
Anglers Breach
Olde Towne Gaithersburg Rolling Stock Restoration
Shady Grove Metro Access Road Bikepath
I-270 SWM Facilities Functional Upgrades

Prince George's County:
College Park Trolley Trail Phase IV Calvert to Paint Branch
North Gate Park at the Paint Branch
Archeology – Bladensburg
Archeology of the Scorpion 2010

Amendment: FY13 / FY 14 ROW Funds **Approved on:** 2/1/2013
 Add \$979,000 RW funding for Saving Marylands Critical Civil War Battlefield acquisition and easements in Frederick County Project Sponsors are: Civil War Preservation Trust and Maryland Environmental Trust

Amendment: CTP Update - Enhancement Projects **Requested on:** 6/13/2013
 To add \$16 million in additional funding made available for Areawide Enhancement Projects. The current CTP (FY 2013-2018) was approved by the State legislature in April 2013, subsequent to the adoption of the FY 2013 TIP. This amendment updates the FY 2014 - FY 2016 cash flows for this areawide project in the current TIP such that it reflects the new CTP.

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

		Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
TIP ID: 3081	Agency ID: A	Title: Bridge Replacement/Rehabilitation								Complete: 2010	
Facility:	ARRA	100/0/0			251 a						1,395
From:					42 b						
To:					1,102 c						
	BR	80/20/0			9,950 a	8,246 a	7,718 a	4,860 a			170,962
					1,658 b	1,374 b	1,286 b	810 b			
					43,667 c	36,192 c	33,871 c	21,330 c			
	IM	90/10/0			54 a	90 a	90 a	56 a			1,609
					9 b	15 b	15 b	9 b			
					234 c	395 c	395 c	247 c			
	NHS	80/20/0			1,349 a	90 a	90 a	56 a			4,250
					58 b	15 b	15 b	9 b			
					1,531 c	395 c	395 c	247 c			
	STP	80/20/0			349 a	630 a	596 a	371 a			10,812
					58 b	105 b	99 b	62 b			
					1,531 c	2,765 c	2,617 c	1,629 c			

Total Funds: 189,028

Description: Structural replacements, bridge deck rehabilitation, superstructure replacements, bridge parapet reconstruction, and painting.



Amendment: CTP Update - Bridge Replacement/Rehabilitation Requested on: 6/13/2013

To add \$27.7 million in additional funding for Areawide Bridge Replacement/Rehabilitation Projects. The current CTP (FY 2013-2018) was approved by the State legislature in April 2013, subsequent to the adoption of the FY 2013 TIP. This amendment updates the FY 2014 - FY 2016 cash flows for this areawide project in the current TIP such that it reflects the new CTP.

ITEM 14 - Notice

June 19, 2013

Notice of a Proposed Amendment to the FY 2013-2018 TIP that is Exempt from the Air Quality Conformity Requirement to Include Project and Funding Updates for the Northern Virginia Section of the TIP

Notice is provided that the Virginia Department of Transportation (VDOT) has requested an amendment to update projects and funding in the Northern Virginia section of the FY 2013-2018 TIP. The Board will be asked to approve this amendment at the July 17 meeting.

The complete draft tables and appendix for the update to the VDOT portion of the FY 2013-2018 TIP can be reviewed online at www.mwcog.org/transportation/Draft-VDOT-TIP. Printed copies will be made available at the TPB meeting.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

GREGORY A. WHIRLEY
COMMISSIONER

June 10, 2013

The Honorable Scott York, Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capital Street, N.E., Suite 300
Washington, D.C. 20002-4201

RE: Updated Transportation Improvement Program for Virginia

Dear Chairman York:

The Virginia Department of Transportation (VDOT) is requesting a comprehensive update to the Virginia portion of the Transportation Planning Board's (TPB) FY 2013-2018 Transportation Improvement Plan (TIP). The TIP update is being requested at this time to reflect the latest plans to obligate federal funds to various highway and transit projects in Northern Virginia. Since the TPB does not plan to adopt an updated regional TIP when it adopts the 2013 CLRP, VDOT is requesting this update to its portion of the regional TIP.


The funding amounts and years proposed in this update is based on VDOT and the Virginia Department of Rail and Public Transportation's (VDRPT) current Six-Year Program and the non-Federal Highway Administration (FHWA) funding information provided to VDOT by the Northern Virginia transit agencies and local jurisdictions. The various categories of funding included in this update are consistent with categories included in the financial plan adopted by the TPB as part of its 2010 CLRP. The funding information provided is also consistent with the information in VDOT and VDRPT's Draft 2014-2019 Six Year Improvement program which is scheduled to be adopted by the CTB in June, 2013.

It is my understanding that this proposed TIP update will be released for public comment at the June 13, 2013 meeting of the TPB's Citizen Advisory Committee and the TPB will act on the request, after responding to any public comments received, at its July 16, 2013 meeting.

The Honorable Scott York
June 10, 2013
Page 2 of 2

Should you have any question on the submission please contact Mr. Kanathur (Kanti) Srikanth, VDOT's Transportation Planning Director, at 703-259-2220.

Sincerely,

for 
Helen Cuervo, P.E.
District Administrator
Northern Virginia District

Attachment: Draft FY 2013-2018 TIP – Northern Virginia Portion

cc: Ms. Rene'e Hamilton, VDOT-NoVA
Mr. Richard Burke, VDOT-NoVA (w/ attachment)
Ms. Kanathur Srikanth, VDOT

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

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
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VDOT

Interstate

Boundary Chanel Drive Modifications

TIP ID: 5965	Agency ID: ARL0019	Title: Boundary Chanel Drive Modifications	Complete:
Facility:	Local	0/0/100	8,000 c
From:			8,000
To:			Total Funds: 8,000

Description: This project involves modifications to the intersection of Boundary Channel Drive and Old Jefferson Davis Highway immediately off of the I-395/Boundary Channel Drive Interchange. The project is part of the County's Long Bridge Park redevelopment initiative which includes the construction of a large regional aquatic Center.

Congestion Management Plan

TIP ID: 5541	Agency ID: 86527	Title: NoVA GEC Mega Project Administration	Complete: 2013
Facility:	AC	0/100/0	1,564 c
From:			1,564
To:	AC.	90/10/0	10,200 c
			Total Funds: 11,764

Description: Provide Project Administration for NoVA Mega Projects. This is a breakout of UPC 87396.



I-395 Construct 4th Southbound Lane

TIP ID: 6121	Agency ID: 103316	Title: I-395 Construct 4th Southbound Lane	Complete: 2018
Facility: I 395 Henry G. Shirley Memorial Highway so	AC	100/0/0	1,075 a
From: VA 236 Duke Street north of			1,075
To: VA 648 Edsall Road south of	HSIP	90/10/0	1,075 a
			Total Funds: 2,150

Description: The project will add a continuous sound bound lane on I 395 between the above limits. The project is to relieve the recurring daily congestion and the associated safety concerns in this segment of the facility. As presently configured southbound I 395 has four though lanes upstream of the Duke Street interchange but three lanes past Duke Street. This project will extend the existing fourth lane through the Duke Street interchange all the way to the Edsall Rd. interchange. This additional lane is expected to provide for improved and safer traffic operations along this segment of SB I 395.

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

Source		Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total	
I-395/ Seminary Road New Reversible Lane Ramp											
TIP ID: 6029		Agency ID: UPC# 96261		Title: I-395/ Seminary Rd Reversible lane ramp						Complete:	
Facility: I 395		AC	90/10/0	70,400 c							
From: Seminary Road Interchange		AC Conversion,	100/0/0	15,042 c	35,111 c	8,735 c	58,888				
To:		AC Conversion.	90/10/0	463 a						1,463	
				1,000 b							
		AC.	100/0/0	1,000 b							
		IM.	90/10/0	4,699 a							
		NHS	80/20/0	463 a							

Total Funds: 60,351

Description: Project constructs new single lane, reversible HOV ramp on I-395 HOV lanes to the third level of the Seminary Road Interchange. The project adds ramp capacity to accommodate HOV and transit for the additional 6,400 employees of the Department of Defense - Washington Headquarters Services locating to Mark Cengter as part of the 2005 Base Realignment and Closure. An operational study is underway and a draft Interchange Modification Report will begin later this year. Environmental Reviews are expected to be underway in 2011. Project funding will be included in VDOT's FY12-17 Six Year Improvement Program scheduled to be adopted by the Commonwealth Transportation Board in June, 2011.

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

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total	
I-66 and US 29 Interchange, Widen and Construct US 29 and VA 55										
TIP ID: 4794 Agency ID: 52326		Title: I-66 - Reconstruction of Interchange at Rte 29 (Gainesville) Phase IV						Complete: 2014		
Facility: I 66 Interchange	AC	100/0/0	1,960 c							
From: US 29 Virginia Oaks Drive Intersection	AC Conversion	80/20/0		1,086 a	5,627 c				38,774	
To: 0.133 mile west of WB I-66				31,848 b						
				213 c						
	AC.	80/20/0	1,086 a							
			31,848 b							
	Earmark	80/20/0	254 b							
			457 c							

Total Funds: 38,774

Description: Reconstruct the existing I-66/US 29 interchange in Gainesville. Reconstruction may include the addition of exclusive HOV access ramps within the interchange or in close proximity to the interchange.



Due to high traffic volumes, existing and projected traffic operational problems, and land use issues in the vicinity of the I-66/US 29 interchange; the design/evaluation of this interchange will include, but not necessarily be limited to, the following components:

- * a grade separation of US 29 and the Southern Railroad tracks,
- * an interchange between US 29/Relocated VA 55/Relocated VA 619 (Linton Hall Road),
- * widening of US 29 to six lanes from the vicinity of Virginia Oaks Drive to the interchange,
- * relocation/widening of VA 55 to four lanes from the vicinity of the Gainesville United Methodist Church to US 29,
- * relocation/widening of VA 619 in the vicinity of US 29,
- * a four-lane East-West Connector link bridging over I-66 between Route 29 (opposite Conway Robinson Memorial State Forest) to Route 674 (Wellington Road),
- * improvements on US 29 north of the I-66 interchange between the interchange and the Connector Link.

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

Source		Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total	
I-66 HOV & SOV Widening											
TIP ID: 5908 Agency ID: 93577		Title: I-66 HOV & SOV Widening							Complete:		
Facility: I 66 HOV and SOV		AC Conversion	90/10/0	4,069 a	9,187 c	7,580 c				23,818	
From: US 29 0.8 miles east of				1,692 b							
To: US 15 1.2 miles west of				1,290 c							
		AC.	90/10/0	4,069 a							
				1,693 b							
				68,376 c							
		DEMO.	80/20/0	238 a							
		IM.	90/10/0	2,407 a							
										Total Funds: 23,818	

Description: This project involves widening A 2.5 mile stretch of the existing four lanes of I-66 to eight lanes by adding one HOV lanes and one general purpose lane in each direction.

I-66 Spot Improvements Inside the Beltway										
TIP ID: 4303 Agency ID: 78828		Title: Westbound ACCEL/DECEL LN Westmoreland to Haycock Rd							Complete: 2020	
Facility: I 66		AC	80/20/0	3,166 c						3,166
From: Westmoreland Dr. / Washington Blvd Exit		Earmark	80/20/0	1,821 a	321 a					16,041
To: Haycock Rd /Dulles Access Highway Ramp					15,720 c					
										Total Funds: 19,207

Description: Construct Spot Improvement Phase II within cited limits.



I-95 HOT/HOV Lanes Construction										
TIP ID: 6037 Agency ID: 102711		Title: HOV/HOT Lanes Project PPTA Develop & Mgmt Oversight							Complete:	
Facility:		AC Conversion	100/0/0	11,626 c	10,000 c					21,626
From:		AC.	100/0/0	57,807 c						
To:		NHS	100/0/0	14,784 c						
										Total Funds: 21,626

Description:

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

		Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
TIP ID: 5963	Agency ID: T11635/103106	Title: I-95 HOT/HOV Lanes Construction								Complete:	
Facility: I 95		AC.	100/0/0	42,707 a							
From: Garrisonville Road (Stafford COuntY)				796,293 c							
To: I-395 one mile north of Edsall Road		BD	0/100/0	92,000 c							
		PRIV	0/0/0		592,148 c						592,148
										Total Funds: 592,148	

Description: This project involves the construction of a HOV lane and conversion of all HOV lanes on I-95 between Garrisonville Road (Stafford County) and to a point on I-395 one mile north of Edsall Road.

I-95 HOV/HOT Lanes Debt Service

TIP ID: 5964	Agency ID: T11619	Title: I-95 HOV/HOT Lanes Debt Service								Complete:	
Facility: I 95		AC Conversion	100/0/0		2,504 c	7,520 c	7,517 c	7,519 c			25,060
From: Garrisonville Road (Stafford County)											
To: King Street City of Alexandria											
										Total Funds: 25,060	

Description: The project involves the construction of a HOV lane and conversion of all HOV lanes into Bus/HOV/HOT lanes on I-95 between Garrisonville Road (Stafford County) to a point one mile north of Edsall Road.

NB I-395 Auxiliary Lane (Duke St. to Seminary Road)

TIP ID: 5966	Agency ID: 102437	Title: NB I-395 Auxiliary Lane (Duke St. to Seminary Road)								Complete:	
Facility: I 395		AC	80/20/0		13,005 c						13,005
From: Duke street		AC Conversion	80/20/0		13,005 c	5,204 c	7,998 c				26,207
To: Seminary Road		NHS	80/20/0		1,000 a						1,500
					500 b						
										Total Funds: 40,712	

Description: The project involves the construction of an auxiliary lane on I-395 from the Duke Street on-ramp to the Sanger Avenue Bridge.

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

Source		Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
Reconstruction of I-66/ Rte. 15 Interchange										
TIP ID: 5930 Agency ID: 100566		Title: Reconstruction of I-66/Rte. 15 Interchange							Complete:	
Facility: i-66		AC	90/10/0	5,000 b						
From: Rte. I-66/Rte 15 Interchange				45,383 c						
To:		AC Conversion	90/10/0		5,000 b	20,000 c	20,383 c			55,383
					10,000 c					
		IM	90/10/0	3,400 a						
										Total Funds: 55,383

Description:

Transit Service Improvements										
TIP ID: 4152 Agency ID: 81009		Title: I-66 Vienna Metrorail Accessibility and Capacity Improvements							Complete: 2014	
Facility: I 66		AC	100/0/0		471 c					471
From: Transit Ramps- from EB & to WB		CMAQ	80/20/0			13,261 c				13,261
To: @ Vaden Drive		RSTP	80/20/0	500 b	20,621 c					21,121
		STP	80/20/0	-805 a		583 c				583
										Total Funds: 35,436


Description: Construction of a transit access ramp from I-66 to the Vaden Drive bridge, adjacent to the Vienna Metrorail Station. The proposed ramps would access Vaden Drive from the center of I-66 providing for bus access from the HOV/leftmost lane east bound and to the HOV/leftmost lane west bound. The ramps would be operational 24/7.

WWB/I-95 Study, Construct, Rehabilitation										
TIP ID: 4851 Agency ID: 64617		Title: I-95 - HOV Ramp Construction for WWB							Complete: 2011	
Facility: I 95		NHS	80/20/0			4,455 c				4,455
From: Rte 1 Interchange										
To:										
										Total Funds: 4,455

Description: I-95 - HOV Ramp Construction for WWB

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

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
Primary									
Alternative 3B: Dulles Air Cargo, Passenger, Metro Access Highway - Loudoun CTP Alignment5									
TIP ID: 6079	Agency ID: 103929	Title: Dulles Air Cargo, Passenger Metro Access						Complete: 2015	
Facility: Dulles Air Cargo, Passenger & METRO Acce	AC	80/20/0	500 a						500
From: Tri-County Parkway	AC Conversion	80/20/0		500 a					500
To: Loudoun COunty Parkway	State/DC	0/100/0	500 a						500
Total Funds:									1,500

Description: Proposal to look at three alternatives to improve access between Tri-County Parkway and Loudoun County Parkway, and north on Rte 606 to west side of Dulles Airport. 

Construct Interchange at Rte. 7 and Rte 659 - Belmont Ridge Road

TIP ID: 5926	Agency ID: 99481	Title: Rte 7/ Rte 659 Interchange						Complete:	
Facility: VA 7 John Mosby Highway	AC	100/0/0	13,305 b		51,200 c				64,505
From: Route 659 Belmont Ridge Road	STP	80/20/0	495 b						495
To:									
Total Funds:									65,000

Description: Construct interchange at Rte 7 and Rte 659 to alleviate congestion and reduce accidents at one of Loudoun County's most dangerous interchanges.

Route 50 Paving Loudoun COunty

TIP ID: 5909	Agency ID: 97559	Title: Routwe 50 Paving Loudoun County						Complete:	
Facility:	EB/MG	80/20/0			402 a				4,020
From: Route 50 W Corridor					3,618 c				
To: Route 50 W Corridor									
Total Funds:									4,020

Description:

Rte 28 Widening

TIP ID: 5923	Agency ID: 100481	Title: Widening of Rte 28						Complete:	
Facility: 28	AC Conversion	80/20/0	60 a						60
From: 234 From Rte 234 Bypass									
To: SCL of City of Manassas									
Total Funds:									60

Description: Widening of Rte 28 (Nokesville Road) between the Rte 234 Bypass and SCL of City of Manassas.


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

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
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US 1 Construct 6-Lane divided roadway

TIP ID: 5490 Agency ID: PWC0013/ UPC# 1 Title: US 1 Construct 6-Lane divided roadway Complete: 2020

Facility: US 1	BD	0/0/100		2,014 c					2,014
From: VA 638 Neabsco Mills Road / Blackburn Dd									
To: VA 636 Featherstone Rd									Total Funds: 2,014

Description: Design 6-lane divided roadway within the above limits. This project will help alleviate congestion on the existing transportation infrastructure (primarily Route 1 and some of the side streets and intersections) considering that Route 1 is a major thoroughfare within Prince William County. This roadway carries also traffic from Fairfax and Stafford Counties. Many segments of Route 1 currently perform below LOS D during peak periods as well as daily. This particular segment is no exception. 

US 29 Improvements, City of Fairfax

TIP ID: 4025 Agency ID: 16632 Title: Rte 29 - Lee Highway - Widen to 6 Lanes Complete: 2014


Facility: US 29 Lee Highway	AC	100/0/0		1,561 c	1,561 c				3,122
From: VA 123 Chain Bridge Rd	DEMO	80/20/0			3,104 c				3,104
To: Eaton Place	Earmark	80/20/0			2,686 c				2,686
	EB/MG	80/20/0	-859 b		513 c				513
	STP	80/20/0	-180 a						
Total Funds:									9,425

Description: Widen the existing roadway to six lanes. 

US 50, Widen


TIP ID: 4637 Agency ID: 68757 Title: US 50 - 6-Lane Widening Complete: 2014

Facility: US 50	AC Conversion	80/20/0	4,179 a	8,198 a	9,701 a				20,270
From: VA 742 Poland Road					2,371 c				
To: VA 28									Total Funds: 20,270


Description: Improve capacity along the roadway. Traffic volumes have increased significantly due to new development along the Route 50 corridor. Widening will help relieve congestion and improve the safety and operation of the roadway. 

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


Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total	
USMC Heritage Center Road Improvements										
TIP ID: 5824 Agency ID: 92999		Title: Rte 1 - Fuller Heights Rd/Fuller Rd Relocation Project						Complete: 2011		
Facility: Fuller Road	BD	0/0/100		461 c					461	
From: Rte 1/Rte 619 Intersection	FLTP	100/0/0		2,659 c					2,659	
To: 0.2mi. SE from Rte 1										
Total Funds:									3,120	

Description: Project relocates existing intersection of Fuller Heights Road with Fuller Road. Fuller Heights Road at Fuller Road will end in a cul-de-sac. Improve access to the USMC Quantico Marine Base, improve operations, capacity and level of service to Rt. 1 Jefferson Davis Hwy- Fuller Heights and Fuller Road intersections. 

VA 27, Reconstruct Interchange at VA 244										
TIP ID: 4344 Agency ID: 13528		Title: VA 27 - Interchange Modifications						Complete: 2014		
Facility: VA 27 Washington Blvd Interchange	AC Conversion	80/20/0		2,760 a					4,375	
From: I 395 North of 0.31 mile				1,615 b						
To: VA 244 North of 0.29 mile	AC.	80/20/0	997 c							
Total Funds:									4,375	

Description: Rehabilitate Washington Blvd. Interchange (Rte 27 & 244). Rehabilitate the existing grade-separated Washington Boulevard Interchange at Columbia Pike to eliminate existing safety hazards and provide geometric improvements. 

VA 28, Widen, Relocate Utilities										
TIP ID: 5700 Agency ID: 92080		Title: VA 28 - Widen to 4 lanes						Complete: 2020		
Facility: VA 28 Nokesville Road	AC	80/20/0			30,341 c				30,341	
From: VA 619 VA 215 (Vint Hill Road) Relocated	RSTP	80/20/0		100 a	12,821 c				20,916	
To: VA 652 Fitzwater Drive				7,995 b						
	STP	80/20/0	275 a							
Total Funds:									51,257	

Description: Widen to four lanes within six lane R/W/ from Liknton Hall Rd. to Vint Hill Road and widen to four lanes within four lane R/W/ between VInt Hill Road and Fitzwater Dr. 
Covers part of VP6k

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

Source		Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total	
VA 7, Widen, Upgrade											
TIP ID: 4681 Agency ID: 52327		Title: VA 7 Widen to 6 lanes							Complete: 2014		
Facility: VA 7		AC.	80/20/0	8,482 c							
From: Rolling Holly Drive		BD	0/0/100	703 a	1,831 c					1,831	
To: Reston Avenue				2,380 b							
				19,341 c							
		EB/MG	80/20/0	47 a							
Total Funds:										1,831	

Description: Widen to six lanes within the cited limits



Secondary											
Edwards Ferry Road at Route 15 Bypass Interchange											
TIP ID: 5479 Agency ID: LEES0001		Title: Edwards Ferry at Rt 15 Bypass Interchange							Complete: 2020		
Facility: 15 Rt 15 Bypass		Local	0/0/100	2,000 a	1,500 a					3,500	
From:										Total Funds:	3,500
To: 773 Edwards Ferry Road											
Description: Construct interchange. The area surrounding the intersection between Edwards Ferry Road and RT 15 Bypass has experienced significant commercial growth during the past 15 years. As a result, volumes are beyond the capacity of the existing at-grade intersection, and the area routinely experience significant congestion and traffic delays. This project will develop a new grade-separated interchange, improve traffic flow and provide pedestrian access across RT 15 Bypass. The project is included the Town of Leesburg Capital Improvement Program and 2005 Town Plan. Construction will start in 2018 and be completed in 2020. Financing for this project will come from RSTP and/or local funding.											



Expanding Rolling Road/Franconia-Springfield Parkway/Fairfax County Parkway Ramp to two lanes											
TIP ID: 5924 Agency ID: 100391		Title: Rolling Road Loop Road							Complete:		
Facility: VA 638		AC Conversion	80/20/0		1,500 a	7,000 c				8,500	
From: 7100 Fairfax County Parkway		AC.	80/20/0		7,000 c					7,000	
To: VA 638 Rolling Road				RSTP.	80/20/0	1,000 a					6,000
						3,000 b					
				2,000 c							
Total Funds:										21,500	

Description: Expand to two lanes existing single-lane loop ramp in north-east quadrant of Rolling Road/Franconia-Springfield Pkwy/Fairfax County Pkwy.

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

Source		Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total	
Jones Branch Dr. Connector											
TIP ID: 6080		Agency ID: 103907		Title: Jones Branch Drive Connector						Complete:	
Facility: 8102 Scotts Crossing Rd		AC	80/20/0	387	a					387	
From: 123 Dolly Madison Blvd		AC Conversion	80/20/0		387	a				387	
To: 5062 Jones Branch Dr		RSTP	80/20/0	2,013	a					2,013	
Total Funds:										2,787	

Description: The proposed connector is intended to provide a connection between Route 123 and the I-495 Express Lane (HOV/HOT lanes) ramps. By building this connection, the project will connect ROute 123 via the extended Scotts Crossing Rd, ultimately to Jones Branch Dr since the segment between i-495 Express lane (HOV/HOT lanes) ramps and Jones Branch Dr is currently being built as part of the I-495 Express lane (HOV/HOT lanes) project.

Minnieville Road Construct 4-Lane Divided Roadway											
TIP ID: 5392		Agency ID: PWC0012		VSP5e Title: Minnieville Road Construct 4-Lane Divided Roadway						Complete: 2020	
Facility: VA 640 Minnieville Road		BD	0/0/100	3,275	b	13,552	c			16,827	
From: VA 643 Spriggs Road											
To: VA 234 Dumfries Road											
Total Funds:										16,827	

Description: Minnieville Road Construct 4-Lane Divided Roadway within cited limits.



Prince William Parkway Widening											
TIP ID: 6123		Agency ID: 100427		Title: Prince William Widening						Complete:	
Facility: Prince William Parkway		AC	80/20/0	2,500	b						
From: Chinn Park Drive				1,938	c						
To: Minnieville Road		AC Conversion	80/20/0	1,340	a	1,007	a	333	a	5,771	
						931	b	1,938	c		
		REVSH	0/50/50	8,510	c	1,830	c			1,830	
Total Funds:										7,601	

Description: Widen Prince William Parkway from four to six lanes

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

Source		Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total	
Prince William Parkway (294)											
TIP ID: 5889		Agency ID: 90206		Title: Prince William Parkway Widening						Complete:	
Facility:		BD	0/0/100	680 b	18,705 c					19,385	
From: Old Bridge Road		HSIP	90/10/0	281 b							
To: Minnieville Road				421 c							
										Total Funds: 19,385	

Description:

Prince William Parkway Construct 6-Lane Divided Roadway											
TIP ID: 5391		Agency ID: PWC0008		Title: Prince William Parkway Construct 6-Lane Divided Roadway						Complete: 2020	
Facility: VA 3000 Prince William Parkway		BD	0/0/100	2,000 b						2,000	
From: VA 641 Old Bridge Road		REVSH	0/50/50	13,510 c						13,510	
To: VA 640 Minnieville Road											
										Total Funds: 15,510	


Description: Prince William Parkway Construct 6-Lane Divided Roadway within cited limits.





Purcell Road: Realignment & Added capacity, Safety Improvement											
TIP ID: 5890		Agency ID: 90499		Title: Purcell Rd Realignment & added capacity						Complete:	
Facility:		AC	100/0/0	761 c							
From: Rte 234		EB/MG	80/20/0	20 c							
To: 0.3 Mi East of Vista Brooke Drive		HSIP	90/10/0	617 c							
		Local	0/0/100		735 c					735	
		RSTP	80/20/0	123 a							
				935 b							
				1,162 c							
		STP	80/20/0	702 c							
										Total Funds: 735	

Description:

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

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
Rollins Ford Road Widening									
TIP ID: 5366 Agency ID: 90226 T6494		Title: Rollins Ford Road						Complete: 2016	
Facility: Rollins Ford Road	BD	0/0/100	10,762 c				10,762		
From: VA 215 Vint Hill Road									
To: Songsparrow/Yellow Hammer Drive									
Description: Project would extend the existing 4-lane facility from Vint Hill Road to Songsparrow/Yellow Hammer Drive with a 16 foot raised median and bike trail accommodations.									
									Total Funds: 10,762

VA 840 University Boulevard Construct and Widen									
TIP ID: 4877 Agency ID: 94194		Title: University Blvd.						Complete: 2014	
Facility: VA 840 University Blvd.	BD	0/0/100	11,150 c				11,150		
From: VA 1566 Sudley Manor Dr.									
To: VA 3000 Prince William Parkway									
Description: Construct 4-lane divided road between Sudley Manor and Hornbaker, reconstruct intersection at Prince William Parkway without adding through lanes/capacity									
									Total Funds: 11,150

Urban									
Bus Shelters									
TIP ID: 6127 Agency ID: 79791		Title: Alexander Transit Services Improvements						Complete:	
Facility:	ARRA/TIGER	100/0/0	30 c				30		
From:									
To:	Section 5309	80/20/0	50 c	1,400 c	750 c	2,200			
									Total Funds: 2,230
Description:									

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

	Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
Eisenhower Valley Access and Circulation Improvements										
TIP ID: 4712	Agency ID: 77378	Title: Eisenhower Avenue Widening							Complete: 2016	
Facility: Eisenhower Avenue	STP	80/20/0	-543 a	1,000 b						1,000
From: Mill Road			4,000 c							
To: Holland Lane										
Total Funds:										1,000

Description: Widen Eisenhower Avenue, within the cited limits and intended to relieve congestion and improve safety along Eisenhower Avenue, Mill Road, and Holland Lane. The project includes improvements to the Eisenhower Ave./Mill Road intersection, Eisenhower Ave./John Carlyle Street intersection, sidewalk improvements along the north side of Eisenhower Avenue, and at the Eisenhower Avenue/Holland Lane intersection.

Improvements at the Mill Rd. intersection includes widening in the southwest quadrant along Mill Road, addition of a second left turn lane from Eisenhower Avenue to Mill Road, improvements to all crosswalks in the intersection, and milling/overlaying work.

Improvements at the Eisenhower Ave. & John Carlyle St. intersection includes a left turn lane at John Carlyle Street.

The improvements at the Eisenhower Avenue/Holland Lane intersection include replacing the roundabout with a signalized intersection. After the reconfiguration the intersection will have two thru lanes westbound, a variable width grassed median generally 9.5 feet in width, two thru lanes eastbound, and a right turn lane onto Holland Lane. The sidewalk along the north and south sides of Eisenhower Avenue will be improved.

Other miscellaneous improvements will be made along the corridor which includes improving curb cut ramps and the addition of a mid-block crosswalk in front of the Patent and Trademark Office.

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

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total	
Bridge										
Construction: Bridge Rehabilitation/Replacement/Reconstruction										
TIP ID: 5503	Agency ID: TIPGRP001	Title: Construction: Bridge Rehabilitation/Replacement/Reconstruction							Complete:	
Facility: District-wide Bridges	AC	90/10/0	1,556 c		10,714 c				10,714	
From:	AC Conversion	80/20/0		464 b	1,251 b	409 b			13,070	
To:						10,946 c				
	AC.	80/20/0	488 a 1,920 b							
	BR	80/20/0	-1,410 a 3,228 b	296 a 4,776 c	4,241 c				9,313	
	CMAQ	80/20/0	2,484 c							
	DEMO	80/20/0	326 c							
	EB/MG	80/20/0	-741 a 781 c	243 b	552 c				795	
	HES/STP	80/20/0		1,105 b					1,105	
	NHS	80/20/0	-102 a	2,628 b					2,628	
	STP	80/20/0	1,132 c		229 c				229	
Total Funds:									37,854	

Description: TIP Grouping project for Construction: Bridge Rehabilitation/Replacement/Reconstruction. See CLRP for the derivation of STIP Grouping and how they are part of the TIP. Individual projects within STIP Group are shown on Appendix A.

TIP Grouping for Preventive Maintenance for Bridges

TIP ID: 5525	Agency ID: TIPGRP006	Title: TIP Grouping for Preventive Maintenance for Bridges							Complete:	
Facility: Bridges	BR	80/20/0	51,462 c	52,580 c	67,177 c	65,943 c			185,700	
From: NoVA District										
To:									Total Funds: 185,700	

Description: TIP Grouping for Preventive Maintenance for Bridges. See CLRP for the derivation of STIP Grouping and how they are part of TIP. See Appendix A for listing of individual STIP Grouped projects.

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


Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
Enhancement									
TIP Grouping project for Construction: Transportation Enhancement Byway Non-Traditional									
TIP ID: 5523 Agency ID: TIPGRP004 Title: TIP Grouping project for Construction: Transportation Enhancement Byway Non-Traditional Complete:									
Facility: Transportation Enhancement Byway Non-Tr	AC	80/20/0	2 a						
From: NoVA District			15 b						
To:			65 c						
BD	0/0/100		3,687 c	1,432 c					5,119
BR	80/20/0		-224 b						
CMAQ	80/20/0		1,799 a	1,575 c					1,575
			1,250 b						
			11,575 c						
DEMO	100/0/0		59 a						
			1,020 c						
Earmark	80/20/0		251 a						
HES/STP	90/10/0		3 a						
HSIP	90/10/0		30 a						
			1,252 c						
NHS	80/20/0		1,175 c						
RSTP	80/20/0		40 b	150 c					150
			84 c						
State/DC	0/100/0		5,539 c						
STP	80/20/0		246 c						
Total Funds:									6,844

Description: TIP Grouping project for Construction: Transportation Enhancement Byway Non-Traditional. See CLRP for the derivation of STIP Grouping and how they are part of the TIP. See Appendix A to see individual projects within this STIP Group.

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

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
ITS									
TIP Grouping project for Maintenance: Traffic and Safety Operations									
TIP ID: 5526	Agency ID: TIPGRP007	Title: TIP Grouping project for Maintenance: Traffic and Safety Operations						Complete:	
Facility: Traffic and Safety Operations	EB/MG	80/20/0	7,945 c	8,144 c	8,348 c	8,556 c			25,048
From: NoVA District	NHS	80/20/0	12,856 c	13,178 c	13,507 c	13,845 c			40,530
To:	STP	80/20/0	5,184 c	5,314 c	5,446 c	5,583 c			16,343
Total Funds:									81,921

Description: TIP Grouping project for Maintenance: Traffic and Safety Operations. See CLRP for the derivation of STIP Grouping and how they are part of TIP. Individual projects within the STIP Group are found in Appendix A.

Other									
BRAC/Economic Development									
TIP ID: 5768	Agency ID: 81738	Title: BRAC -Economic Development						Complete:	
Facility:	AC Conversion	90/10/0	645 a	454 a	400 a				854
From:									
To:									
Total Funds:									854
Description: Program is to finance BRAC State Administration. 									

Evaluation of Significant Projects that can ease Congestion									
TIP ID: 6074	Agency ID: UPC# 103910	Title: Evaluation of Significant Projects that can ease Congestion						Complete: 2014	
Facility: N/A	AC.	90/10/0		1,500 a					1,500
From:									
To:	IM	90/10/0		1,500 a					1,500
Total Funds:									3,000
Description: Chapters 768 and 825 of the 2012 Acts of Assembly amended the Code of Virginia by adding §33.1-13, 03:1, which directs VDOT to work with the Commonwealth Transportation Board, the Department of Rail and Public Transportation, and the Northern Virginia Transportation Authority to evaluate and rate all significant transportation projects in and near the NOVA district. Each transportation project's evaluation and rating are to be based primarily on the project's expected impact on reducing congestion. To the extent possible, the evaluation and rating will also be based on the project's expected improvement in mobility during a homeland security emergency.									

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

Source		Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
TIP Grouping project for Construction: Safety/ITS/Operational Improvements										
TIP ID: 5506	Agency ID: TIPGRP003	Title: TIP Grouping project for Construction: Safety/ITS/Operational Improvements							Complete:	
Facility: Safety/ITS/Operational Projects	AC	80/20/0	-4,912 a	1,227 c						1,227
From: Districtwide			19,081 c							
To:	AC Conversion	80/20/0	500 a	2,498 c	2,346 c	2,346 c				7,190
	CMAQ	80/20/0	1,531 a	968 c	169 c					1,137
			120 b							
			16,499 c							
	DEMO	90/10/0	3,467 a			940 c				940
			9,544 b							
			3,327 c							
	EB/MG	80/20/0	-11,213 a	5,347 c						5,347
			-226 b							
			12,427 c							
	HSIP	90/10/0	-786 a	2,652 c	767 c	65 c				3,484
			1,470 b							
			18,262 c							
	RSTP	80/20/0	-3,984 a	1,468 c		8,592 c				10,060
			3,285 b							
			10,070 c							
	State/DC	0/100/0	268 b		382 c					382
			-2,903 c							
	STP	80/20/0	-18,305 a	4,839 c	3,543 c	2,695 c				11,077
			1,302 b							
			34,109 c							
Total Funds:										40,844

Description: TIP Grouping project for Construction: Safety/ITS/Operational Improvements. See Appendix A for specific projects and UPC information.

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

Source		Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
Virginia Statewide Vehicle Fuel Conversion Program										
TIP ID: 6041	Agency ID: T11802	Title: Virginia Statewide Vehicle Fuel Conversion Program							Complete:	
Facility:	AC Conversion	80/20/0			1,232 c	1,226 c				2,458
From:	AC.	80/20/0		22,948 c						22,948
To:	CMAQ	80/20/0		2,790 c						2,790
Total Funds:										28,196

Description: The project is for implementing the Statewide Vehicle Fuel Conversion Program.

Maintenance										
Replace bridge over NS Railway										
TIP ID: 5888	Agency ID: 90519	Title: Replace Bridge over Norfolk Southern Railway							Complete:	
Facility: 646 Aden Road	BR	80/20/0	165 b		757 c					757
From:	BR.	90/10/0		165 b						165
To:	STP	80/20/0			1,320 c					1,320
Total Funds:										2,242

Description:

TIP Grouping project for Preventive Maintenance and System Preservation										
TIP ID: 5524	Agency ID: TIPGRP005	Title: TIP Grouping project for Preventive Maintenance and System Preservation							Complete:	
Facility: Preventive Maintenance and System Preserv	EB/MG	100/0/0	71,348 c	36,500 c		36,170 c				72,670
From: NoVA District	IM	100/0/0	49,679 c	30,595 c		43,017 c				73,612
To:	NHS	100/0/0	62,324 c	43,171 c		55,735 c				98,906
	STP	100/0/0	33,677 c	33,677 c		34,410 c				68,087
Total Funds:										313,275

Description: This listing covers a number of projects/programs throughout Northern Virginia District. The nature/scope of these projects are Preventive Maintenance and System Preservation. These projects have been determined to be exempt from conformity requirements and are eligible for a Categorical Exclusion (CE) under NEPA and hence may be grouped as per April 9, 2008 MOA between FHWA, FTA, VDOT & VDRPT which was subsequently adopted by the NCR-TPB. Individual projects within the STIP Group are found in Appendix A.

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

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
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Transit

Columbia Pike Street Cars

TIP ID: **5409** Agency ID: **ARL0016** Title: **Reconstruct Columbia Pike for Streetcar** Complete: **2016**

Facility: Columbia Pike Corridor	Local	0/0/100	4,000 a	6,000 a					10,000
From: Skyline Center									
To: Pentagon City									
Total Funds:									10,000

Description: Joint project between Arlington and Fairfax County to provide a 4.7 mile street car transit corridor.

Construction of Park & Ride Lot I-95/PW County Parkway Telegraph Road Lot

TIP ID: **5928** Agency ID: **87984** Title: **Telegraph Road Park and Ride Lot** Complete:

Facility: Telegraph Road	AC Conversion	80/20/0	500 c	3,254 c					3,754
From:									
To:									
Total Funds:									3,754

Description: Build 400-500 space Park and Ride LOT on Telegraph Road adjacent to I-95 Horner Road Park Road LOT.

Crystal City- Potomac Yards Transitway

TIP ID: **5900** Agency ID: **ARL0008/T1117** Title: **Crystal City-Potomac Yards Transitway** Complete:

Facility:	STP	80/11/9	1,205 c	1,500 c					1,500
From: From Arlington County line									
To: 26th at South									
Total Funds:									1,500

Description:

CSX RF & P Rail Corridor Third Track

TIP ID: **5931** Agency ID: **VRE0017** Title: **Sept 2011 TIP Adjustment** Complete:

Facility:	Section 5307	80/14/6	4,000 c						4,000
From: CFP 55.7 Hamilton Interlocking (HA)	State/Local	0/70/30	4,003 c						4,003
To: CFP 53 VRE Crossroad Yard (XR)	STP	70/0/30	212 c						212
Total Funds:									8,215

Description: This project will construct 2.5 miles of third mainline track and associated infrastructure on the CSX RF & P rail corridor.

Dulles Corridor Metrorail Extension Phase II


TIP ID: **5901** Agency ID: **97226** Title: **Dulles Corridor Metrorail Extension Phase II** Complete:

Facility: VA 267 Dulles Toll Road	State/DC	0/100/0	150,000 c						150,000
From:									
To:									
Total Funds:									150,000


Description:

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

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total	
Dulles Corridor Metrorail Project										
TIP ID: 4364 Agency ID: DUL0001 VP2L		Title: Dulles Corridor Metrorail Project - Phase 1						Complete: 2014		
Facility:	ARRA/5309-B	100/0/0	77,260 c							
From: East Falls Church Metrorail Station	ARRA/5309-NS	100/0/0	611,114 c	96,000 c	24,895 c				120,895	
To: Wiehle Avenue	Local	0/0/100	##### c	143,030 c	150,000 c				293,030	
	Section 5307	100/0/0	75,000 c							
	Section 5309-NS	100/0/0		90,731 c					90,731	
	State/DC	0/100/0	176,700 c							
									Total Funds: 504,656	

Description: Perform engineering, design, and construction of the Dulles Corridor Metrorail Project (Phase 1), which will extend the Metrorail system in Fairfax County, through Tysons Corner to Wiehle Avenue. Funding sources may include Section 5309 funds, as well as Section 5307 to be obligated through a transfer of STP from FHWA to FTA. Includes right of way acquisition, construction of 5 new stations in Fairfax County, utility relocation, and improvements to Route 7, purchase of rail vehicles, and financing costs. Includes funding for roadway reconfiguration and improvements being conducted concurrently with the Metrorail project. Toll funding includes debt service for bonds. 

TIP ID: 4272 Agency ID: DUL0002		Title: Dulles Corridor Metrorail Project - Phase 2						Complete: 2016		
Facility:	Local	0/0/100	132,279 c	347,840 c	479,734 c	595,681 c	595,681 c	579,734 c	38,751 c 2,637,421	
From: Wiehle Avenue	State/DC	0/100/0			100,000 c	100,000 c	100,000 c		300,000	
To: VA 772										
									Total Funds: 2,937,421	

Description: Continue the extension of the Metrorail system for another 11.5 miles to Route 772 in Loudoun County with additional stations at Reston Parkway, Monroe Street (Herndon), VA 28, Dulles Airport and VA 606. Direct access will be provided to Dulles Airport terminal. 

TIP ID: 6028 Agency ID: T1835/ALEX0004		Title: Eisenhower Metrorail Station						Complete:		
Facility: Eisenhower Metrorail Station	PRIV	0/0/0		350 c					350	
From: Eisenhower Ave. and Swamp Fox Rd	Section 5309	80/20/0		30 c	700 c	1,050 c			1,780	
To:	Urban Flex	80/18/8				1,300 c	1,000 c		2,300	
									Total Funds: 4,430	

Description: This project will fund the rebuilding of the bus loop and plaza surrounding the Eisenhower Metrorail station to improve transit services and to be consistent with surrounding land uses.

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

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total	
Loudoun County Park and Ride Lots, Construct										
TIP ID: 4216	Agency ID: 79679	Title: Loudoun County Park-and-Ride Lot (Lowes Island)						Complete: 2016		
Facility: Park and Ride Lot	AC Conversion	80/20/0	22 c	23 c	24 c				69	
From: Lowes Island	AC.	80/20/0	118 c							
To:	CMAQ	80/20/0	27 c							
Total Funds:									69	

Description: Lease commuter parking spaces at Great Falls Plaza



This lot is served by the County's Commuter Bus Service. This project will enable funding for several years while a permanent, non-leased site is located.

Paratransit Vehicles										
TIP ID: 5906	Agency ID: AGPW001	Title: Paratransit vehicles						Complete:		
Facility:	Section 5310	80/0/20	150 c	149 c	90 c				389	
From:										
To:										
Total Funds:									389	

Description:

TIP ID: 5905	Agency ID: ECHO001	Title: Paratransit vehicles						Complete:		
Facility:	Section 5310	80/0/20	50 c	52 c	60 c				162	
From:										
To:										
Total Funds:									162	

Description:

Potomac Yard Metro										
TIP ID: 5927	Agency ID: 99516	Title: Potomac Yard Metro						Complete:		
Facility: US 1 Potomac Yards -Alexandria	Urban Flex	80/18/2	1,000 a						1,000	
From:										
To:										
Total Funds:									1,000	

Description:

Potomac Yard Transit Improvements in City of Alexandria										
TIP ID: 6036	Agency ID: ALEX0005 /T1837	Title: Potomac Yard Transit Improvements - CN & RW						Complete:		
Facility:	Section 5309	100/0/0	500 c						500	
From:										
To:										
Total Funds:									500	

Description:



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

Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total	
PRTC - Bus Acquisition / Replacement Program										
TIP ID: 4506	Agency ID: PRTC0005	Title: PRTC - Bus Acquisition / Replacement Program								Complete: 2040
Facility: PRTC - Bus Acquisition	Section 5309	80/20/0	572 a	2,024 c	2,085 c				4,681	
From: NOVA Districtwide										
To:	Section 5309.	80/10/10				2,148 c	2,148 c	2,148 c	6,444	
Total Funds:									11,125	

Description: Enhancement and / or replacement of existing buses within the PRTC fleet.

PRTC - Capital Cost of Contracting										
TIP ID: 5601	Agency ID: PRTC0004	Title: PRT - Preventative Maintenance								Complete: 2040
Facility:	Section 5307	80/20/0	3,581 c	3,775 c	3,906 c	6,458 c	6,705 c	6,767 c	31,192	
From:										
To:										
Total Funds:									31,192	

Description: Maintenance of the Omniride and Omnilink services.

PRTC - Rehabilitate / Rebuild OmniRide Buses										
TIP ID: 5540	Agency ID: PRTC0003	Title: PRTC - Rehabilitate / Rebuild OmniRide Buses								Complete: 2015
Facility: OmniRide Buses	Section 5309-B	80/20/0	8,549 c						8,549	
From: Prince William County										
To:										
Total Funds:									8,549	

Description: Overhaul MCI buses in order to lengthen the bus useful life and rebuild several more trains/bus engines.

PRTC Bus Shelter Programs										
TIP ID: 5304	Agency ID: PRTC0001	Title: PRTC Bus Shelter Program								Complete: 2040
Facility: Bus Shelters	Section 5307	80/20/0	39 a	40 a	41 a	42 a	42 a	42 a	246	
From: Prince William, Manassas, Manassas Park										
To:										
Total Funds:									246	

Description: Installation of bus shelters, pads, benches and access improvements.



PRTC Security Enhancements										
TIP ID: 5707	Agency ID: PRTC0006	Title: PRTC Security Enhancements								Complete: 2040
Facility: PRTC Transit Center	Section 5307	80/20/0	39 c	40 c	41 c	42 c	42 c	42 c	246	
From:										
To:										
Total Funds:									246	

Description: Ongoing

Improves safety and security at the PRTC Transit Center. Grantees must certify that at least 1% of Formula funding received each fiscal year is being used for transit security projects. Projects include cameras, additional lighting, drills, communications systems, facility access, System Safety Security Plan, etc.

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

	Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
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Van Dorn Beauregard BRT

TIP ID: 6126	Agency ID: ALEX0009	Title: Van Dorn Beauregard BRT							Complete:	
Facility:	Section 5339	80/0/20		1,000 c						1,000
From:										
To:	Total Funds: 1,000									
Description:										

VRE - Administration / Studies / Training

TIP ID: 4802	Agency ID: VRE0002	Title: Fare Collection System/Comm. Improvements							Complete: 2030	
Facility:	Section 5309	80/20/0				1,800 c				1,800
From: Systemwide										
To:	Total Funds: 1,800									
Description: Ongoing maintenance of the fare collection equipment and the next generation of fare equipment. Fare Collection III										

TIP ID: 4277	Agency ID: VRE0003	Title: Security Enhancements Systemwide							Complete: 2040	
Facility:	Section 5307	80/20/0	100 c	100 c	100 c	100 c	100 c	100 c	100 c	600
From: Systemwide										
To:	Total Funds: 600									
Description: Grantees must certify that at least 1% of 5307 funding received each fiscal year is being used for transit security projects										

TIP ID: 4489	Agency ID: VRE0008	Title: Grant and Project Management							Complete: 2030	
Facility: System Wide	Section 5307	80/20/0	450 a	475 a	500 a	525 a	550 a	500 a	500 a	3,000
From: Northern Virginia										
To:	Section 5309	80/20/0	353 a	365 a	373 a	380 a	387 a	400 a	400 a	2,258
										Total Funds: 5,258
Description: The costs of grants and project management, as well as staff participation in federal grants management seminars, will be capitalized to the grants, reserving operating funds for service provision.										

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

	Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total	
VRE - Rolling Stock Acquisition											
TIP ID: 4818	Agency ID: VRE0001		Title: Rolling Stock Modifications and Overhauls							Complete: 2040	
Facility:	Section 5307	80/20/0		50 c	50 c	50 c	50 c	50 c	50 c	250	
From: Systemwide	Section 5307.	80/16/4		483 c	400 c		50 c			933	
To:	Section 5309	80/20/0						1,500 c		1,500	
	Section 5309.	80/16/4		2,283 c	4,000 c					6,283	
Total Funds:										8,966	

Description: Technological developments and safety mandates from the Federal Railroad Administration (FRA), may require ongoing improvements to the VRE fleet. Projects that bring VRE into compliance with future federal mandates will be given the highest funding priority. Implementing PTC as required by FRA.

TIP ID: 4534	Agency ID: VRE0009		Title: Rolling Stock Acquisition							Complete: 2040	
Facility: VRE Rolling Stock	Section 5307	80/20/0		3,574 c		5,478 c	2,641 c	3,214 c		14,907	
From: Systemwide	Section 5307.	80/16/4			7,456 c					7,456	
To:	Section 5309-FG	80/20/0		5,135 c	6,500 c		5,383 c	5,697 c	13,247 c	35,962	
	Section 5309-FG.	80/16/4				6,510 c				6,510	
Total Funds:										64,835	

Description: VRE has purchased from Sumitomo 11 cab cars (base order), 50 cab and trailers (option order) and an additional 10 cars. In addition, VRE has contracted with Motive Power for 25 locomotives and will be adding additional as funding becomes available. This project includes funding plus a new procurement of up to 42 railcars. for debt service of the rolling stock, spec development and construction oversight.,plus a new procurement of up to 42 railcars.

VRE - Stations and Facilities											
TIP ID: 4310	Agency ID: VRE0011		Title: VRE Stations and Facilities							Complete: 2040	
Facility: VRE Stations and Facilities	Section 5307	80/20/0					100 c	400 c		500	
From: Districtwide	Section 5309	80/20/0		500 c	500 c			250 c	300 c	1,550	
To:											
Total Funds:										2,050	

Description: Involves the addition of second platforms, canopy and platform extensions, replacement of signage and other related improvements at various VRE stations in order to keep the stations in good repair. This work will be done at various stations including Fredericksburg, Leeland Road, Brooke, Manassas, Manassas Park, Woodbridge, Rippon, Rolling Road, Broad Run, Burke and other stations to be determined.



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

		Source	Fed/St/Loc	Previous Funding	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Source Total
VRE - Tracks and Storage Yards											
TIP ID: 4070	Agency ID: VRE0007	Title: Storage Yards Improvements								Complete: 2030	
Facility:		Section 5307	80/10/10		376 c	469 c	2,422 c				3,267
From: Systemwide		Section 5307.	80/20/0					5,261 c	4,636 c		9,897
To:		Section 5309	80/10/10		262 c	685 c	1,067 c				2,014
		Section 5309.	80/20/0					2,087 c	416 c		2,503
										Total Funds:	17,681

Description: As additional cars are added to accommodate ridership demand, storage yards and maintenance facilities must be obtained and/or upgraded. Improvements to the yards and maintenance facilities will allow additional maintenance to be performed by VRE contractors and additional vehicles to be stored.

VRE Track Lease Improvements											
TIP ID: 5489	Agency ID: VRE0012	Title: VRE Track Lease Improvements								Complete: 2040	
Facility: VRE Track		STP	80/10/10		14,000 c	14,560 c	15,142 c	15,748 c	16,378 c	17,033 c	92,861
From: NoVA and District of Columbia											
To:											
										Total Funds:	92,861

Description: Provides capitalized access fees in the form of long term and related capital improvements on the railroad systems that VRE operates on railroad systems owned by Amtrak, CSX, and Norfolk Southern.

Appendix A

Projects by Grouping

Northern Virginia MPO

Construction : Bridge Rehabilitation/Replacement/Reconstruction

System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	17071	Alexandria	0095	\$154,721,121
		RTE 95 - SECURING OF CONSULTANT FROM: MANAGEMENT, COORDINATION, SCHEDULING, ADMINISTRATION TO: AND COMMUNITY RELATIONS AT WOODROW WILSON BRIDGE		
Primary	82135	Fairfax County	0007	\$175,931
		MAJOR BRIDGE REHABILITATION FROM: DECK REPLACEMENT & WIDENING; SUPERSTRUCTURE & SUBSTRUCTURE TO: REPAIRS - LEESBURG PIKE		
Primary	82131	Arlington County	0027	\$20,013,667
		MAJOR BRIDGE REHABILITATION ON WASHINGTON BLVD/RT 27 @RT 110 FROM: DECK REPLACEMENT, SUPERSTRUCTURE & SUBSTRUCTURE REPAIR TO: ON WASHINGTON BLVD		
Primary	77322	Fairfax County	0029	\$14,246,448
		RTE 29 - BRIDGE REPLACEMENT OVER LITTLE ROCKY RUN FROM: 0.2 MILE EAST OF PICKWICK ROAD TO: UNION MILL ROAD (0.3850 MI)		
Primary	18860	Arlington County	GLEBE ROAD (0120)	\$7,169,622
		BRIDGE REPLACEMENT @ GLEBE RD/RT 120 & RT 50 IN ARLINGTON CO FROM: 0.07 MILES SOUTH ROUTE 50 TO: 0.06 MILES NORTH ROUTE 50 (0.1300 MI)		
Primary	93805	Arlington County	GLEBE ROAD (0120)	\$8,439,102
		GLEBE RD/RT 120 & RT 50 Bridge - Interchange Improv FROM: .14 Miles South Route 50 TO: .08 Miles North Route 50 (0.2200 MI)		
Primary	92567	Fairfax County	CHAIN BRIDGE ROAD (0123)	\$1,072,709
		Bridge Repairs/Rehab and Overlay, Rte 123 SB over I-66 FROM: 00.57 mile from Rte 655 TO: 00.67 mile to Rte 29/50 (0.1000 MI)		
Primary	82132	Arlington County	0236	\$68,305
		MAJOR BRIDGE REHABILITATION FROM: DECK REPLACEMENT; SUPERSTRUCTURE & SUBSTRUCTURE REPAIRS TO: ON DUKE STREET		
Secondary	82180	Arlington County	0000	\$4,078,495
		BRIDGE REHAB, DECK REPLACE, SUPER & SUBSTRUCTURE REPAIR		
Secondary	95636	Arlington County	CARLIN SPRINGS ROAD	\$845,000
		Bridge Rehabilitation Carlin Springs Road at Geo Mason Dr. FROM: Carlin Springs Road TO: George Mason Dr		
Secondary	84385	Fairfax County	BEACH MILL ROAD (0603)	\$1,251,529
		BEACH MILL ROAD - RTE 603 - BR. OVER NICHOLS BRANCH FROM: 0.55 MI W. OF RTE 674 (SPRINGVALE RD) TO: 0.45 MI W. OF RTE 674 (SPRINGVALE RD) (0.1000 MI)		

Northern Virginia MPO

Construction : Bridge Rehabilitation/Replacement/Reconstruction

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Secondary	82213	Fairfax County	BEULAH ROAD (0702) RTE 702 BRIDGE REHAB - SCOUR COUNTERMEASURE BRIDGE REHAB OVER WOLF TRAP RUN (0.5000 MI)		\$581,571
Secondary	82215	Fairfax County	COMPTON ROAD (0658) COMPTON RD. - RTE. 658 - BRIDGE REHAB. OVER LITTLE ROCKY RUN FROM: 0.12mi W INT Rte 8361 TO: 0.06mi E INT Rte 8617 (0.1100 MI)		\$158,950
Secondary	76247	Fairfax County	TOWLSTON ROAD (0676) TOWLSTON RD - RT 676 - REPLACE BRIDGE OVER ROCKY RUN FROM: BRIDGE REPLACEMENT OVER ROCKY RUN TO: (0.15 MILE FROM ROUTE 738) STRUCTURE # 6137 (0.2000 MI)		\$433,828
Secondary	87728	Fairfax County	TWIN LAKES DRIVE (3546) TWIN LAKES DR BRIDGE REHABILITATION OVER JOHHNY MOORE CREEK FROM: 0.43mi From Rte 645 TO: 0.46mi To Rte 659 (0.1700 MI)		\$1,331,567
Secondary	84383	Fairfax County	WALKER ROAD (0681) WALKER RD - RTE 681 - REPLACE BRIDGE OVER PINEY RUN FROM: 0.3 Mi. N of Route 743 (Colvin Run Road) TO: 0.4 Mi N of Route 743 (Colvin Run Road) (0.1000 MI)		\$2,766,708
Secondary	82214	Fairfax County	WALNEY ROAD (0657) WALNEY RD - RT 657 - BRIDGE REHAB OVER FLATLICK BRANCH FROM: 0.42mi S INT Rte 6215 TO: 0.03mi N INT Rte 6755 (0.1000 MI)		\$7,000,000
Secondary	92704	Loudoun County	0000 ARRA DB Superstructure Replacement Loudoun FROM: 0 TO: 0		\$1,350,268
Secondary	99678	Loudoun County	FOREST MILLS RD (0727) Bridge Replace. Forest Mills Road Over Trib. of Crooked Run FROM: 0.00 TO: 0.00		\$800,000
Secondary	5238	Loudoun County	SNICKERSVILLE TN (0734) RTE 734 - REHABILITATION OF EXISTING BRIDGE FROM: 0.015 MILE SOUTH BEAVERDAM CREEK TO: 0.015 MILE NORTH BEAVERDAM CREEK		\$2,663,192
Urban	57067	Alexandria	MONROE AVENUE (0001) RTE 1 - BRIDGE REPLACEMENT BRIDGE OVER CSXT & PROPOSED MAIN STREET (0.4500 MI)		\$38,120
Urban	89891	Fairfax	CHAIN BRIDGE ROAD (0123) Chain Bridge Road (Rte. 123) Bridge replacement FROM: Meadow Bridge Lane TO: Kenmore Drive		\$3,363,802
Urban	17689	Manassas	NOKESVILLE ROAD (0028) BUILD INTERCHANGE-RT 28/WELLINGTON RD&ELIMINATE @GRADE XING FROM: 0.252 MILE WEST ROUTE 674 (WELLINGTON ROAD) TO: 0.251 MILE EAST ROUTE 674 (WELLINGTON ROAD) (0.5030 MI)		\$22,385,705
Construction : Bridge Rehabilitation/Replacement/Reconstruction Total					\$254,955,640

Construction : Rail

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
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Northern Virginia MPO

Construction : Rail

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Secondary	81072	Prince William County RTE 668 - INSTALL NO RIGHT TURN ADVANCED FLASHER FROM: ON WELLINGTON TO BE INTERCONNECTED WITH RAILROAD SIGNAL TO: 209 FEET NORTH OF ROUTE 674 DOT #714-356G	RIXLEW LANE (0668)	\$313,000
Construction : Rail Total				\$313,000

Construction : Safety/ITS/Operational Improvements

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	80089	Multi-jurisdictional: Northern Virginia MPO Metro Area Transportation Operations Coord. (MATOC) Program FROM: A REGIONAL TRANSPORTATION AND COORDINATION AND TO: COMMUNICATION PROGRAM - METROPOLITAN WASHINGTON, DC		\$1,941,126
Interstate	52724	Northern Virginia District-wide COMMUTER CONNECTIONS & ENDZONE PARTNERS GUARANTEED RIDE HOME		\$1,067,000
Interstate	52725	Northern Virginia District-wide CLEAN AIR PARTNERS (FORMERLY ENDZONE REGIONAL PUBLIC EDUCATION CAMPAIGN)		\$1,756,000
Interstate	52726	Northern Virginia District-wide COMMUTER CONNECTIONS OPERATION CENTER		\$3,193,659
Interstate	61247	Northern Virginia District-wide STC SYSTEM MAINTENANCE / INTEGRATION FROM: OpenTMS / ASSIST SYSTEMS ADMN, MAINTENANCE, AND INTEGRATION TO: @ PSTOC AND THROUGHOUT THE NORTHERN REGION		\$12,000,000
Interstate	70638	Northern Virginia District-wide NOVA INTERSTATE DISTRICTWIDE GUARDRAIL VARIOUS ROUTES		\$0
Interstate	70654	Northern Virginia District-wide NOVA INTERSTATE SIGNAL DISTRICTWIDE VARIOUS ROUTES		\$0
Interstate	70656	Northern Virginia District-wide NOVA INTERSTATE SIGNS DISTRICTWIDE VARIOUS ROUTES		\$0
Interstate	72835	Northern Virginia District-wide HOV LANE ENFORCEMENT DISTRICTWIDE		\$2,700,000
Interstate	82668	Northern Virginia District-wide PSTOC (SOFTWARE & HARDWARE) TRANSITION PLANNING		\$1,630,000

Northern Virginia MPO

Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	84570	Northern Virginia District-wide	RTES 95 & 395 PAVING OVERLAY AT VARIOUS LOCATIONS ON I-95 AND I-395 VARIOUS LOCATIONS		\$5,820,253
Interstate	87396	Northern Virginia District-wide	REGION TRANSP MGMT PLAN (MULTIPLE PROJECTS-NOT FULLY FUNDED) FROM: Congestion Management Plan TO: Congestion Management Plan		\$49,523,412
Interstate	86487	Northern Virginia District-wide	0000 UPDATE & HARMONIZE ITS MASTER PLAN w/ OTHER MASTER PLANS		\$50,000
Interstate	89757	Northern Virginia District-wide	0000 INSTALL AUXILIARY POWER SUPPLY & SURGE PROTECTION FROM: Interstate System in Northern Region TO: Interstate System in Northern Region		\$1,440,000
Interstate	89759	Northern Virginia District-wide	0000 Sign Inventory Plan Development		\$250,000
Interstate	89760	Northern Virginia District-wide	0000 Interstate Guardrail Design and Survey		\$13,088
Interstate	90446	Northern Virginia District-wide	0000 Tyson Corner 511 Project FROM: Tysons Corner TO: Tysons Corner		\$400,000
Interstate	56996	Arlington County	0066 RTE 66 - IMPLEMENT IDEA - 66 STUDY RECOMMENDATIONS FROM: ROSSLYN TUNNEL TO: DULLES AIRPORT ACCESS ROAD (6.5000 MI)		\$1,668,128
Interstate	81321	Fairfax County	0066 RTE 66 - IMPROVE HORIZONTAL ALIGNMENT FROM: NUTLEY STREET TO: ROUTE 243		\$619,093
Interstate	84743	Fairfax County	0066 I-66 Pvm. Rehabilitation - Surveys & Concept Development FROM: I495 (Capital Beltway) TO: Rte 50		\$2,500,000
Interstate	89579	Fairfax County	I66 (0066) Conc. Pvm. Repairs - WB I-66 & Ramp to WB Rte 50 FROM: WBL I-66 at Jermantown Rd overpass TO: Western terminus ramp to WBL Rte 50		\$5,644,496
Interstate	89880	Fairfax County	0066 I-66 ITS UPGRADE / INSTALLATION, US 50 to I-495 FROM: US 50 TO: I-495 (7.0000 MI)		\$430,356
Interstate	90113	Fairfax County	0066 DMS Upgrade, Phase IA - ITS Northern Region (Interstate) FROM: I-495 (Capital Beltway) TO: Arlington County Line		\$1,000,000
Interstate	93512	Fairfax County	0066 Horizontal Alignment Close Ramp Spurs I-66 at Route 28 ramp termini		\$726

Northern Virginia MPO

Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	96105	Fairfax County	I-66 (0066) ARRA - I66 Pavement FROM: Rte 50 TO: I495 (5.6000 MI)		\$20,066,412
Interstate	97216	Fairfax County	I-66 (0066) ARRA-C I66 Pavement FROM: Rte 50 TO: I-495 (5.6000 MI)		\$49,933,588
Interstate	97383	Fairfax County	INTERSTATE 66 (0066) Upgrade Signal Hardware at Rte 7 and I-66 EB Off-Ramp FROM: EB Off-Ramp I-66 TO: Rte 7 Leesburg Pike		\$165,524
Interstate	97586	Multi-jurisdictional: Northern Virginia MPO	0066 I-66 MULTI MODAL STUDY FROM: Interstate 66 (DC Line) TO: Interstate 495 (Capital Beltway) (16.5000 MI)		\$4,000,000
Interstate	16629	Northern Virginia District-wide	0066 RTE 66 - TRAFFIC MANAGEMENT SYSTEM - FAIRFAX & ARLINGTON FROM: ROUTE 495 TO: DISTRICT OF COLUMBIA		\$3,121,949
Interstate	89666	Northern Virginia District-wide	I-66 (0066) I-66 Gore Areas Upgrade of Pavement Markings FROM: US 15 TO: Rte 110 in Arlington Co.		\$211,617
Interstate	16623	Prince William County	0066 RTE 66 - ROADWAY LIGHTING FROM: ROUTE 234 TO: FAIRFAX COUNTY LINE		\$6,894,802
Interstate	92243	Prince William County	I-66 (0066) I-66 Rumble Strip Installation, Fauquier Co Line to VA 28 FROM: Fauquier County Line TO: VA 28 (22.0000 MI)		\$173,339
Interstate	50430	Alexandria	0095 RTE 95 - GEOTECHNICAL STUDIES FROM: WOODROW WILSON MEMORIAL BRIDGE TO: (N504-WICK DRAIN TEST EMBANKMENT)		\$267,742
Interstate	56914	Alexandria	0095 RTE 95 - HIGHWAY ADVISORY RADIO WOODROW WILSON BRIDGE		\$108,239
Interstate	56915	Fairfax County	0095 RTE 95 - HIGHWAY ADVISORY RADIO FROM: SPRINGFIELD TO: VAN DORN		\$100,589
Interstate	77261	Fairfax County	0095 RTE 95 - EXTEND DECELERATION LANE FOR HOV RAMP FROM: 1500 FEET SOUTH OF THE NEWINGTON FLYOVER OFF-RAMP TO: FLYOVER OFF-RAMP (0.5300 MI)		\$895,271
Interstate	90159	Fairfax County	SPRINGFIELD INTERCHANGE (0095) I-95 Interchange Improvements Phase VIII Support HOV Roadways Between Routes i-95/I-395/I-495 (1.3000 MI)		\$6,500,000

Northern Virginia MPO

Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	73246	Northern Virginia District-wide	0095		\$3,940,000
			RTE 95 - CONGESTION MANAGEMENT		
			TDM & TRANSIT		
Interstate	77627	Northern Virginia District-wide	0095		\$1,250,000
			RTE 95 - BELTWAY MOBILITY STUDY (W/MARYLAND) SUPPORTING SERV		
			FROM: I-95/I-495/I-395 INTERCHANGE TO: MARYLAND ROUTE 5		
Interstate	87381	Northern Virginia District-wide	0095		\$1,274,644
			NRO - ITS Device Migration to an IP-Based Network		
Interstate	89664	Northern Virginia District-wide	0095		\$109,827
			I-95 Gore Areas Upgrade of Pavement Markings		
			FROM: Russell Road TO: Route 123		
Interstate	77260	Prince William County	0095		\$416,545
			RTE 95-EXTEND ACCEL/DECEL LANE FOR HOV RAMP @ HORNER RD P&R		
			FROM: P W PARKWAY RAMP TO: 3000 FEET NORTH +/- PW PARKWAY RAMP (0.5700 MI)		
Interstate	94105	Prince William County	I-95 (0095)		\$5,269,587
			I-95 Left Shoulder Upgrade Prince William		
			FROM: South Prince William County Line TO: North Prince William County Line		
Interstate	96745	Prince William County	I-95 NORTHBOUND (0095)		\$1,215,452
			I-95 NB @ MP 153 Horizontal Alignment, Shoulder, GR & Lights		
			FROM: I-95 NB MP 153.85 TO: I-95 NB MP 153.56 (0.2900 MI)		
Interstate	96749	Prince William County	I-95 SOUTHBOUND (0095)		\$1,180,243
			I-95 SB @ MP 158 Horizontal Alignment, Shoulder & Guardrail.		
			FROM: I-95 SB MP 153.77 TO: I-95 SB MP153.53 (0.2400 MI)		
Interstate	16004	Arlington County	0395		\$1,037,533
			RTE 395 - STUDY FOR SAFETY & TRAFFIC ON NB LANES - PE ONLY		
			FROM: BOUNDARY DRIVE TO: WASHINGTON D.C. LINE		
Interstate	58433	Arlington County	0395		\$1,160,793
			RTE I-395 - GUIDE SIGNS		
			FROM: 0.5 MILE SOUTH ROUTE 27 TO: WCL DISTRICT OF COLUMBIA (2.0300 MI)		
Interstate	69132	Arlington County	0395		\$1,944,000
			RTE 395 - INCIDENT MANAGEMENT		
			FROM: 14TH STREET BRIDGE TO: VA 7 / ALEXANDRIA CITY LIMITS		
Interstate	77262	Arlington County	0395		\$2,700,000
			RTE 395 - WIDEN HOV Off Ramp to 2 lanes		
			FROM: NB Off Ramp TO: EADS STREET (0.2000 MI)		
Interstate	89663	Northern Virginia District-wide	0395		\$110,659
			I-395 Gore Areas Upgrade of Pavement Markings		
			FROM: Rte 648 in Fairfax County TO: George Washington Parkway		
Interstate	89657	Northern Virginia District-wide	0495		\$8,756
			I-495 Gore Areas Upgrade of Pavement Markings		
			at Rte 613		

Northern Virginia MPO

Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	70651		Northern Virginia District-wide	IRM0	\$0
			INTERSTATE PAVEMENT MARKINGS & MARKERS		
			DISTRICTWIDE VARIOUS ROUTES		
Miscellaneous	13555		Arlington County		\$3,038,000
			HIGHWAY SIGNALIZATION		
			FROM: ARLINGTON COUNTYWIDE - TO: ON NH SYSTEM		
Miscellaneous	70506		Arlington County		\$610,000
			BUS SHELTERS/SAFETY ENHANCEMENTS		
Miscellaneous	79276		Arlington County		\$6,772
			GROUNDING OF SIGNAL SYSTEM		
			VARIOUS LOCATION IN ARLINGTON COUNTY		
Miscellaneous	84327		Arlington County	COLUMBIA PIKE	\$500,000
			Bus Information Technology Deployment - Columbia Pike		
			FROM: Fairfax County Line TO: Washington Blvd (3.6100 MI)		
Miscellaneous	87493		Arlington County		\$1,000,000
			Transportation System Management & Communications Plant Upgr		
			Countywide		
Miscellaneous	94213		Arlington County	ARMY NAVY DRIVE	\$210,263
			Arlington Shared-Use Path Connections		
			FROM: Army Navy Drive @ Country Club Access Rd TO: Army Navy Drive @ 12th Street Intersection (1.0000 MI)		
Miscellaneous	94591		Arlington County	COUNTY WIDE	\$4,193,476
			ARRA TSM and Communications Plant Upgrade - PH 1		
			FROM: County Wide TO: County Wide		
Miscellaneous	94652		Arlington County	COUNTY WIDE (APPROX. 100 SIGNALS IN PHASE 2)	\$5,493,112
			TSM Fiber Optic Plant Upgrades - PH2A Construction		
			FROM: County Wide TO: County Wide		
Miscellaneous	95559		Arlington County	COUNTYWIDE	\$475,617
			ARRA-C TSM and Communications Plant Upgrade - PH 1		
			FROM: Countywide TO: Countywide		
Miscellaneous	97613		Arlington County	VARIOUS	\$190,000
			Arlington Bus Shelter Contract Various Sites - Ph2		
			10 Bus Shelter Sites		
Miscellaneous	89133		Fairfax County		\$610,000
			Design and Install Bus Shelters - Annual Contract FY08/09		
			Purchase & Installation of Bus Shelters at Various Locations		
Miscellaneous	63606		Loudoun County		\$20,000
			PURCHASE & INSTALLATION OF BUS SHELTERS AT VARIOUS LOCATIONS		
			(LEESBURG)		

Northern Virginia MPO

Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	17272	Northern Virginia District-wide	ITS PROJECT - TRAVELER INFORMATION SYSTEM FROM: NORTHERN VA DISTRICTWIDE TO: AND WASHINGTON METRO AREA		\$8,756,000
Miscellaneous	70498	Northern Virginia District-wide	ALTERNATIVE FUELS PROGRAM		\$750,000
Miscellaneous	70625	Northern Virginia District-wide	ARLINGTON COUNTY TRAFFIC SIGNAL OPTIMIZATION FROM: Arlington County Wide TO: Arlington County Wide		\$1,163,000
Miscellaneous	70752	Northern Virginia District-wide	NORTHERN VIRGINIA VANPOOL INCENTIVES PROGRAM REGIONWIDE		\$914,000
Miscellaneous	72659	Northern Virginia District-wide	DMS Travel Time FROM: NoVA Interstate System TO: NoVA Interstate System		\$536,595
Miscellaneous	78792	Northern Virginia District-wide	Retrofit / Upgrade of Overhead Signs / Structures on the NHS VARIOUS LOCATIONS - DISTRICTWIDE		\$4,574,384
Miscellaneous	81509	Statewide	PROJECTS IMPROVEMENTS GRANTS FOR SRTS PROGRAM Funding identified to be obligated statewide as projects are identified		\$0
Miscellaneous	76235	Northern Virginia District-wide	NVTA - 2020 PLAN UPDATE		\$1,000,000
Miscellaneous	97909	Fairfax County	0000 Public Safety Announcement Points (PSAP) Fairfax County Northern Region		\$83,108
Miscellaneous	94638	Loudoun County	0000 ARRA - Loudoun Misc.LED Signals/Ped Countdowns/Power Sources FROM: LOUDOUN COUNTY WIDE TO: LOUDOUN COUNTY WIDE		\$470,463
Miscellaneous	94640	Loudoun County	0000 ARRA - Loudoun Misc. Install UPS for Major Signals FROM: LOUDOUN COUNTY WIDE TO: LOUDOUN COUNTY WIDE		\$1,022,809
Miscellaneous	81410	Northern Virginia District-wide	0000 DISTRICTWIDE ROADWAY SAFETY ASSESSMENT - NOVA DISTRICT FY07 HSIP PROJECT		\$1,396,538
Miscellaneous	81411	Northern Virginia District-wide	0000 DISTRICTWIDE RUMBLE STRIPS - NOVA DISTRICT FY07 HSIP PROJECT		\$0

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Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	81412	Northern Virginia District-wide	0000		\$0
			DISTRICTWIDE SHOULDER IMPROVEMENT - NOVA DISTRICT FY07 HSIP PROJECT		
Miscellaneous	81414	Northern Virginia District-wide	0000		\$0
			DISTRICTWIDE TRAFFIC SIGNALS AND ITS - NOVA DISTRICT FY07 HSIP PROJECT		
Miscellaneous	86659	Northern Virginia District-wide	0000		\$0
			HSIP District-wide High Risk Rural Roads Northern Virginia Northern Virginia High Risk Rural Roads Safety Improvements		
Miscellaneous	92634	Northern Virginia District-wide	0000		\$1,630,830
			REPLACE TRAFFIC SIGNAL BULBS w/ LED MODULES Federal-Eligible Routes District-wide		
Miscellaneous	92635	Northern Virginia District-wide	0000		\$3,681,166
			REBUILD 5 EXISTING TRAFFIC SIGNALS AT OR NEAR LIFE CYCLE END FROM: ALL SYSTEMS - NOVA DISTRICTWIDE TO: ALL SYSTEMS - STAFFORD, SPOTSY, & KING GEO COUNTIES		
Miscellaneous	93174	Statewide	0000		\$225,000
			SafetyAnalyst Project FROM: various TO: various		
Miscellaneous	85357	Fairfax County	0029		\$237
			Bicycle Racks, Lockers and Associated amenities FROM: Bicycle amenities throughout Fairfax County TO: Bicycle amenities throughout Fairfax County		
Miscellaneous	90829	Fairfax County	COLUMBIA PIKE TRAIL IMPROVEMENTS (0244)		\$725,725
			Columbia Pike Trail - Holmes Run to Powell Lane FROM: Holmes Run Stream Valley Park TO: Powell Lane (0.2500 MI)		
Miscellaneous	86516	Prince William County	0643		\$1,588
			Install Proper Superelevation and Drainage Install Proper Superelevation and Drainage		
Miscellaneous	70632	Fairfax County	SOAPSTONE DRIVE (4720)		\$1,450,000
			TRAILS PROJECTS AT VARIOUS LOCATIONS FROM: South Lakes Drive TO: Glade Drive (0.5000 MI)		
Miscellaneous	86628	Fairfax County	9999		\$0
			HSIP Proactive Safety Projects Fairfax County FROM: County Wide Safety Improvements TO: County Wide		
Miscellaneous	86688	Loudoun County	COUNTY WIDE SAFETY IMPROVEMENTS (9999)		\$0
			HSIP Proactive Safety Projects County of Loudoun County Wide Safety Improvements		
Miscellaneous	T6527	Northern Virginia District-wide	9999		\$0
			HSIP NoVA Districtwide Various locations		

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Construction : Safety/ITS/Operational Improvements

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	86627	Prince William County 9999 HSIP Proactive Safety Projects Prince William County FROM: Various Locations in Prince William County Safety Improvemen TO: Various Locations in Prince William County		\$0
Miscellaneous	70595	Fairfax County BS00 PEDESTRIAN/BUS STOP/TRAILS IMPROVEMENTS FROM: Misc Bike, Ped, & Bus improvements in Ffx Co. TO: Misc Bike, Ped, & Bus improvements in Ffx Co.		\$1,200,000
Miscellaneous	70602	Northern Virginia District-wide CRPT CONGESTION RELIEF PROJ - EXTEND EXISTING DOUBLE LTL'S TYTRAN INTERSECTIONS		\$300,000
Primary	17845	Arlington County TRAFFIC SIGNAL SYSTEM STUDY - PE ONLY ARLINGTON COUNTYWIDE		\$374,396
Primary	58602	Arlington County TRAFFIC MONITOR CAMERA INSTALLATION FROM: INSTALL 25 TRAFFIC MONITORING CAMERAS FOR ENHANCED INCIDENT TO: MANAGEMENT AT VARIOUS LOCATIONS		\$518,116
Primary	52472	Fairfax County ACCOTINK GATEWAY CONNECTOR TRAIL FROM: KING ARTHUR DRIVE TO: WAKEFIELD PARK		\$9,184
Primary	70601	Fairfax County CONGESTION RELIEF PROJECT - INTERSECTION IMPROVEMENTS		\$1,675,000
Primary	77281	Fairfax County CONSTRUCT SECOND LEFT-TURN LANE ON EXIT RAMP FROM: I-66 EB EXIT RAMP TO WB RTE 7 TO: WB ROUTE 7		\$200,000
Primary	77591	Fairfax County LAND ACQUISITION FOR PEDESTRIAN TRAIL OVER GEORGE WASHINGTON MEMORIAL PARKWAY		\$992,000
Primary	13453	Northern Virginia District-wide CONSTRUCTION OF NORTHERN VA DISTRICTWIDE TRAFFIC SIGNAL SYS FROM: NORTHERN VA DISTRICTWIDE TO: VARIOUS LOCATIONS		\$25,212,127
Primary	63607	Northern Virginia District-wide NOVA AIR QUALITY & CONGESTION MITIGATION PROG (STATE MATCH) FUTURE OPERATING FUNDS, MARKETING AND ADMINISTRATIVE FUNDS		\$1,925,640
Primary	70670	Northern Virginia District-wide NOVA PRIMARY TECHNOLOGY DISTRICTWIDE FROM: VARIOUS ROUTES TO: MISC. FUNDS MONITORING		\$0
Primary	77184	Northern Virginia District-wide NOVA SIGNAL TIMING OPTIMIZATION & SYSTEM OPERATIONS NORTHERN VIRGINIA DISTRICTWIDE		\$13,838,796

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Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Primary	78210		Northern Virginia District-wide NORTHERN VIRGINIA TERMS FROM: FUNDING FOR TRANSPORTATION EMISSION REDUCTION MEASURES FOR TO: NORTHERN VIRGINIA REGION		\$26,626,544
Primary	80438		Northern Virginia District-wide INSTALLATION OF CLOSED CIRCUIT TELEVISION VARIOUS LOCATIONS IN TYSONS CORNER		\$445,601
Primary	50612		Northern Virginia District-wide M-47 INTEGRATED RIDESHARING REGIONWIDE		\$623,598
Primary	50613		Northern Virginia District-wide M-92 METROPOLITAN WASHINGTON TELEWORK RESOURCE CENTER REGIONWIDE		\$2,435,472
Primary	50614		Northern Virginia District-wide M-47C EMPLOYER OUTREACH REGIONWIDE		\$2,544,071
Primary	50615		Northern Virginia District-wide M-47C REGIONAL GUARANTEED RIDE HOME PROGRAM REGIONWIDE		\$3,621,812
Primary	50616		Northern Virginia District-wide M-70B EMPLOYER OUTREACH FOR BICYCLING REGIONWIDE		\$31,174
Primary	50619		Northern Virginia District-wide NORTHERN VIRGINIA HOV MARKETING & MONITORING REGIONWIDE		\$3,500,000
Primary	92633		Northern Virginia District-wide 0000 NEW & UPGRADE GUARDRAIL INSTALLATION (FY07-10 HSIP FUNDS) FROM: DISTRICTWIDE - PRIMARY SYSTEM TO: DISTRICTWIDE - PRIMARY SYSTEM		\$2,555,709
Primary	72898		Arlington County 0001 RTE 1 -BUS RAPID TRANSIT RELATD IMPR(BUS STOP SHLTRS,TRF SIG FROM: ALEXANDRIA CORPORATE LIMITS TO: PENTAGON (1.8000 MI)		\$1,946,000
Primary	67772		Fairfax County 0001 RTE 1 - INSTALL CROSSWALKS - PE Only FROM: ROUTE 7100 TO: ROUTE 1332 (HUNTINGTON AVENUE)		\$5,133,118
Primary	86511		Fairfax County RICHMOND HIGHWAY (0001) Install Overhead Pedestrian Warning Signs w/ Flashing Beacon FROM: Highland Lane TO: Frye Road (0.1000 MI)		\$111,423
Primary	89866		Fairfax County JEFFERSON DAVIS HIGHWAY (0001) Traffic Signal Upgrade to LED's & Install UPS FROM: Prince William County Line TO: Fairfax County Line		\$396,609

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Construction : Safety/ITS/Operational Improvements

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Primary	90204	Fairfax County	RICHMOND HIGHWAY (0001)	\$452,378
		Install Roadway Lighting on Richmond Highway FROM: Engleside St TO: Brevard Ct		
Primary	90205	Fairfax County	RICHMOND HIGHWAY (0001)	\$365,514
		Install Roadway Lighting on Richmond Highway FROM: Dawn Drive TO: Shields Ave		
Primary	90254	Fairfax County	RICHMOND HIGHWAY (0001)	\$265,790
		Install Roadway Lighting on Richmond Highway FROM: Janna Lee Rt 1202 TO: Ladson Lane Rt 921		
Primary	94225	Fairfax County	RICHMOND HIGHWAY (0001)	\$110,569
		Bike and Ped Safety at Richmond Hwy and Gunston Road FROM: SR 242 Gunston Rd TO: Rt 600 Gunston Cove		
Primary	94856	Fairfax County	RICHMOND HIGHWAY (0001)	\$585
		Upgrade Existing Signal at Richmond Hwy and Backlick Rd FROM: Richmond Hwy (Rte 1) TO: Backlick Road (Rte 617)		
Primary	94862	Fairfax County	RICHMOND HIGHWAY (0001)	\$300,000
		Upgrade Existing Signal at Richmond Hwy and Memorial St FROM: Richmond Highway TO: Memorial Street		
Primary	94867	Fairfax County	RICHMOND HWY (0001)	\$253,445
		Upgrade Existing Signal at Richmond Hwy and Ladson Lane FROM: Richmond Hwy (Rt 1) TO: Ladson Lane (Rt 921)		
Primary	98427	Fairfax County	US 1 RICHMOND HIGHWAY (0001)	\$300,943
		Upgrade Signal and Ped Facilities on US 1 at Rt 630 FROM: SR 630 Quander Road/Fairhaven Avenue TO: SR 630 Quander Road/Fairhaven Avenue		
Primary	89658	Northern Virginia District-wide	0001	\$141,420
		Retrofit US 1 (Caroline-Fairfax) w/ Centerline Rumble Strip FROM: Caroline County Line TO: Fairfax County Line		
Primary	81322	Prince William County	JEFFERSON DAVIS HIGHWAY (0001)	\$188,600
		RTE 1 - CONSTRUCT SIDEWALK FROM: ROUTE 1194 (CHERRY HILL ROAD) TO: CHESAPEAKE DRIVE		
Primary	82203	Prince William County	0001	\$306,029
		CONSTRUCT NEW TRAFFIC SIGNAL ON ROUTE 1 @ BEL AIR VILLAGE AT INTERSECTION		
Primary	92999	Prince William County	JEFFERSON DAVIS HWY/FULLER HEIGHTS/FULLER ROAD (0001)	\$3,463,673
		Rt.1-Fuller Heights Road-Fuller Road relocation proje. FROM: Intersection Improvements at Rt. 1 /Rt. 619 TO: Intersection Improvements at Rt. 1/Rt. 619 (0.2000 MI)		
Primary	95502	Prince William County	JEFFERSON DAVIS HIGHWAY (0001)	\$339,732
		Widen Shoulder & Install Sholuder Rumble Strip SB Rt 1 FROM: Vantage Dr TO: Vantage Dr (0.0600 MI)		

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Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Primary	72103	Fairfax County	0007		\$702,405
			RTE 7 - SPOT IMPROVEMENTS		
			FROM: 0.1 MILE EAST MAGARITY ROAD TO: MAGARITY ROAD (0.1600 MI)		
Primary	82202	Fairfax County	0007		\$221,663
			NEW TRAFFIC SIGNAL INSTALLATION AT ROUTE 7 & COLVIN RUN/DELT		
			AT INTERSECTION		
Primary	86273	Fairfax County	LEESBURG PIKE (0007)		\$90,720
			Left Turn Lane Extension Eastbound Rte 7 at Delt Glen		
			FROM: .3 mi west of rte 743 (west) TO: intersection rte 743 (west) (0.3000 MI)		
Primary	90210	Fairfax County	LEESBURG PIKE (0007)		\$121,838
			Install Roadway Lighting on Leesburg Pike		
			at Glen Carlyn Drive		
Primary	98430	Fairfax County	LEESBURG PIKE (0007)		\$300,943
			Upgrade Signal and Ped Facilities at SR 7 and SR 743		
			FROM: Leesburg Pike TO: Colvin Run/ Carpers Farm		
Primary	94859	Loudoun County	HARRY BRYD HWY (0007)		\$300,000
			Upgrade Existing Signal at Harry Bryd Hwy and Sterling Blvd		
			FROM: Harry Bryd Hwy TO: Sterling Boulevard		
Primary	98436	Loudoun County	BUS 7 MAIN STREET (0007)		\$300,943
			Upgrd Sgnl+Ped Xing @ BUS 7 Main St & SR 722 Maple St		
			FROM: SR 722 Maple Street TO: SR 722 Maple Street		
Primary	73136	Northern Virginia District-wide	0007		\$458,912
			RTE 7 - INTELLIGENT TRANSPORTATION SYSTEM		
			FROM: LEESBURG TO: TYSONS CORNER		
Primary	70587	Loudoun County	CHARLES TOWN PIKE (0009)		\$19,300,062
			TOWN OF HILLSBORO TRAFFIC CALMING MEASURES IN LOUDOUN COUNTY		
			FROM: 0.1 Mi. N Rte. 719, Stony Point Rd TO: 0.1 Mi. S. Rte. 690, Hillsboro Rd (0.6500 MI)		
Primary	70634	Loudoun County	0009		\$576,839
			RTE 9 - TRUCK ENFORCEMENT AREA		
			FROM: 0.25 MILE EAST ROUTE 751 (CIDER MILL ROAD) TO: 0.65 MILE WEST ROUTE 719 (STONY POINT ROAD) (0.1000 MI)		
Primary	86523	Loudoun County	CHARLES TOWN PIKE (0009)		\$50,000
			Install Guardrail		
			FROM: .5 mile west of Sagle Road, Route 687 TO: .1 mile west of Sagle Road, Route 687 (0.4000 MI)		
Primary	94950	Loudoun County	CHARLES TOWN PIKE (0009)		\$154,000
			Install Centerline Rumble Strips		
			FROM: West Virginia State Line TO: Route 7 (13.1000 MI)		
Primary	52533	Loudoun County	JAMES MONROE HWY (0015)		\$968,616
			RTE 15 - SAFETY IMPROVEMENTS		
			FROM: WHITE'S FERRY ROAD TO: 0.25 MILE NORTH LUCKETT'S ROAD (4.6500 MI)		

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Construction : Safety/ITS/Operational Improvements

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Primary	52534	Loudoun County RTE 15 - SAFETY IMPROVEMENTS FROM: 0.2 MILES SOUTH LOVETTSVILLE ROAD TO: MARYLAND STATE LINE (0.3000 MI)	0015	\$969,872
Primary	68759	Loudoun County RTE 15 - SAFETY IMPROVEMENTS FROM: 0.1 MILE NORTH ROUTE 655 (WHITES FERRY ROAD) TO: 0.2 MILE SOUTH ROUTE 662 (LUCKETT'S ROAD) (4.1000 MI)	0015	\$3,751
Primary	68760	Loudoun County VILLAGE OF LUCKETTS - SAFETY IMPROVEMENTS IN LOUDOUN COUNTY FROM: 0.39 MILE SOUTH LUCKETTS RD/STUMPTOWN RD (RTE 662) TO: 0.23 MILE NORTH LUCKETTS RD/STUMPTOWN RD (RTE 662) (0.6200 MI)	0015	\$12,323,659
Primary	81323	Loudoun County RTE 15 - CONSTRUCT BICYCLE/PEDESTRIAN FACILITY FROM: WHITES FERRY ROAD (ROUTE 655) TO: LEESBURG TOWN LIMITS	0015	\$17,073
Primary	89661	Northern Virginia District-wide Retrofit US 15 (SR 721-SR 657) with Centerline Rumble Strip FROM: SR 721 in Orange County TO: SR 657 in Loudoun County	0015	\$171,429
Primary	71287	Fairfax County ROUTE 28 (0028) RTE 28 -REALIGNMENT WB RGHT TRN LNE & SIGNALIZE INTERSECTION FROM: AT NEW BRADDOCK ROAD (ROUTE 7783) TO: At Route 28 (0.0800 MI)		\$586,134
Primary	86333	Fairfax County VA 28 SB to I-66 EB - EXTEND LEFT TURN LANES FROM: .2 mi north Ramp to I-66 east TO: Intersection Ramp to I-66 east (0.2000 MI)	CENTREVILLE ROAD (0028)	\$2,010,852
Primary	94637	Loudoun County ARRA - Loudoun 28 Flashing Beacon Warning System NB Waxpool FROM: ROUTE 606 TO: ROUTE 625 (1.7000 MI)	SULLY ROAD (0028)	\$357,646
Primary	89659	Northern Virginia District-wide Retrofit SR 28 (US 17-SR 660) with Centerline Rumble Strip FROM: US 17 in Fauquier County TO: Route 215 in Prince William County	0028	\$86,675
Primary	91946	Prince William County Improve VA 28 @ Old Centreville Road & Blooms Quarry Lane At Old Centreville Road & Blooms Quarry Lane	CENTREVILLE ROAD (0028)	\$601,420
Primary	79275	Arlington County PRE-EMPTY SIGNALS FOR EMERG VEHICLES FALLS CHURCH TO ROSSLYN FROM: FALLS CHURCH CORP. LIMIT TO: ROSSLYN METRO STATION (5.0000 MI)	LEE HWY (0029)	\$1,000,000
Primary	52471	Fairfax County RTE 29 - LEE HIGHWAY SHARED USE PATH FROM: 0.047 MILES NORTH OF EASTBOUND RAMP ONTO I-66 TO: I-66 WESTBOUND RAMP ONTO ROUTE 29 (0.3400 MI)	0029	\$850,000
Primary	94865	Fairfax County Upgrade Existing Signal at Lee Hwy and Graham Rd FROM: Lee Highway (Rt 29) TO: Graham Road (Rt 1720)	LEE HIGHWAY (0029)	\$297,671

Northern Virginia MPO

Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Primary	98429	Fairfax County	USS 29 LEE HIGHWAY (0029) Upgrd Sgnl+Ped Xing @ US 29 Lee Hwy & SR 699 Prosperity Av FROM: SR 699 Prosperity Avenue TO: SR 699 Prosperity Avenue		\$300,943
Primary	96750	Arlington County	ARLINGTON BLVD (0050) Install Curb & Gutter, Sidewalks and Upgrade Signal on US 50 FROM: Park Drive TO: 500'away from Intersection		\$495,000
Primary	96751	Arlington County	ARLINGTON BLVD (0050) Install Curb & Gutter, Sidewalk and Upgrade Signal on US 50 FROM: Irving Street TO: 500' away from intersection		\$473,000
Primary	56780	Fairfax County	0050 RTE 50 - INSTALL FENCE ON BOTH SIDES OF ARLINGTON BOULEVARD FROM: 0.076 MI. E.WBL. ROUTE 7 Overpass TO: 0.012 MILE WEST ROUTE 2327 (PATRICK HENRY DRIVE) (0.4570 MI)		\$783,199
Primary	71291	Fairfax County	0050 RTE 50 - EXT WB LTL & INSTALL EXCL EB & WB LEFT TURN SIGNALS FROM: AT ROUTE 2338 (JAGUAR TRAIL) TO: 0.13 MILE EAST ROUTE 2338 (JAGUAR TRAIL) (0.1300 MI)		\$381,751
Primary	86515	Fairfax County	ARLINGTON BLVD. (0050) Route 50 Intersection Improvements @ Patrick Henry Drive FROM: 0.2 mi. west of Patrick Henry Dr. TO: 0.04 mi. east of Patrick Henry Dr. (0.2420 MI)		\$1,047,819
Primary	90203	Fairfax County	ARLINGTON BLVD (0050) Install Roadway Lighting on Arlington Blvd FROM: 0.25 mi. west of Patrick Henry Drive TO: 0.1 mi. west of Patrick Henry Drive (0.3500 MI)		\$184,486
Primary	90212	Fairfax County	ARLINGTON BLVD (0050) Install Roadway Lighting on Arlington Blvd at Graham Road		\$195,133
Primary	98428	Fairfax County	US 50 LEE JACKSON MEMORIAL HWY (0050) Upgrd Sgnl+Ped Xing @ US 50 & SR 657 Centerville/Walney Rd FROM: SR 657 Centerville Rd/ Walney Rd TO: SR 657 Centerville Rd/ Walney Rd		\$300,943
Primary	68826	Fauquier County	0050 RTE 50 TRAFFIC CALMING - VILLAGE OF UPPERVILLE FROM: 0.429 MILE WEST INT ROUTE 619 (TRAPPE ROAD) TO: 1.465 MILE EAST INT. ROUTE 619 (TRAPPE ROAD) (1.8939 MI)		\$8,222,620
Primary	52330	Loudoun County	0050 RTE 50 - TRAFFIC CALMING FROM: 0.023 MILE WEST ROUTE 1220 (DOVER ROAD) TO: ROUTE 600 (VILLAGE OF LENA) (10.6800 MI)		\$2,262,736
Primary	68823	Loudoun County	0050 RTE 50 - CONSTRUCT 4 ROUNDABOUTS AT GILBERTS CORNER AT ROUTE 15 (1.2800 MI)		\$16,058,180
Primary	68824	Loudoun County	0050 RTE 50 - TRAFFIC CALMING - WEST OF MIDDLEBURG FROM: 0.24 MILE WEST ROUTE 754 (KIRK BRANCH ROAD) TO: 1.08 MILE EAST ROUTE 754 (1.3200 MI)		\$4,902,918

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	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Primary	68825	Loudoun County	0050		\$6,972,956
			RTE 50 - TRAFFIC CALMING - VILLAGE OF ALDIE		
			FROM: 0.290 MILE WEST ROUTE 734 (SNICKERSVILLE TURNPIKE) TO: 0.111 MILE EAST ROUTE 631 (NEW MOUNTAIN ROAD) (1.4550 MI)		
Primary	90114	Multi-jurisdictional: Northern Virginia MPO	0066		\$2,529,714
			DMS New Installation on Primary Leading to I-66		
			FROM: VA 123 (Chain Bridge Road), Fairfax Co. TO: VA 29 / 237 (Lee Hwy / Wash. Blvd), Arlington Co.		
Primary	52284	Arlington County		GLEBE ROAD (0120)	\$2,787,432
			RTE 120 - NORTH GLEBE ROAD PEDESTRIAN CROSSINGS		
			FROM: FAIRFAX DRIVE TO: NORTH CARLIN SPRINGS ROAD (0.4000 MI)		
Primary	52497	Arlington County	0120		\$4,625
			RTE 120 - INSTALL ADVANCED WARNING SIGNAL		
			AT 24TH ROAD SOUTH		
Primary	58473	Arlington County	0120		\$8,573
			RTE 120-S GLEBE RD-LTLS NB & SB;UPGRADE SIG SYS W/SPLIT PHS		
			AT ARLINGTON ROAD & MOUNT VERNON AVENUE		
Primary	67639	Arlington County	0120		\$149,722
			RTE 120 - MODIFY SIGNAL & CROSSWALK, IMPROVE LIGHTING		
			AT SOUTH WALTER REED DRIVE		
Primary	73282	Arlington County		ROUTE 120, SOUTH GLEBE ROAD (0120)	\$795,300
			RTE 120-SOUTH GLEBE ROAD/I-395 INTERCHANGE AREA IMPROVEMENTS		
			FROM: 0.03 Mi North of Four Mile Run Drive TO: 0.03 Mi South of Four Mile Run Drive/West Glebe Rd (0.3600 MI)		
Primary	95836	Prince William County		GORDON BLVD (0123)	\$224,361
			Overhead Guidesign on SR123 at Old Bridge		
			FROM: 500 ft east of SC641 TO: Intersection with SC 641 (0.1000 MI)		
Primary	86526	Arlington County		SPOUT RUN PARKWAY (0124)	\$3,095
			Route 124 - Crosswalk Safety Improvements		
			At median break 300' north of US 29		
Primary	52503	Fairfax County		GEORGE TOWN PIKE (0193)	\$578,121
			RTE 193 - LOWER VERTICAL CURVE		
			AT RIVERBEND ROAD & NETHERCLIFFE HALL ROAD		
Primary	54498	Prince William County		234 SOUNDWALLS (0234)	\$2,244,675
			RTE 234 - CONSTRUCT SOUND WALLS IN 2 LOCATIONS		
			FROM: 0.697 MILE WEST CLOVER HILL ROAD TO: 0.189 MILE NORTH ROUTE 234 BYPASS (0.8300 MI)		
Primary	70604	Prince William County		PRINCE WILLIAM PARKWAY (0234)	\$1,150,268
			CONSTRUCT SOUNDWALLS AT COMPTON FARMS NEAR CLOVER HILL ROAD		
			FROM: 0.47 Mi. East of Clover Hill Road TO: 1.15 Mi. West of Dumfries Road (0.1100 MI)		
Primary	71721	Prince William County	0234		\$687,911
			RTE 234 BUS - PROVIDE SIGNALIZED CROSSWALKS		
			AT ALL MAJOR INTERSECTIONS (2.1200 MI)		

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	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Primary	71758	Prince William County	SUDLEY ROAD (0234)		\$1,158,282
			RTE 234 - IMPROVE SDWLKS & HANDICAP RAMPS TO CURRENT STNDRDS FROM: ROUTE 621 (BALLSFORD ROAD) TO: ROUTE 661 (GODWIN DRIVE) (2.4000 MI)		
Primary	72726	Prince William County	0234		\$733,739
			SHARED USE PATH ADJACENT TO DUMFRIES ROAD (ROUTE 234) FROM: 0.07 MILE NORTH OF INTERSECTION OF PW PARKWAY & DUMFRIES RD TO: 0.85 MILE SOUTH OF PW PARKWAY NEAR LAKE JACKSON DRIVE (1.2300 MI)		
Primary	77077	Prince William County	0234		\$3,697,792
			RTE 234 - CONSTRUCT LTL ON SBL FROM: 0.26 MILE NORTH OF ROUTE 659 TO: 0.18 MILE SOUTH OF ROUTE 659 (1.0000 MI)		
Primary	85382	Prince William County	0234		\$16,500,000
			PRTC Western Facility FROM: Western Prince William County TO: Western Prince William County		
Primary	86517	Prince William County	DUMFRIES ROAD (0234)		\$689,983
			Route 234 - Partial Intersection Reconstruction and Upgrade At US Rte. 1 (Jefferson Davis Highway)		
Primary	93000	Prince William County	WILLIAMSON BLVD (0234)		\$301,868
			Modify Right Turn Lane on Williamson Blvd. to Business 234 FROM: At the Intesection of Bus 234 TO: with Williamson Blvd		
Primary	94868	Prince William County	SUDLEY ROAD (0234)		\$221,312
			New Signal at Bus 234 and Williamson Rd FROM: Williamson Blvd TO: Coverstone		
Primary	97381	Prince William County	SUDLEY ROAD (0234)		\$125,314
			Improve Signs and Markings Conspicuity on Rte 234 FROM: I-66 WB on-ramp/Vandor Lane (route F-335) TO: I-66 WB on-ramp/Vandor Lane (route F-335)		
Primary	97671	Prince William County	SUDLEY RD (0234)		\$249,340
			BUS 234_SR 668 signal upgrade to improve visibility & safety FROM: SR668-Rixlew Lane TO: SR 668-Rixlew Lane		
Primary	97674	Prince William County	SUDLEY RD (0234)		\$249,710
			BUS234_SR 1581 signal upgrade to improve visibility & safety FROM: SR 1581-Irongate Way (South) TO: SR 1581-rongate Way (South)		
Primary	17671	Fairfax County	LITTLE RIVER TPK (0236)		\$13,339,979
			RTE 236 -TURN LNS SIGNL & SPOT SAFETY IMPRVMNTS-PE & RW ONLY FROM: 0.06 MILE EAST OF PICKETT ROAD (ROUTE 237) TO: 0.12 MILE EAST OF LAKE DRIVE (2.0500 MI)		
Primary	62692	Fairfax County	0236		\$557,370
			RTE 236 - INSTALL SECOND LEFT-TURN LANE EB & MODIFY SIGNAL FROM: 0.125 MILE WEST OF ROUTE 620 TO: ROUTE 620 BRADDOCK ROAD (0.1250 MI)		
Primary	62857	Fairfax County	0236		\$675,086
			RTE 236 - INSTALL SECOND LTL FROM WB ONTO ROUTE 620 SB FROM: ROUTE 620 (BRADDOCK ROAD) TO: 0.125 MILE EAST OF ROUTE 620 (0.1250 MI)		

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	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Primary	63717	Fairfax County	LITTLE RIVER TURNPIKE (0236) RTE 236 - INSTALL PEDESTRIAN SAFETY MEASURES FROM: BEAUREGARD STREET TO: 0.02 MILE WEST OF ROUTE I-395 (0.1290 MI)		\$1,095,815
Primary	90207	Fairfax County	LITTLE RIVER TURNPIKE (0236) Install Roadway Lighting on Little River Turnpike FROM: Hummer Road TO: Columbia Pike		\$566,196
Primary	90209	Fairfax County	LITTLE RIVER TURNPIKE (0236) Install Roadway Lighting on Little River Turnpike at Beaugard Street		\$337,309
Primary	93569	Fairfax County	LITTLE RIVER TPK (0236) Route 236 - Install sidewalk and pedestrian crossing FROM: Little River Tpk TO: Hummer Road/ Heritage Drive		\$445,683
Primary	52287	Arlington County	0244 RTE 244 - SIGNAL PRIORITIZATION COLUMBIA PIKE		\$1,631,043
Primary	52459	Arlington County	COLUMBIA PIKE (0244) COLUMBIA PIKE STREETScape-S WAKEFIELD ST TO FOUR MILE RUN DR FROM: SOUTH WAKEFIELD STREET TO: FOUR MILE RUN DRIVE (0.4000 MI)		\$5,055,000
Primary	80359	Arlington County	0244 RTE 244 - COLUMBIA PIKE MULTI-MODAL CORRIDOR IMPROVEMENTS FROM: FAIRFAX COUNTY LINE TO: WASHINGTON BOULEVARD (3.8000 MI)		\$1,990,000
Primary	85682	Arlington County	COLUMBIA PIKE (0244) INSTALL BUS SHELTERS, PADS & IMPROVEMENTS ON COLUMBIA PIKE Capital		\$3,550,000
Primary	90199	Arlington County	COLUMBIA PIKE (0244) Install Roadway Lighting on Columbia Pike FROM: S. Dinwiddie St TO: S Buchanan St		\$165,450
Primary	90200	Arlington County	COLUMBIA PIKE (0244) Install Roadway Lighting on Columbia Pike FROM: George Mason Drive TO: Glebe Road (0.5300 MI)		\$398,909
Primary	90202	Arlington County	COLUMBIA PIKE (0244) Install Roadway Lighting on Columbia Pike FROM: Glebe Road TO: S Wayne St (0.5900 MI)		\$298,563
Primary	97675	Fairfax County	COLUMBIA PIKE (0244) SR 244_SR 620 signal upgrade to improve visibility & safety FROM: SR 620-Braddock Rd TO: SR 620-Braddock Rd		\$229,546
Primary	81328	Fairfax County	0267 DULLES TOLL ROAD TRANSITION LEGAL & FINANCIAL ADVISORY SERVICES		\$1,402,000

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	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Primary	82839	Fairfax County	0267	\$25,000,000
		FAIRFAX COUNTY DULLES CONGESTION MITIGATION PROJECTS FROM: TRANSIT OPS, TDM, COMMUNICATIONS, INCIDENT MGMT, MOT TO: & LNO/ITS ALONG RT 7, RT 123 & DULLES AIRPORT ACCESS RD		
Primary	90213	Fairfax County	DULLES TOLL ROAD (0267)	\$640,906
		Redesign intersection of Rt 267 to Rt 7100 SB FROM: Dulles Toll Road Ramp TO: Fairfax County Parkway SB		
Primary	94949	Loudoun County	BERLIN TURNPIKE (0287)	\$143,000
		Install centerline rumble strips FROM: Rt 7 TO: MD St Line (12.1000 MI)		
Primary	18863	Arlington County	OLD DOMINION DRI (0309)	\$1,487,000
		ARLINGTON COUNTY - SIDEWALKS/OTHER PEDESTRIAN IMPROVEMENTS FROM: Lee Highway TO: Fairfax County Line (1.5000 MI)		
Primary	98374	Prince William County	OLD BRIDGE ROAD SR 641 (0641)	\$172,701
		SR 641 @ SR 2185 Antietam_Install Ped Xings & Move Bus Stop FROM: SR 2185 Antietam Road TO: SR 2185 Antietam Road		
Primary	98375	Prince William County	OLD BRIDGE ROAD SR 641 (0641)	\$800,237
		SR 641 @ SR 2410 Springwoods_Extnd WB Left Ln Upgrade Signal FROM: SR 2410 Springwoods Road TO: SR 2410 Springwoods Road		
Primary	98377	Prince William County	OLD BRIDGE ROAD SR 641 (0641)	\$1,052,624
		SR 641 @ SR 2220 Hedges Dr_Cnst offset Lft Lns,Upgrade Sgnl FROM: SR 2220 Hedges Run Dr TO: SR 2220 Hedges Run Dr		
Primary	98378	Prince William County	SR 641 OLD BRIDGE ROAD (0641)	\$487,517
		SR 641 @ SR 2418 Westridge Dr_Install Lighting, Upgrade Sgnl FROM: SR 2418 Westridge Drive/Rockwood Lane TO: SR 2418 Westridge Drive/Rockwood Lane		
Primary	98379	Prince William County	OLD BRIDGE ROAD SR 641 (0641)	\$1,034,069
		SR 641@SR 2199 Mohican Dr_Const offset Lft Lns, Upgrade Sgnl FROM: Old Bridge Road SR 641 TO: Mohican Road SR 2199		
Primary	98380	Prince William County	SR 641 OLD BRIDGE ROAD (0641)	\$536,844
		SR 641@SR 2000 Smoketown Rd_Upgrade Signal, Xing & ADA Ramps FROM: SR 2000 Smoketown Road TO: SR 2000 Smoketown Road		
Primary	98368	Prince William County	SR 784 DALE BOULEVARD (0784)	\$118,426
		Add Rdwy Lighting @ SR 784 & SR 2457 Cherrydale St FROM: SR 2457 Cherrydale Dr/Barksdale St TO: SR 2457 Cherrydale Dr/Barksdale St		
Primary	98370	Prince William County	SR 784 DALE BOULEVARD (0784)	\$558,431
		Upgrade Signal to Mast Arm & Add Ped Xing SR 784 & SR 1826 FROM: SR 784 Dale Boulevard TO: SR 1826 Forestdale Avenue		
Primary	98371	Prince William County	SR 784 DALE BLVD (0784)	\$950,801
		Cnstr Offset Lft Lns,Upgrd Sgnl @ SR784 & SR 2053 Lindendale FROM: SR 2053 Lindendale Road/Quate Lane TO: SR 2053 Lindendale Road/Quate Lane		

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	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Primary	98372	Prince William County	SR 784 DALE BLVD (0784) Add SB Lft Ln on SR784,Upgrd Sgnl @ SR784 & SR1954 Kaiser Ct FROM: SR 1954 Kaiser Court/Hillendale Road TO: SR 1954 Kaiser Court/Hillendale Road		\$608,097
Primary	98376	Prince William County	SR 784 DALE BLVD (0784) Upgrade Signal at SR 784 Dale & SR 2025 Delaney Rd FROM: SR 2025 Delaney Road TO: SR 2025 Delaney Road		\$412,109
Primary	58599	Loudoun County	HARRY BYRD HIGHWAY (6007) RTE 7 - CONSTRUCT WB CLIMBING LANE FROM: ROUTE 9 TO: WEST MARKET STREET (3.1400 MI)		\$28,109,907
Primary	92513	Loudoun County	VARIOUS (9999) ARRA Loudoun 7/9/287 Resurfacing FROM: Various TO: Various (9.0000 MI)		\$2,802,065
Primary	92515	Prince William County	VARIOUS (9999) ARRA Prince William 1/28/29/234 Resurfacing FROM: Various TO: Various (17.5000 MI)		\$3,601,047
Primary	50618	Northern Virginia District-wide	TERM NOVA AIR QUALITY & CONGESTION MITIGATION PROG (FED PORTION) REGIONWIDE		\$8,618,560
Public Transportation	70761	Arlington County	9999 RTE 9999 - ACCESS IMPROVEMENTS AT ROSSLYN METRO STATION NEAR NORTH LYNN STREET & 19TH STREET		\$3,862,300
Public Transportation	84318	Fairfax County	9999 Ballston Metrorail Station Safety/Station Access Improvemen Ballston Metrorail Station Safety/Station Access Improvemen		\$9,000,000
Secondary	82571	Arlington County	6605 PENTAGON CITY MULTIMODAL IMPROVE-INTERSECTION & STREETScape FROM: ARMY NAVY DRIVE TO: 15TH STREET		\$7,400,000
Secondary	70762	Arlington County	N. LYNN STREET, CUSTIS TRAIL, & I66 EXIT-RAMP. (9999) RTE 9999 - ROSSLYN CIRCLE IMPROVEMENTS (MPO PROJECT) FROM: EB Lee Highway. N. Lynn St. At N. Lynn Street Intersection TO: WB Lee Highway. Oak Street.		\$1,000,000
Secondary	80798	Clifton	MAIN STREET (CLFT) TOWN OF CLIFTON-MAIN STREET PARKING & SIDEWALK IMPROVEMENTS Within limits of Town of Clifton (0.7000 MI)		\$223,891
Secondary	64209	Fairfax County	0602 RTE 602 -INST SECOND NB LTL ONTO ROUTE 5320 FROM: 0.10 MILE SOUTH ROUTE 5320 TO: 0.04 MILE NORTH ROUTE 5320 (0.1400 MI)		\$458,651
Secondary	72602	Fairfax County	0620 RTE 620 - EXTEND NORTHBOUND RIGHT TURN LANE OF ROUTE 123 FROM: 0.1 MILE SOUTH OF ROUTE 620 (BRADDOCK ROAD) TO: ROUTE 620 (0.1000 MI)		\$3,315

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	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Secondary	95718	Fairfax County	7100 GEC Oversight of Fairfax County Parkway Extension Project FROM: Fullerton Road TO: Rolling Road		\$2,722,000
Secondary	60104	Fairfax County	7199 RTE 7199 - RESTON TOWN CENTER TRANSIT CENTER; CO ADMIN CMAQ AT EXPLORER ST		\$2,000,000
Secondary	81293	Fairfax County	BACKLICK ROAD (0617) RTE 617 - CONSTRUCT PEDESTRIAN SIDEWALK FROM: ROUTE 495 (CAPITAL BELTWAY) TO: ROUTE 1467 (CABIN JOHN ROAD)		\$197,590
Secondary	65071	Fairfax County	BARON CAMERON AV (0606) RTE 606 - EXTEND EB & WB LEFT TURN LANES. FROM: AT ROUTE 602 (RESTON PARKWAY) TO: (FY 2003/04 HES PROGRAM)		\$345,565
Secondary	97672	Fairfax County	BARON CAMERON AVE (0606) SR 606_SR 4725 signal upgrade to improve visibility & safety FROM: SR-4725 Village Rd TO: SR-4725 Village Rd		\$250,000
Secondary	60645	Fairfax County	BRADDOCK ROAD (0620) RTE 620 - ADD 250' ACCEL LANE WB FOR RT FROM ROUTE 2864 SB FROM: 0.09 MILE WEST ROUTE 2864 (RAVENSWORTH ROAD) TO: ROUTE 2864 (RAVENSWORTH ROAD) (0.0900 MI)		\$350,817
Secondary	93570	Fairfax County	BRADDOCK ROAD (0620) Mod. Signal and Add LTLs on Braddock Road FROM: Intersection at TO: Ravensworth Road		\$936,192
Secondary	94866	Fairfax County	BRADDOCK ROAD (0620) Upgrade Existing Signal at Braddock Road and Queensberry Ave FROM: Braddock Road (Rt 620) TO: Queensberry Ave (Rt 3247)		\$300,000
Secondary	97673	Fairfax County	BURKE CENTER PKWY (0643) SR 643_SR 6493 signal upgrade to improve visibility & safety FROM: SR 6493-Burke Common Rd TO: SR 6493-Burke Common Rd		\$284,556
Secondary	86518	Fairfax County	BURKE CENTRE PARKWAY (0643) RTE 643 - REMOVE RIGHT TURN CHANNELIZATION at Route 6197, Roberts Parkway (0.1000 MI)		\$591,071
Secondary	52512	Fairfax County	DAN-SPRING PKWY (7900) RTE 7900 - ADD SINGLE OCCUPANCY VEHICLE ACCESS - PE ONLY FROM: 0.195 MILE WEST SPRING VILLAGE DRIVE TO: 0.129 MILE NORTH ROUTE 644 (FRANCONIA ROAD) (1.9000 MI)		\$6,783,402
Secondary	90214	Fairfax County	DULLES TOLL ROAD (0267) Redesign intersection of Rt 267 to Rt 7100 NB FROM: NB Ramp Rt 267 TO: NB Rt 7100		\$697,135
Secondary	95496	Fairfax County	FRANCONIA ROAD (0644) Upgrade Traffic Signal at Franconia Rd and Commerce St FROM: Route 644 TO: Commerce Street/ Loisdale Rd (Route 789)		\$350,960

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	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Secondary	70590	Fairfax County	GALLOWES RD. (RTE 650) Gallows Road ON-ROAD BIKE TRAILS FROM: Lee Hwy (Rte 29) TO: Old Courthouse Rd. (Rte 677) (3.0000 MI)		\$1,749,067
Secondary	60643	Fairfax County	HOOES ROAD (0636) RTE 636 - SUPER ELEVATE CURVE & RELOCATE UTILITIES (HES) FROM: 0.19 MILE SOUTH ROUTE 6100 TO: 0.07 MILE SOUTH ROUTE 6100 (0.1200 MI)		\$601,751
Secondary	86514	Fairfax County	LOISDALE ROAD (0789) Shift the Median to the Right for left turn Realignment FROM: Loisdale Road TO: Loisdale Court (0.1000 MI)		\$515,737
Secondary	17836	Fairfax County	OLD COLCHESTER (0611) RTE 611 - IMPROVE VERT & HORIZ ALIGNMENT, WIDEN RDWY & SHLDR FROM: 0.8 KILOMETER NORTH ROUTE 3180 TO: 1.2 KILOMETERS NORTH ROUTE 3180 (0.4000 KM)		\$539,623
Secondary	94863	Fairfax County	OLD KEENE MILL ROAD (RT 644) (0644) Upgrade Existing Signal at Old Keene Mil Rd & Carrleigh Pkwy FROM: Old Keene Mill Road TO: Carrleigh Pkwy		\$270,904
Secondary	52981	Fairfax County	PLEASANT VALLEY (0609) RTE 609 - STRAIGHTEN CURVE (HES PROGRAM PROJECT) AT 0.2 MILE NORTH ROUTE 620		\$793,368
Secondary	52982	Fairfax County	PLEASANT VALLEY (0609) RTE 609 - STRAIGHTEN CURVE (HES PROGRAM PROJECT) AT 0.60 MILE NORTH ROUTE 8566 (MARTINS HUNDRED DRIVE)		\$536,835
Secondary	52983	Fairfax County	PLEASANT VALLEY (0609) RTE 609 - STRAIGHTEN CURVE (HES PROGRAM PROJECT) AT 0.45 MILE SOUTH ROUTE 620		\$511,238
Secondary	53313	Fairfax County	S.VAN DORN/Franc (0613) RTE 613 - GRADE SEPARATION - PE ONLY FROM: AT ROUTES 613 AND 644 (SOUTH VANDORN STREET AND FRANCONIA TO: ROAD) (0.7000 MI)		\$4,750,000
Secondary	98422	Fairfax County	SR 602 RESTON PKWY (0602) Upgrd Sgnl+Ped Xing @ SR 602 Reston Pkwy @ SR 4721 Glade Dr FROM: SR 4721 Glade Drive TO: SR 4721 Glade Drive		\$300,943
Secondary	98425	Fairfax County	SR 602 RESTON PKWY (0602) Upgrd Sgnl+Ped Xing @ SR602 Reston Pk & SR5320 SunriseValley FROM: SR 5320 Sunrise Valley Drive TO: SR 5320 Sunrise Valley Drive		\$300,943
Secondary	98442	Fairfax County	SR 608 WEST OX ROAD (0608) Upgrd Sgnl+Ped Xing @ SR 608 West Ox & SR 7435 Post Forest FROM: SR 7435 Post Forest Drive TO: SR 7435 Post Forest Drive		\$300,943
Secondary	98443	Fairfax County	SR 608 WEST OX ROAD (0608) Upgrd Sgnl+Ped Xing @ SR 608 West Ox Rd & SR 7700 Fair Lakes FROM: SR 7700 Fair Lakes Pkwy TO: SR 7700 Fair Lakes Pkwy		\$300,943

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	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Secondary	96998	Fairfax County	SR 620 BRADDOCK RD (0620) Add Dual Left Turn Lanes on SR-8350 EB & SR-620 WB @ SR-659 FROM: SR 620 New Braddock Rd TO: Union Mill Road Rte 659		\$938,718
Secondary	97006	Fairfax County	SR 650 GALLOWES ROAD (0650) Upgrade Sgnl+Ped Xing @ SR 650 Gallows & SR 709 Woodburn FROM: SR 709 Woodburn Rd TO: SR 709 Woodburn Rd		\$851,865
Secondary	72695	Fairfax County	TRAP ROAD (0676) RTE 676 - FEASIBILITY & PE FOR PED ACCESS ACROSS DAATR FROM: WOLF TRAP NATIONAL PARK ENTRANCE TO: ROUTE 675 (BEULAH ROAD) (0.7500 MI)		\$1,933,100
Secondary	98281	Fairfax County	WALNEY ROAD (ROUTE 657) (0657) Upgrade Existing Traffic Signal at Walney Rd & Willard Rd FROM: Willard Road (Route 6215) TO: Willard Road (Route 6215)		\$300,873
Secondary	98283	Fairfax County	WIEHLE AVENUE (ROUTE 828) (0828) Upgrade Existing Traffic Signal_Wiehle Av & Center Harbor Rd FROM: Center Harbor (Route 7410) TO: Center Harbor (Route 7410)		\$300,873
Secondary	82830	Loudoun County	9999 EASTERN LOUDOUN PARK-AND-RIDE LOT		\$885,000
Secondary	86670	Loudoun County	ALGONKIAN PARKWAY (1582) RTE. 1582-CONSTRUCT RIGHT TURN LANE AT INTERSECTION WITH ROUTE 1570 (0.1000 MI)		\$31,468
Secondary	8828	Loudoun County	BELMONT RIDGE RD (0659) RTE 659 - WIDEN & STRENGTHEN EXISTING HARDSURFACED ROAD FROM: DULLES GREENWAY (ROUTE 267) TO: ROUTE 7 (HARRY BYRD HIGHWAY) (3.4000 MI)		\$2,323,342
Secondary	84358	Loudoun County	EVERGREEN MILLS ROAD (0621) Route 621- Intersection Improvements at Route 772 At intersection with Ryan Road (Route 772) (0.2000 MI)		\$4,130,239
Secondary	93515	Loudoun County	GUM SPRING ROAD (0659) Upgrade Guardrail and Widen Shoulders on SR 659 Gum Spring FROM: Cedar Ridge Blvd TO: 2650' section going south (0.5000 MI)		\$952,417
Secondary	93568	Loudoun County	GUM SPRING ROAD (0659) Upgrade Guardrail on SR 659 Gum Spring Road FROM: Sweetwater Lane TO: 2350 foot section south of Sweetwater Lane		\$945,779
Secondary	95503	Loudoun County	PALISADE PARKWAY (1795) Install Traffic Signal at Palisade Pkwy and Southbank St FROM: Route 1795 TO: Southbank Street/ Sonoma Way		\$325,873
Secondary	80348	Loudoun County	WAXPOOL ROAD (0625) RT 625 – WAXPOOL RD – RECONSTRUCT AND PAVE GRAVEL ROAD FROM: ROUTE 659 TO: 0.66 MILE EAST ROUTE 659 (0.6600 MI)		\$28,075

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	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Secondary	94639	Loudoun County	WAXPOOL ROAD (0625) ARRA Waxpool Rd./Loudoun Co. Pkwy. turn lane & signal mod. FROM: Inter-x Waxpool Rd. and Loudoun County Pkwy. TO: Inter-x (1.0000 MI)		\$1,500,000
Secondary	70736	Northern Virginia District-wide	HUNTINGTON AVE (1332) CONGESTION RELIEF PROJECT - HUNTINGTON METRO FROM: Intersection of Route 1332 (Huntington Avenue) TO: And Route 1346 (Fenwick Drive)		\$198,475
Secondary	90197	Prince William County	0234 Construct Shared Use Path to existing Country Club Dr FROM: Rt 1450 (Country Club Dr) TO: 1250' North of Rt 1450 (COuntry Club Dr)		\$481,423
Secondary	71723	Prince William County	0641 RTE 641 - PROVIDE HANDICAP ACCESS FROM: East of Titania Way TO: Cricket Lane (0.9350 MI)		\$1,942,078
Secondary	81296	Prince William County	3000 RTE 3000 - CORRECT SUPERELEVATION FROM: OCCOQUAN RIVER TO: 1.02 MILE EAST OCCOQUAN RIVER (1.0200 MI)		\$1,684,163
Secondary	17837	Prince William County	BALLS FORD RD (0621) RTE 621 - IMPROVE SIGHT DISTANCE & CONSTRUCT TURN LANES FROM: 0.065 MILE EAST ROUTE 660 TO: 0.011 MILE WEST ROUTE 660 (0.2000 MI)		\$701,504
Secondary	97040	Prince William County	BALLS FORD ROAD (0621) Install Traffic Signal via UPC 71465 FROM: Balls Ford Road TO: Groveton Road Rte 622		\$0
Secondary	71465	Prince William County	BALLSFORD ROAD (0621) RTE 621 & RTE 622 INTERSECTION IMPROVEMENTS FROM: 0.17 Miles east of Rte. 622 TO: 0.12 Miles west of Rte. 622 (0.3000 MI)		\$2,907,445
Secondary	71471	Prince William County	COVERSTONE ROAD (1596) RTE 1596-INSTALL TRAFFIC SIGNAL AT INTERSEC WITH RTE 1630 AT INTERSECTION WITH ROUTE 1630		\$345,794
Secondary	60648	Prince William County	DALE BLVD (0784) RTE 784 - EXTEND LTL'S & MODIFY EXISTING SIGNAL (OC \$) FROM: 0.11 MILE WEST ROUTE 1826 EAST TO: 0.11 MILE EAST ROUTE 1826 EAST (0.2200 MI)		\$477,073
Secondary	81295	Prince William County	DALE BOULEVARD (0784) RTE 784 - CONSTRUCT CROSSWALK W/PEDESTRIAN PUSHBUTTON AT ROUTE 2068 (GIDEON DR)		\$27,635
Secondary	86838	Prince William County	DALE BOULEVARD (0784) Route 784 - Extend WB left turn lanes At Route 2480, Benita Fitzgerald Blvd. (0.1000 MI)		\$630,000
Secondary	65073	Prince William County	FEATHERSTONE RD (0636) RTE 636 - REPLACE TRAFFIC SIGNAL (FY 2003/04 HES PROGRAM) AT INTERSECTION OF ROUTE 638 (COLCHESTER ROAD)		\$279,293

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	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Secondary	71470	Prince William County RTE 707 - INSTALL SIGNAL FROM: 0.005 MILE EAST ROUTE 55 TO: 0.005 MILE SOUTH ROUTE 55	GALLEHER ROAD (0707)	\$205,454
Secondary	60650	Prince William County RTE 1530 -ADD LEFT TURN LANE WESTBOUND TO RTE 234 SOUTHBOUND FROM: ROUTE 234 BUSINESS TO: 0.08 MILE EAST ROUTE 234 BUSINESS (0.0800 MI)	LOMOND DRIVE (1530)	\$932,687
Secondary	57416	Prince William County RTE 692 - DRAINAGE IMPROVEMENTS FROM: 0.10 MILE N. HIDDEN SPRING DRIVE, ROUTE 2559 TO: 0.16 MILE SOUTH HIDDEN SPRING DRIVE, ROUTE 2559 (0.3300 MI)	LUCASVILLE RD (0692)	\$2,683,333
Secondary	96510	Prince William County Offset left turn lanes on Old Bridge Rd (Rte 641) at Harbor FROM: 500 Ft W of harbor TO: 500 Ft E of harbor (0.1890 MI)	OLD BRIDGE RD (0641)	\$1,541,188
Secondary	71468	Prince William County RTE 641 - RECONSTRUCT WESTBOUND LANE TO ADD SUPERELEVATION FROM: 0.21 MILE EAST FOREST HILL ROAD TO: 0.27 MILE EAST FOREST HILL ROAD (0.0600 MI)	OLD BRIDGE ROAD (0641)	\$428,110
Secondary	90517	Prince William County RTE 641 - CONSTRUCT SIDEWALK ON NORTH SIDE OF ROAD FROM: DILLINGHAM SQUARE TO: MOHICAN RD (0.6700 MI)	OLD BRIDGE ROAD (0641)	\$1,100,000
Secondary	95835	Prince William County Upgrade Signal and Lighting at Elisian Dr FROM: 500 ft East of Elysain Dr TO: 500 ft West of Elysian Dr (0.2000 MI)	OLD BRIDGE ROAD (0641)	\$372,170
Secondary	95837	Prince William County Signal Upgrade and Lighting at SC 641 and SC 2116 FROM: Clipper Drive TO: 400 ft N and S of Clipper (0.2000 MI)	OLD BRIDGE ROAD (0641)	\$446,479
Secondary	95838	Prince William County Upgrade SC 641 @ SC906 Signal FROM: Occoquan Road TO: 400 ft north of Occoquan Rd	OLD BRIDGE ROAD (0641)	\$706,484
Secondary	96743	Prince William County Install Sidewalk and Superelevation on Old Bridge Road FROM: Hedges Run Drive TO: Dillingham Square/Cricket Lane	OLD BRIDGE ROAD (0641)	\$782,441
Secondary	98284	Prince William County Upgrade Existing Traffic Signal at Opitz Blvd & Gideon Dr FROM: Gideon Drive (Route 2068) TO: Gideon Drive (Route 2068)	OPTIZ BOULEVARD (ROUTE 2000) (2000)	\$401,222
Secondary	64223	Prince William County RTE 3000 - CONSTRUCT SOUND WALL AT MIDDLEBROOK ESTATES FROM: 0.063 mi. S. of Hudson Crest Drive TO: 0.030 mi. S. of Lake Jackson Drive (0.2310 MI)	PRINCE WILLIAM PARKWAY (3000)	\$1,758,105
Secondary	50142	Prince William County RTE 3000 - LEFT TURN LANE IMPROVEMENTS AT HILLENDALE DRIVE FROM: 0.10 MILE SOUTH ROUTE 1954 TO: 0.10 MILE SOUTH ROUTE 3000 (0.1000 MI)	PRINCE WM PKWY (3000)	\$186,050

Northern Virginia MPO

Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Secondary	96752	Prince William County	SIGNAL VIEW DRIVE (2590)		\$499,991
			Construct Sidewalk, C&G on Eastside of Signal View Drive		
			FROM: Rosemerry Farm Drive TO: Manassas Drive		
Secondary	98438	Prince William County	SR 1779 POTOMAC MILLS ROAD (1779)		\$300,943
			Upgrd Sgnl_Ped Xing @ SR 1779 Potomac Mill & SR 2068 Gideon		
			FROM: SR 2068 Gideon Drive TO: SR 2068 Gideon Drive		
Secondary	58345	Prince William County	SUDLEY MANOR DR (1566)		\$805,475
			RTE 1566 - RECONSTRUCT RIGHT TURN LANE AT ROUTE 234		
			FROM: 0.2 MILE WEST ROUTE 234 TO: ROUTE 234 (0.2000 MI)		
Secondary	86837	Prince William County	UNIVERSITY BOULEVARD (0840)		\$1,525,876
			Construct dual left turn lanes on SB Route 234 at Route 840		
			FROM: Route 234 Bypass (Prince William Pkwy) TO: 0.16 Mi. East of Route 234 Bypass (0.3500 MI)		
Urban	16099	Alexandria	CITY OF ALEXANDRIA - HOV ACCESS RAMP (PE ONLY IN SYIP)		\$200,000
			AT SEMINARY ROAD		
Urban	79793	Alexandria	HOLMES RUN BIKE TRAIL		\$510,000
			STUDY - HOLMES RUN TRAIL FROM I-395 TO RIPLEY STREET		
Urban	82841	Alexandria	RIDESHARING ENHANCEMENTS IN ALEXANDRIA		\$1,200,000
			Rideshare Enhancement		
Urban	85755	Alexandria	SHARED-USE PATH STUDY ONLY		\$210,264
			FROM: Telegraph Road TO: Mount Vernon Trail		
Urban	87185	Alexandria	ALEXANDRIA - SRTS - BARRETT AND MASON ES AND MISC CROSSINGS		\$492,047
			FROM: Area improvements near Barrett ES/Mason ES TO: Crossing improvements within 1/2 mile of any ES or MS		
Urban	58156	Alexandria	0000		\$635,342
			PEDESTRIAN IMPROVEMENTS		
			ALEXANDRIA UNION STATION		
Urban	79791	Alexandria	0000		\$500,000
			ALEXANDRIA BUS SHELTERS		
			VARIOUS LOCATIONS THRU OUT ALEXANDRIA		
Urban	81077	Alexandria	0000		\$750,000
			CITYWIDE SIDEWALK CONNECTIONS		
			FROM: CITYWIDE SIDEWALK CONNECTION IMPROVEMENTS NEAR METRO TO: STATIONS AND BUS STOPS_AT VARIOUS LOCTIONS		
Urban	86660	Alexandria	0000		\$0
			HSIP Proactive Safety Projects City of Alexandria		
			FROM: City Wide Safety Improvements TO: City Wide		

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Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Urban	79792	Alexandria	0007		\$4,459,100
			REBUILD KING STREET METRO PARKING LOT AND BUS LOADING AREA		
			FROM: STUDY TO CONDUCT AN ANALYSIS OF THE CONSTRAINTS & TO: OPPORTUNITIES FOR DESIGN CONCEPTS AT KING ST METRORL STATION		
Urban	71853	Alexandria	BUSINESS CENTER DR		\$37,487,088
			CITY OF ALEXANDRIA - DASH BUS MAINTENANCE FACILITY		
			FROM: (NEXT TO CURRENT FACILITY) TO: Roth Street (0.5000 MI)		
Urban	85374	Alexandria	CITY-WIDE (0000)		\$180,000
			Bicycle Safety Improvements at Int. & Multi-use Trails		
			FROM: Various TO: Various		
Urban	63364	Alexandria	DUKE STREET (0236)		\$747,019
			RTE 236 - DUKE STREET PEDESTRIAN ACCESS IMPROVEMENTS		
			AT BEN BRENNAN PARK (0.3000 MI)		
Urban	70599	Alexandria	DUKE STREET (0236)		\$810,126
			RTE 236 - CONGESTION RELIEF PROJECT		
			FROM: Dove Street TO: Walker Street (2.6500 MI)		
Urban	95657	Alexandria	DUKE STREET (0000)		\$587,822
			Upgrade 4 Signals with Ped Accommodations		
			FROM: S. Walker St. TO: N PAXton St. (0.6000 MI)		
Urban	8645	Alexandria	KING STREET (0007)		\$11,499,998
			RTE 7 - INTERSECTION IMPROVEMENTS AT BEAUREGARD		
			FROM: CHESTERFIELD ROAD TO: NORTH HAMPTON DRIVE (0.7000 MI)		
Urban	57071	Alexandria	KING STREET		\$3,119,991
			STATION IMPROVEMENTS INCLUDING PLATFORM EXTENSION		
			KING STREET METRO		
Urban	17678	Alexandria	MILL ROAD		\$2,961,342
			MILL ROAD - EXTENSION		
			EXTENSION OF MILL ROAD		
Urban	63362	Alexandria	OLD TOWN		\$200,000
			CITY OF ALEXANDRIA - TRAFFIC STUDY		
			OLD TOWN TRAFFIC STUDY OF CONGESTION REDUCTION MEASURES		
Urban	85380	Alexandria	SOUTH PICKETT (0000)		\$120,000
			Pedestrian Improvements to Major Roadways		
			@ Edsall Road		
Urban	79794	Alexandria	VARIOUS		\$1,400,000
			Dedicated Transit Corridors - Study Only		
			FROM: CITY-WIDE TO: CITY-WIDE		
Urban	82842	Alexandria	VARIOUS		\$765,035
			SIDEWALK & TRAIL IMPROVEMENTS		
			Sidewalk and Trail Improvements		

Northern Virginia MPO

Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Urban	13464	Alexandria	VARIOUS ROUTES CITY OF ALEXANDRIA - HIGHWAY SIGNALIZATION VARIOUS LOCATIONS		\$3,000,000
Urban	70580	Alexandria	VARIOUS ROUTES ITS INTEGRATION - including King/Braddock/Quaker inter ITS improvements City-wide traffic control devices		\$2,352,860
Urban	76681	Dumfries	CONSTRUCT DEBRIS WALL NEAR MINE ROAD		\$619,016
Urban	81517	Dumfries	0001 RTE 1 - IMPROVEMENTS TO MAIN STREET MAIN STREET		\$649,284
Urban	93506	Fairfax	CHAIN BRIDGE ROAD (0123) Chain Bridge Road(Rte. 123) Eaton Pl. Multi-modal Inter. Imp FROM: Eaton Place TO: Willow Crescent Drive		\$420,376
Urban	70600	Fairfax	FAIRFAX CIRCLE FAIRFAX - CONGESTION RELIEF PROJECT AT FAIRFAX CIRCLE		\$636,279
Urban	17690	Fairfax	LEE HIGHWAY (0029) RTE 29 - 6 LANE (PE ONLY IN SYIP) FROM: CHAIN BRIDGE ROAD TO: WCL FAIRFAX		\$0
Urban	71614	Fairfax	LEE HIGHWAY (0029) RTE 29 - SPOT IMPROVEMENTS AT INTERSECTION OF ROUTES 29/50 & 236 (0.2800 MI)		\$7,227,853
Urban	17683	Fairfax	PICKETT ROAD PICKETT ROAD - TURN LANES AND SIGNALIZATION FROM: 0.11 MILE WEST OF PICKETT ROAD (ROUTE 237) TO: 0.06 MILE EAST OF PICKETT ROAD (ROUTE 237) (0.1800 MI)		\$1,244,479
Urban	96754	Fairfax	UNIVERSITY DRIVE (0000) University Drive - Streetscape FROM: Armstrong Street TO: School Street		\$300,000
Urban	82838	Fairfax	VARIOUS TRAFFIC SIGNAL CONTROLLER UPGRADES IN FAIRFAX CITY FROM: CITY-WIDE SIGNALS TO: CITY-WIDE SIGNALS		\$452,558
Urban	85378	Fairfax	VARIOUS (0000) Install Video Traffic Monitoring Cameras FROM: City-wide TO: City-wide		\$137,795
Urban	57070	Fairfax	VARIOUS ROUTES FAIRFAX - VIDEO TRAFFIC MONITORING CAMERAS AT MAJOR INTERSECTIONS		\$322,205

Northern Virginia MPO

Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Urban	70579	Fairfax	VARIOUS ROUTES (U000) CITY OF FAIRFAX - DYNAMIC MESSAGE SIGNS (MPO PROJECT)		\$10,018
Urban	79394	Falls Church	FALLS CHURCH CITY WIDE TRANSPORTATION STUDY		\$269,760
Urban	85153	Falls Church	0000 Purchase Hybrid Vehicles - Falls Church		\$112,617
Urban	85377	Falls Church	0000 City of Falls Church Pedestrian Master Plan City of Falls Church Pedestrian Master Plan		\$430,240
Urban	84554	Falls Church	CITY WIDE (0000) Traffic Signal Management System FROM: Various Locations TO: Various Locations		\$300,000
Urban	81015	Falls Church	MAPLE AVENUE (0000) CITY CENTER IMPROVEMENTS ALONG MAPLE AVE FROM: IMPROVE THE ROADWAYS, INCLUDING ROUTE 7, MAPLE AVE, AND TO: ANNANDALE, WHICH MAKE UP THE CITY CENTER AREA		\$4,124,992
Urban	94425	Falls Church	TBD (0000) ARRA Traffic Calming - ARRA Stimulus FROM: TBD TO: TBD		\$75,000
Urban	79812	Herndon	W & OD TRAIL CROSSING IMPROVEMENTS FROM: TO INCLUDE STREETS THAT INTERSECT THE W & OD TRAIL TO: IE: CRESTVIEW DR., FERNDALE AVE, AND GRACE ST		\$450,000
Urban	85495	Herndon	0000 Herndon - Purchase Hybrid Vehicles FROM: Town wide TO: Town wide		\$138,347
Urban	98472	Herndon	0000 Alt Fueled Vehicles - Mid Sized SUV		\$90,000
Urban	98473	Herndon	0000 Alt Fueled Vehicles - Hybrid Pickup		\$35,000
Urban	98475	Herndon	0000 Alt Fueled Vehicles - Dump Truck		\$166,653
Urban	50100	Herndon	EAST ELDEN STREET (U000) WIDEN E ELDEN ST FROM VAN BUREN ST TO FAIRFAX COUNTY PARKWAY FROM: VAN BUREN STREET TO: ECL OF HERNDON (0.6000 MI)		\$20,388,129
Urban	86414	Herndon	ELDEN STREET (0000) Pedestrian and Bike Improvements for Elden Street FROM: Elden Street TO: Elden Street		\$312,500

Northern Virginia MPO

Construction : Safety/ITS/Operational Improvements

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Urban	89889	Herndon Herndon Parkway Intersections FROM: Town wide TO: Town wide	HERNDON PARKWAY (0606)	\$1,260,000
Urban	52449	Herndon SUGARLAND RUN TRAIL FROM: W&OD TRAIL TO: FAIRFAX COUNTY TRAIL	SUGARLAND RUN TR	\$909,642
Urban	13467	Herndon TOWN OF HERNDON - HIGHWAY SIGNALIZATION AT VARIOUS LOCATIONS	VARIOUS LOCS	\$775,969
Urban	70603	Leesburg RTE 773 - EDWARDS FERRY ROAD - CONGESTION MITIGATION PROJECT FROM: INTERSECTION OF ROUTE 773 WITH ROUTE 15 TO: 0.02 MILE WEST OF INTERSECTION ON ROUTE 773 (0.2600 MI)	0773	\$420,000
Urban	17688	Leesburg RTE 15 - COORDINATE 7 TRAFFIC SIGNALS ON SOUTH KING STREET	SOUTH KING ST (0015)	\$265,686
Urban	94467	Leesburg ARRA - ROW Phase for the Rte 15 Widening FROM: South King Street TO: Greenway Drive	SOUTH KING STREET (0015)	\$1,025,000
Urban	95614	Leesburg ARRA-C ROW Phase for the Rte 15 Widening FROM: South King Street TO: Greenway Drive	SOUTH KING STREET (0015)	\$1,175,000
Urban	50008	Leesburg LEESBURG - COORDINATE SIGNALS TOWN WIDE	VARIOUS ROUTES	\$274,686
Urban	82843	Manassas MANASSAS INCIDENT MANAGEMENT VARIABLE MESSAGE BOARDS NEW FY07 RSTP PROJECT		\$200,000
Urban	60212	Manassas RTE 28 - TRACK WORK AND BUILDING PHASE 1 NORFOLK SOUTHERN R/R TRACK RELOCATION	0028	\$5,975,692
Urban	61448	Manassas RTE 28 - INSTALL CENTER LEFT TURN LANE FROM: 0.14 MILE NORTH OF SUDLEY ROAD TO: 0.09 MILE SOUTH OF LIBERIA AVENUE (0.3100 MI)	CENTREVILLE ROAD (0028)	\$2,101,635
Urban	72802	Manassas PRINCE WILLIAM PKWY - CONSTRUCT DUAL LEFT TURN LANES AT LIBERIA AVENUE	PRINCE WILLIAM P	\$378,000
Urban	96719	Manassas Signal Improvements & Synchronization -Manassas FROM: North Corporate limit TO: Digges Road	SUDLEY ROAD (0234)	\$648,000

Northern Virginia MPO

Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Urban	13465	Manassas	VARIOUS ROUTES MANASSAS - HIGHWAY SIGNALIZATION VARIOUS LOCATIONS		\$1,326,000
Urban	52929	Manassas	WELLINGTON ROAD (0028) RTE 28 - WELLINGTON ROAD - PHASE I FROM: 0.108 MILE SOUTH ROUTE 28 TO: NORFOLK SOUTERN MAINLINE CROSSING (0.2770 MI)		\$6,234,838
Urban	76683	Manassas Park	MANASSAS DRIVE INTERSECTION IMPROVEMENTS ON MANASSAS DRIVE AT EUCLID AVENUE		\$2,274,182
Urban	94613	Manassas Park	MANASSAS DRIVE (0000) ARRA - ROW Phase - Intersection Improvements on Manassas Dr. at Euclid Ave		\$300,000
Urban	95551	Manassas Park	MANASSAS DRIVE (0000) ARRA-C ROW Phase - Intersection Improvement on Manassas Dr. at Euclid Ave		\$181,487
Urban	93513	Prince William County	OLD BRIDGE ROAD (0641) Route 641 Old Bridge Road Vertical Alignment Improvements FROM: Colby Drive TO: 0.20 mile west of Colby Drive (0.2000 MI)		\$899,176
Urban	52290	Purcellville	PURCELLVILLE - COMMUTER PARKING LOT (PE ONLY IN SYIP) 75-SPACE COMMUTER LOT (0.5000 MI)		\$80,000
Urban	77170	Purcellville	0007 Purcellville - 21st St Sidewalk Improv FROM: 100' Southeast of Branbury Glen Court TO: 100' Northwest of N 23rd Street (0.2800 MI)		\$262,278
Urban	70578	Purcellville	MAIN STREET (0007) INTERSECTION IMPROVEMENTS @ MAIN ST & MAPLE AVE-PURCELLVILLE At the intersection of Main Street and Maple Avenue		\$2,391,169
Urban	71734	Purcellville	MAIN STREET PURCELLVILLE - Maple Ave. and W&OD Trail - Pedestrian Improv FROM: MAIN STREET TO: 100 FEET NORTH OF THE WASHINGTON AND OLD DOMINION TRAIL (0.2330 MI)		\$460,000
Urban	81324	Purcellville	MAIN STREET (0007) RTE 7 - CONSTRUCT SIDEWALK FROM: NORTH SIDE OF WEST MAIN STREET; NORTH 28TH STREET; TO: NORTH 33RD STREET (0.4200 MI)		\$846,000
Urban	16633	Vienna	BEULAH RD BEULAH ROAD - STREET RESURFACING (INCLUDES PE FOR UPC 64711) FROM: 0.018 KILOMETER WEST MAPLE AVENUE TO: 0.019 KILOMETER NORTH SIDLING COURT (1.2480 KM)		\$1,526,359
Urban	14853	Vienna	BRANCH ROAD BRANCH ROAD - 2 LANE RECONSTRUCTION FROM: 0.022 KILOMETER EAST OF MAPLE AVENUE TO: 0.005 KILOMETER WEST OF VALLEY DRIVE (0.6730 KM)		\$2,831,728

Northern Virginia MPO

Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Urban	77402	Vienna	MAPLE AVENUE (0123)		\$1,787,679
			RTE 123 - MAPLE AVENUE IMPROVEMENTS		
			FROM: Lawyers Road TO: Western Town Limit (0.6400 MI)		
Urban	95412	Vienna	VARIOUS (0000)		\$225,000
			Purchase signal equipment		
			FROM: Various TO: Various		
Construction : Safety/ITS/Operational Improvements Total					\$823,671,027

Construction : Transportation Enhancement/Byway/Non-Traditional

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Enhancement	94586	Alexandria	ARRA - Eisenhower Avenue Trail - Phase 1A / C502		\$750,000
			FROM: South side of Eisenhower Avenue / under bridge TO: To North side of Eisenhower Avenue		
Enhancement	95558	Alexandria	ARRA-C - Eisenhower Avenue Trail - Phase 1A / C502		\$702,500
			FROM: Southside of Eisenhower Avenue/under bridge TO: Northside of Eisenhower Avenue		
Enhancement	87450	Arlington County	Arlington County - Bicycle/Ped bridge over Four Mile Run		\$500,000
			FROM: Bicycle/Pedestrian Bridge over Four Mile Run TO: connecting Arlington Co. and City of Alexandria		
Enhancement	97836	Arlington County	Construction of a paved multi-use trail along Rte. 110		\$307,500
Enhancement	86354	Fairfax County	CHAIN BRIDGE ROAD		\$841,000
			McLean Streetscape - Phase II streetscape demonstration C502		
Enhancement	94286	Fairfax County	Fairfax County Civil War Bicycle Tour		\$130,000
			FROM: NA TO: NA		
Enhancement	94287	Fairfax County	Fairfax Lorton Cross County Trail		\$312,500
			FROM: Occoquan Regional Park TO: Laurel Hill Greenway		
Enhancement	94363	Fairfax County	HOT Lanes Bicycle/Pedestrian Facilities		\$1,800,000
			FROM: Springfield Interchange TO: Old Dominion Boulevard		
Enhancement	97837	Fairfax County	Pohick Stream Valley Trail - Phase I		\$550,000
Enhancement	94590	Herndon	ARRA - Herndon Streetscape Utility Relocation		\$960,000
Enhancement	94288	Loudoun County	Village of Waterford Bicycle/Pedestrian Pathway		\$113,750

Northern Virginia MPO

Construction : Transportation Enhancement/Byway/Non-Traditional

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Enhancement	97838	Loudoun County Landscaping along Va. Scenic Byways / Waterford "Old School"		\$88,750
Enhancement	93206	Prince William County ARRA - Semper Fidelis Memorial Park Trails		\$500,000
Enhancement	94462	Prince William County Beverley Mill - C502 Site Improvements		\$3,000
Enhancement	90353	Quantico Potomac Avenue streetscape improvements FROM: Potomac Avenue TO: Potomac Avenue		\$830,000
Enhancement	97736	Prince William County Town of Occoquan Pedestrian Safety Enhancement, VA FROM: Town of Occoquan TO: Town of Occoquan		\$149,974
Enhancement	94683	Fairfax County GUNSTON ROAD (0242) Mason Neck Trail - C502 Phase II construction of the trail FROM: Entrance to Pohick Bay Drive (Rte. 721) TO: 300 ft. west of entrance to Gunston Hall Plantation (0.4000 MI)		\$370,725
Enhancement	97839	Haymarket EN10 Access Improvements to the Southern Railway Caboose		\$42,500
Interstate	96747	Prince William County I-95 NORTHBOUND (0095) I-95 NB @ MP 158 Horizontal Alignment, Shoulder & Guardrail. FROM: I-95 NB MP 158.15 TO: I-95 NB MP 158.44 (0.2900 MI)		\$1,325,143
Interstate	91084	Fairfax County CAPITAL BELTWAY - TMP - INCIDENT MGMT (0495) Capital Beltway - TMP - Incident Management (IM) FROM: Capital Beltway - TMP - Incident Mgmt TO: Capital Beltway - TMP - Incident Mgmt		\$7,999,620
Interstate	91085	Fairfax County CAPITAL BELTWAY - TMP - TRANSIT (0495) Capital Beltway - TMP - Transit FROM: Capital Beltway - TMP - Transit TO: Capital Beltway - TMP - Transit		\$6,080,000
Interstate	91086	Fairfax County CAPITAL BELTWAY - TMP - COMMUNICATIONS (0495) Capital Beltway - TMP - Communications FROM: Capital Beltway - TMP - Communications TO: Capital Beltway - TMP - Communications		\$5,028,000
Interstate	91087	Fairfax County CAPITAL BELTWAY - TMP - LOCAL NETWORK OPERATIONS - (0495) Capital Beltway - TMP - Local Network Operations - LNO FROM: Capital Beltway - TMP - Local Network Operations - LNO TO: Capital Beltway - TMP - Local Network Operations - LNO		\$2,699,998
Miscellaneous	17641	Northern Virginia District-wide BICYCLE RACKS - PURCHASE AND INSTALL AT SELECTED LOCATIONS		\$69,578
Miscellaneous	80434	Northern Virginia District-wide NORTHERN VA POTOMAC HERITAGE NATIONAL SCENIC TRAIL FY07 SAFETEA-LU EARMARK PROJECT		\$895,564

Northern Virginia MPO**Construction : Transportation Enhancement/Byway/Non-Traditional**

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	93250	Northern Virginia District-wide NVTA - TransAction 2030 Update	0495	\$1,100,000
Miscellaneous	93578	Prince William County Install sidewalk and Ped Crossing on Prince William Pkwy FROM: 300' North of Crossing Place TO: Horner Corner Commuter Parking Lot	PRINCE WILLIAM PKWY (3000)	\$668,255
Miscellaneous	96236	Fairfax County BRAC-National Museum of the Army FROM: Telegraph Road TO: John Kingman Road	7100	\$20,000
Primary	96734	Dumfries Multi-modal Enhancements - Dumfries FROM: Townwide TO: Townwide	JEFFERSON DAVIS HI9GHWAY (0001)	\$160,000
Primary	56866	Fairfax County CONSTRUCT PEDESTRIAN BRIDGE NEAR SEVEN CORNERS FROM: 0.170 MILE EAST ROUTE 7 OVERPASS TO: 0.052 MILE WEST ROUTE 2327 (PATRICK HENRY DRIVE) (0.3220 MI)	0050	\$5,318,609
Primary	58601	Fairfax County RTE 50 - PEDESTRIAN IMPROVEMENTS FROM: JAGUAR TRAIL TO: SEVEN CORNERS	0050	\$775,000
Primary	64766	Haymarket Route 55 - Washington Street- Streetscape FROM: MADISON STREET TO: 0.093 MILES EAST OF ST. PAUL DRIVE (0.2140 MI)	WASHINGTON STREET (0055)	\$944,791
Primary	97735	Prince William County Town of Haymarket Pedestrian Connections, VA FROM: Town of Haymarket TO: Town of Haymarket	WASHINGTON STREET (0055)	\$499,915
Primary	58598	Arlington County RTE 110 - SOUTH BIKE TRAIL FROM: NORTH PENTAGON PARKING LOT TO: MEMORIAL BRIDGE	0110	\$167,000
Primary	62146	Arlington County RTE 120 -XWALKS,PED SIGNLS,REFUGE AREAS,RECONST CURB CORNERS 26TH STREET & GLEBE ROAD (Route120)	0120	\$72,000
Secondary	93146	Fairfax County Const bike & ped access to proposed Wiehle Ave Metro Station FROM: Wiehle Avenue & Dulles Toll Road TO: Half mile radius of Wiehle Ave. Metrorail Station	VARIOUS INTERSECTIONS (0828)	\$4,000,000
Urban	88428	Manassas Demolition Contract for UPC 17689 Demolition Contract for UPC 17689	0028	\$451,260
Construction : Transportation Enhancement/Byway/Non-Traditional Total				\$47,226,932

Maintenance : Preventive Maintenance and System Preservation

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
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Northern Virginia MPO**Maintenance : Preventive Maintenance and System Preservation**

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T4152	Statewide	SOPS		\$0
			PREVENTATIVE MAINTENANCE AND SYSTEMS OPERATIONS		
			STIP Adj FFY13-01 to move \$143,943,308 FFY14 funds to FFY13. Funding Identified to be Obligated Statewide as Projects are Identified		
Primary	T1021 6	Fairfax	FAIRFAX BOULEVARD (0050)		\$7,330
			ARRA-C MPO - RECONSTRUCTION AND PAVING		
			FROM: Rebel Run TO: Eaton Place		
Urban	94468	Fairfax	FAIRFAX BOULEVARD (0050)		\$1,350,000
			ARRA - MPO - Reconstruction and Repaving		
			FROM: Rebel Run TO: Eaton Place		
Maintenance : Preventive Maintenance and System Preservation Total					\$1,357,330

Maintenance : Preventive Maintenance for Bridges

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T3748		SOPS		\$0
			BRIDGE SAFETY INSPECTION REHABILITATION AND RECONSTRUCTION		
			STIP Adj FFY12-04 to move \$40,000 from FFY13 to FFY12. Funding Identified to be Obligated Statewide as Projects are Identified		
Maintenance : Preventive Maintenance for Bridges Total					\$0

Maintenance : Traffic and Safety Operations

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T3746		SOPS		\$0
			TRAFFIC AND SAFETY OPERATIONS		
			Funding Identified to be Obligated Statewide as Projects are Identified.		
Secondary	94641	Loudoun County	0000		\$347,313
			ARRA - Loudoun Misc. Upgrade/Install Pavement Markers		
			FROM: LOUDOUN COUNTY WIDE TO: LOUDOUN COUNTY WIDE		
Urban	94424	Falls Church	CITY WIDE (0000)		\$300,000
			ARRA Reconstruct Sidewalk and Curb and Gutter - City wide		
			FROM: City wide TO: City wide		
Maintenance : Traffic and Safety Operations Total					\$647,313

Transit : Access

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	70720	Northern Virginia District-wide	CONGESTION RELIEF PROJECT - VRE PARKING CAPITAL		\$950,000
Primary	T8523	Prince William County	0028		\$0
			VRE Broad Run Parking Garage		
			FROM: Broad Run VRE Station TO: Broad Run VRE Station		

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Transit : Access

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Public Transportation	T1123	Fairfax County	0000		\$0
			WMATA Bike Racks on Buses		
Urban	89857	Vienna			\$137,000
			Install Sidewalk		
Urban	96717	Vienna		MAPLE AVENUE (0123)	\$235,000
			Walk to Downtown Initiative		
			FROM: Nutley Street TO: Follin Lane		
Transit : Access Total					\$1,322,000

Transit : Amenities

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	T9066	Fairfax County	0095		\$0
			VanPool Incentive Program		
			FROM: Stafford County Line TO: Washington, D.C.		
Miscellaneous	T236	Fairfax County			\$0
			Install 600 Bus Stop Signs Throughout Region		
Miscellaneous	T235	Fairfax County			\$0
			Install CRT Exhaust Filters for 250 Buses		
Miscellaneous	T233	Fairfax County			\$0
			Install Canopies Over Bus Bays at 4 Metrorail Stations		
Miscellaneous	T208	Fairfax County			\$0
			West Falls Church Metrorail Station Bus Bay Area Modificatio		
Miscellaneous	T154	Fairfax County			\$0
			Bus Shelter Programs: Fairfax, PRTC, Arlington and Alexandr		
Miscellaneous	T207	Fairfax County	0000		\$0
			Springfield Mall Transit Store		
			FROM: Transit Store Facilities TO: Transit Store Facilities		
Primary	93273	Loudoun County	0267		\$425,000
			Broadlands South/Moorefield Station Park & Ride Lease		
			FROM: Broadlands South/Moorefield Station TO: Broadlands South/Moorefield Station		
Primary	97678	Loudoun County		DULLES GREENWAY (0267)	\$173,158
			Canopy for Dulles North Transit Center Rider Queuing Area		
			FROM: At Dulles North Transit Center TO: Interchange of Dulles Greenway and Rte 606 Old Ox Road		
Public Transportation	T1838	Arlington County			\$0
			Arlington - Clarendon and Crystal City Canopies		

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Transit : Amenities

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Public Transportation	T99		Fairfax County Transit Store Funding		\$0
Public Transportation	T67		Fairfax County Increase Capacity at Alexandria Station		\$0
Public Transportation	T21		Fairfax County Completion of Transit Center		\$0
Public Transportation	T1118		Manassas VRE Station Parking		\$0
Public Transportation	T1834		Northern Virginia District-wide WMATA Information Kiosks		\$0
Public Transportation	87399		Prince William County VRE Manassas Line Platform Extensions VRE Manassas Line Platform Extensions	0028	\$2,020,000
Public Transportation	50007		Fairfax County SEVEN CORNERS TRANSIT TRANSFER CENTER FROM: SEVEN CORNERS TO: SEVEN CORNERS	RTE 0050 (0050)	\$1,510,539
Public Transportation	84292		Arlington County Pentagon City Metro Station: Hayes Street @ Pentagon City and 12th Street (0.1000 MI)	SOUTH HAYES (9999)	\$0
Rail	T8522		Fairfax County VRE Lorton Platform Extension FROM: Lorton VRE Station TO: Lorton VRE Station	0001	\$0
Transit : Amenities Total					\$4,128,697

Transit : Engineering

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	85393		Northern Virginia District-wide I66 Multimodal Study - Phase I FROM: Rte 66 (DC line) TO: Rte 495 (Capital Beltway) (16.5000 MI)	0066	\$1,500,000
Primary	59296		Arlington County BUS TRANSFER FACILITY - PE ONLY BUS TRANSFER FACILITY AT SHIRLINGTON		\$1,000,000
Primary	82864		Northern Virginia District-wide DISTRICTWIDE BRIDGE DECK EVALUATION STUDY 10 LOCATIONS THROUGHOUT THE DISTRICT		\$116,953

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Transit : Engineering

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Public Transportation	T1837	Alexandria	POTOMAC YARD TRANSITWAY PROJECT		\$0
			Alexandria - Potomac Yard Transit Analysis Phase II		
			FROM: Braddock Road Metro Station to Four Mile Run (Alexandria) TO: Pentagon (Arlington County Portion)		
Public Transportation	T1835	Alexandria			\$0
			Alexandria - Eisenhower Valley Transit/Transportation Study		
Public Transportation	T1789	Alexandria	NONE		\$580,000
			Community-Wide Transit Analysis in Western Alexandria		
			FROM: Various Location TO: Various Location		
Transit : Engineering Total					\$3,196,953

Transit : Rail ROW Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Public Transportation	T126	Fairfax County			\$0
			Track and System Engineering Improvements		
Public Transportation	T69	Fairfax County	0000		\$0
			SIGNAL UPGRADE		
			FROM: Crossover Signal Systems at Woodridge & Aquia TO: & Bridge at Quantico Creek		
Public Transportation	T34	Fairfax County	0000		\$0
			Regional Traffic Control Measures		
Public Transportation	T27	Fairfax County	0000		\$0
			Signal Conversion (Potomac Yards - South of Alexandria)		
Transit : Rail ROW Improvements Total					\$0

Transit : Ridesharing

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	52294	Northern Virginia District-wide			\$1,381,125
			M-101A MASS MARKETING CAMPAIGN		
			REGIONWIDE		
Miscellaneous	T230	Fairfax County			\$0
			Media Program To Promote TDM's		
Miscellaneous	T181	Fairfax County			\$0
			Telecommuting Pilot Program		
Miscellaneous	T174	Fairfax County			\$0
			Public Education Campaign		

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Transit : Ridesharing

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T168		Fairfax County Support Implementation Telecommuting TCM-92		\$0
Miscellaneous	T164		Fairfax County Expand TDM Program		\$0
Miscellaneous	T161		Fairfax County Rideshare Program Expanded TCM-47		\$0
Miscellaneous	T151		Fairfax County Provide Free Bus Rides on Code Red Days Provide Free Bus Rides on Code Red Days		\$6,650,500
Miscellaneous	70724		Northern Virginia District-wide CONGESTION RELIEF PROJECT - VALLEY COMMUTER ASSISTANCE TDM		\$30,000
Miscellaneous	70744		Northern Virginia District-wide CONGESTION RELIEF PROJECT - NURIDE		\$450,000
Primary	95481		Northern Virginia District-wide Vanpool Incentive Study	0095	\$200,000
Public Transportation	T100		Arlington County Commuter Assistance Program Commuter Assistance Program		\$0
Public Transportation	T155		Fairfax County Transportation Emission Reduction Measures (TERMS)		\$0
Public Transportation	T1836		Northern Virginia District-wide PRTC/NVTC - VRE SmarTrip Program		\$0
Public Transportation	T66		Fairfax County Rideshare Program Enhancements	0000	\$0
Public Transportation	T1833		Northern Virginia District-wide PRTC Commuter Assistance Program PRTC Commuter Assistance Program	DRPT	\$0
Transit : Ridesharing Total					\$8,711,625

Transit : System Preservation

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T229		Fairfax County Citywide Transportation Demand Program Start-up Funding		\$0

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Transit : System Preservation

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Public Transportation	T28		Fairfax County		\$0
			King Street Metro Station Improvements		

Transit : System Preservation Total \$0

Transit : Vehicles

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	94423		Arlington County	VARIES	\$0
			ARRA - ART Bus Purchase		
			FROM: Varies TO: Varies		
Miscellaneous	T209		Fairfax County		\$0
			Dulles Corridor Transit Service Expanded Express Bus Service		
Miscellaneous	T169		Fairfax County		\$0
			Falls Church Electric Bus Service - Neighborhoods To Metro		
Miscellaneous	T153		Fairfax County		\$0
			Bus Service Start-up		
Miscellaneous	12878		Funding		\$0
			DISTRICTWIDE/CONGESTION MITIGATION & AIR QUALITY PROGRAM		
			FROM: WMATA - REPLACEMENT BUSES TO: NORTHERN VIRGINIA DISTRICT		
Miscellaneous	T158		Prince William County	DRPT	\$0
			Bus Replacement (OmniRide Express Commuter Buses)		
Primary	94469		Alexandria	KING STREET (0000)	\$3,263,775
			ARRA - Purchase Trolleys		
			FROM: Various TO: Various		
			STIP Amd FFY09-23 to add CN Phase and to obligate \$2,400,000 in ARRA Funds FFY10.		
Public Transportation	T4315		Northern Virginia District-wide		\$0
			VIRGINIA RAILWAY EXPRESS - PURCHASE OF RAILCARS		
			VIRGINIA RAILWAY EXPRESS - PURCHASE OF RAILCARS		
Public Transportation	70739		Northern Virginia District-wide	COLUMBIA PIKE	\$3,467,500
			CONGESTION RELIEF PROJECT - COLUMBIA PIKE BUS SERVICE		
			FROM: Columbia Pike Arlington County Line TO: Fairfax County Line		
Public Transportation	T1124		Fairfax County	0000	\$0
			Purchase of METRO Buses		
			Purchase of METRO Buses		
Public Transportation	T2130		Multi-jurisdictional: Northern Virginia MPO	0000	\$0
			WMATA BUS AQUISITION		

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Transit : Vehicles

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Urban	96716	Falls Church	BROAD STREET (0007)		\$375,000
			Hybrid Hydraulic Refuse Truck		
			FROM: W Corporate limit of Falls Church TO: E Corporate limit of Falls Church		
Urban	97676	Falls Church	CITY WIDE (0000)		\$192,383
			Purchase Hybrid Vehicles - Phase III - Falls Church		
			FROM: City wide TO: City wide		
Urban	97677	Falls Church	CITY-WIDE (0000)		\$120,000
			Purchase Hybrid Vehicle - Phase II - City of Falls Church		
			City-wide		
Urban	93155	Manassas	0000		\$72,000
			Purchase Hybrid/Alternate fuel vehicles		
			FROM: City of Manassas TO: City of Manassas		

Transit : Vehicles Total \$7,490,658

Northern Virginia MPO Total \$1,153,021,175

**Table 1A
VIRGINIA
FY 2013-2018 TRANSPORTATION IMPROVEMENT PROGRAM
Financial Summary by Funding Source (in \$ Millions)**

Source	2013		2014		2015-2016		2017-2018		2013-2018
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	Total
Title I - FHWA									
Bridge Replacement and Rehabilitation Program	46.27	57.82	57.74	72.18	52.75	65.94			195.94
Congestion Mitigation and Air Quality Improvement Program	4.27	5.33	10.74	13.43					18.76
Demonstration			2.48	3.10	0.85	0.94			4.04
Earmark	12.83	16.04	2.15	2.69					18.73
Equity Balance/Minimum Guarantee	47.49	50.23	7.53	9.41	46.23	48.75			108.39
Federal Lands Transportation Program			2.66	2.66					2.66
Interstate Maintenance	31.95	32.10			43.02	43.02			75.11
National Highway System	57.02	60.48	10.81	13.51	70.38	74.04			148.02
Regional Surface Transportation Program	14.58	18.23	16.50	20.62	17.13	21.41			60.26
Surface Transportation Program	55.54	61.04	20.54	25.68	65.74	73.58	26.7288	33.411	193.71
Hazard Elimination Safety Improvement Prog (STP)	0.88	1.11							1.11
Highway Safety Improvement Program (STP)	3.35	3.73	0.69	0.77	0.06	0.07			4.56
<i>Title I - FHWA Total:</i>	<i>274.18</i>	<i>306.09</i>	<i>131.84</i>	<i>164.04</i>	<i>296.16</i>	<i>327.74</i>	<i>26.73</i>	<i>33.41</i>	<i>831.28</i>
Title III - FTA									
Section 5307 - Urbanized Area Formula Program	10.11	12.64	10.24	12.81	22.17	27.71	18.67	23.34	76.49
Section 5309 - Capital Program	3.74	4.55	7.74	9.67	9.39	11.74	6.0392	7.549	33.51
Section 5309 - Bus	6.84	8.55							8.55
Section 5309 - Fixed Guideway	4.11	5.14	5.20	6.50	9.51	11.89	15.1552	18.944	42.47
Section 5309 - New Starts	90.73	90.73							90.73
Section 5310 - Elderly and Persons w/ Disabilities Program	0.16	0.20	0.16	0.20	0.12	0.15			0.55
Section 5339 - Alternatives Analysis Funding			0.80	1.00					1.00
ARRA/TIGER	0.03	0.03							0.03
ARRA/5309 - New Starts			96.00	96.00	24.90	24.90			120.90
<i>Title III - FTA Total:</i>	<i>115.72</i>	<i>121.84</i>	<i>120.14</i>	<i>126.18</i>	<i>66.09</i>	<i>76.39</i>	<i>39.87</i>	<i>49.83</i>	<i>374.24</i>
State/Local Funds									
Bond		33.39		36.16					69.55
Local Funds		498.07		637.97		1,199.36		618.49	2,953.89
State Funds		153.30		100.38		200.00			453.68
<i>State/Local Total:</i>		<i>684.76</i>		<i>774.52</i>		<i>1,399.36</i>		<i>618.49</i>	<i>3,477.12</i>
Other Funds									
Advanced Construction	65.06	75.87	11.67	14.31	75.47	81.54			171.73
Advanced Construction Conversion	101.36	116.42	106.99	116.88	75.70	85.18			318.48
Private		592.15		0.35					592.50
Revenue Sharing		15.34							15.34
Urban Flex Funding	0.80	1.00			1.84	2.30			3.30
<i>Other Total:</i>	<i>167.22</i>	<i>800.78</i>	<i>118.66</i>	<i>131.54</i>	<i>153.01</i>	<i>169.02</i>			<i>1,101.34</i>
<i>Virginia Total:</i>	<i>557.12</i>	<i>1,913.46</i>	<i>370.65</i>	<i>1,196.28</i>	<i>515.25</i>	<i>1,972.51</i>	<i>66.60</i>	<i>701.73</i>	<i>5,783.98</i>

**Table 1B
VIRGINIA
FY 2013-2018 TRANSPORTATION IMPROVEMENT PROGRAM
Financial Summary (in Millions of Dollars)**

Project Type	2013		2014		2015-2016		2017-2018		2013-2018	
	Federal	Total	Federal	Total	Federal	Total	Federal	Total	Federal	Total
Interstate	125.85	737.55	115.61	129.15	58.90	72.19			300.36	938.88
Primary	32.24	38.92	19.32	25.57	88.95	98.38			140.51	162.87
Secondary	13.13	61.61	2.52	37.64	8.40	10.50			24.05	109.76
Urban	0.87	1.08	1.12	1.40	0.60	0.75			2.59	3.23
Bridge	49.67	62.09	68.40	84.16	61.84	77.30			179.91	223.55
Surface Transportation:	221.76	901.25	206.97	277.93	218.68	259.12	0.00	0.00	647.42	1,438.30
Transit:	129.42	787.86	133.29	878.70	92.06	1,500.21	66.60	701.73	421.36	3,868.51
Enhancement	1.38	5.41		1.43					1.38	6.84
ITS	21.31	26.64	21.84	27.30	22.39	27.98			65.54	81.92
Maintenance	144.09	144.11	1.66	2.08	169.33	169.33			315.09	315.52
Other	39.16	48.19	6.88	8.84	12.79	15.86			58.84	72.89
Enhancements, ITS, Maintenance and Other:	205.94	224.35	30.38	39.65	204.51	213.18	0.00	0.00	440.84	477.18
Total Funds:	557.12	1,913.47	370.65	1,196.28	515.25	1,972.51	66.60	701.73	1,509.62	5,783.98

Table 2
Change in FY 2013-2018 TIP Total
Funding Amounts by Source

Funding Source	(Funds Shown in \$Millions)		Difference
	FY 13-18 Total (as of 7/18/2012)	FY 13-18 Total (proposed 6/13/2013)	
Title I - FHWA			
Bridge Replacement and Rehabilitation Program	189.52	195.94	6.41
Congestion Mitigation and Air Quality Improvement Program	13.59	18.76	5.17
Demonstration	3.10	4.04	0.94
Earmark	17.80	18.73	0.93
Equity Balance/Minimum Guarantee	143.44	108.39	(35.04)
Federal Lands Transportation Program	7.90	2.66	(5.24)
Interstate Maintenance	106.32	75.11	(31.21)
National Highway System	184.76	148.02	(36.74)
Regional Surface Transportation Program	15.48	60.26	44.78
Surface Transportation Program	222.23	193.71	(28.52)
Hazard Elimination Safety Improvement Prog (STP)	0.71	1.11	0.40
Highway Safety Improvement Program (STP)	3.54	4.56	1.02
Title III - FTA			
Section 5307 - Urbanized Area Formula Program	75.54	76.49	0.95
Section 5309 - Capital Program	24.16	33.51	9.35
Section 5309 - Bus	8.55	8.55	(0.00)
Section 5309 - Fixed Guideway	283.72	42.47	(241.25)
Section 5309 - New Starts	42.47	90.73	48.26
Section 5310 - Elderly and Persons w/ Disabilities Program	0.39	0.55	0.16
Section 5339 - Alternatives Analysis Funding		1.00	1.00
ARRA/TIGER		0.03	0.03
ARRA/5309 - New Starts		120.90	120.90
State/Local Funds			
Bond	81.32	69.55	(11.77)
Local Funds	3,126.00	2,953.89	(172.11)
State Funds	4.00	453.68	449.68
Tax District	223.88		(223.88)
Revenue Sharing	13.51	15.34	1.83
Urban Flex Funding		3.30	3.30
Other Funds			
Advanced Construction	24.60	171.73	147.13
Advanced Construction Conversion	383.90	318.48	(65.42)
Private	592.50	592.50	(0.00)
			-
Total:	5,792.94	5,783.98	(8.96)