



ITEM #5

District of Columbia
Bowie
College Park
Frederick County
Gaithersburg
Greenbelt
Montgomery County
Prince George's County
Rockville
Takoma Park
Alexandria
Arlington County
Fairfax
Fairfax County
Falls Church
Loudoun County
Manassas
Manassas Park
Prince William County

MEMORANDUM

February 8, 2005

To: Transportation Planning Board

From: Ron Kirby *RK*
Director, Department of
Transportation Planning

RE: Steering Committee Actions

At its meeting of February 4, 2005, the TPB Steering Committee approved the following resolutions:

- ❖ TPB SR14-2005: Resolution on an Amendment to the FY 2005 Unified Planning Work Program (UPWP) to modify the tasks and budgets in three work activities.
- ❖ TPB SR15-2005: Resolution on an Amendment to the FY2004-2009 Transportation Improvement Program (TIP) that is exempt from the Air Quality Conformity Requirement to fund congestion management activities on interstate highways, and fund the preliminary engineering phase for projects in the City of Manassas and the City of Alexandria as requested by the Virginia Department of Transportation (VDOT).
- ❖ TPB SR16-2005: Resolution on an Amendment to the FY 2005-2010 Transportation Improvement Program (TIP) that is exempt from the Air Quality Conformity Requirement to fund congestion management activities on interstate highways, and to fund the preliminary engineering phase for projects in the City of Manassas as requested by the Virginia Department of Transportation (VDOT).

The TPB Bylaws provide that the Steering Committee "shall have the full authority to approve non-regionally significant items, and in such cases it shall advise the TPB of its action."

TPB SR14-2005
February 4, 2005

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002**

**RESOLUTION TO AMEND THE FY 2005 UNIFIED PLANNING WORK PROGRAM
(UPWP) TO MODIFY THE TASKS AND BUDGETS IN THREE WORK ACTIVITIES**

WHEREAS, the Joint Planning Regulations issued 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 2005 UPWP for the Washington Metropolitan Area was adopted by the TPB on March 17, 2004; and

WHEREAS, the TPB Technical Committee at its meeting on January 7, 2005, reviewed proposed additions and deletions to the work tasks and budgets for work activities: III.C. Models Development, IV.A Cordon Counts, and IV.C.1 Household Travel Survey, and recommended that the FY 2005 UPWP be amended to incorporate the changes as shown on the attached pages describing these three work activities;

NOW, THEREFORE, BE IT RESOLVED THAT: The Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2005 UPWP to incorporate the additions and deletions to the work tasks and budgets for work activities: III.C. Models Development, IV.A Cordon Counts, and IV.C.1 Household Travel Survey, as described in the attached pages describing these work activities.

Adopted by the Steering Committee of the Transportation Planning Board at its regular meeting on February 4, 2005.

III. DEVELOPMENT OF NETWORKS AND MODELS

C. MODELS DEVELOPMENT

During FY2004, the Transportation Research Board (TRB) Committee reviewing the TPB travel demand modeling process completed a report which made recommendations for improvements in several areas. Examples of these were to take measures to improve Root Mean Square Error (RSME), incorporate bus speeds in transit networks as a function of highway congestion, improve the speed feedback process, review the use of adjustment factors in an effort to reduce their use, and to begin development of an explicit forecasting model for commercial vehicle trips. The TRB Committee also expressed a view that more effort was needed to improve model validation in the area of transit ridership forecasting.

In response to these recommendations, TPB staff undertook to implement several changes in FY2004. These included beginning the migration of transit sub-models to the new TP+ software platform, beginning a sampling plan for collection of truck and commercial vehicle trip data, implementing a methodology to estimate bus speeds as a function of highway speeds in transit network coding, improving the speed feedback of the Version 2.1 model to ensure that speeds employed in mode choice modeling were consistent with speeds employed in other steps of the modeling process, and incorporating refinements to the emissions post-processor. These updated modeling procedures incrementally advance the practice of travel demand modeling in the Washington region, consistent with the TPB Travel Forecasting Subcommittee's policy adopted in 1998. Additionally, TPB staff obtained FTA's SUMMIT software package employed in evaluation of transit environmental impact studies to better understand how the software responds to various components of the travel demand forecasting procedures.

The FY2005 effort in Models Development will focus on the following tasks:

Enhancing the capability of the modeling process to address value pricing (high occupancy toll (HOT) lanes and managed lanes) at the regional level;

~~Completing the migration of the transit sub-models to the TP+ software platform;~~
(The results of this activity will be produced by the nested logit mode choice model upgrade effort described in the following bullet.)

Beginning a longer term upgrade of transit modeling by starting work on a nested logit mode choice model, updating fare matrix procedures, and examining ways to better model and constrain the demand for transit park-n-ride

nested logit mode choice model, updating fare matrix procedures, and examining ways to better model and constrain the demand for transit park-n-ride facilities;

Completing a design for sampling truck and commercial vehicle traffic counts, to be followed in coming years by the development of new truck and commercial vehicle forecasting models;

Continuing to seek ways to reduce the use of adjustment factors in the modeling process;

Continuing the effort to maintain consistent treatment of speeds in all steps of the modeling process, including both the mode choice model and the emissions post-processor;

Begin efforts to develop a framework for tour-based and/or activity-based models in the future;

Continuing to gain familiarity with the SUMMIT software package employed by the FTA in reviewing transit environmental impact studies;

Continuing the development of a more formal airport access demand model; and

Participation on a national MPO panel being established to recommend practices in travel demand modeling.

Staff will continue to review best practice in travel demand modeling through participation in the Travel Model Improvement Program (TMIP), Transportation Research Board, and literature reviews. Staff will provide documentation and applicable training for all products from the models development program.

Oversight:	Travel Forecasting Subcommittee
Cost Estimate:	\$636,700
Products	Recommendations for continued updating of the travel demand modeling process, documentation of all activities
Schedule:	June 2005

IV. TRAVEL MONITORING

A. CORDON COUNTS

During FY2004, data collection was conducted in the Spring for a report to be prepared in FY2005 entitled, "2004 Performance of Regional High-Occupancy Vehicle Facilities on Interstate Highways in the Washington Region: An Analysis of Passenger and Vehicle Volumes." Also during FY2004, data collection was completed in the Summer for the External Truck Origin / Destination Survey. Documentation of this survey was completed at the close of FY2004. The multi-year schedule of activities for the Cordon Count program is shown in the accompanying figure. The schedule of activities in most instances involves processing of data and report writing during the first half of a fiscal year for data collected in the second half of the preceding fiscal year, followed by data collection for another activity in the second half of the new fiscal year. This schedule of activities reflects the consensus of the TPB Technical Committee during its review of the travel monitoring program in FY2000.

In the fall of FY2005, staff will prepare a technical report documenting the performance of regional high-occupancy vehicle facilities in the Washington region, as measured in the spring of FY2004. The task includes merging of all data collected in spring 2004, summarizing the data for documentation, and preparation of a report.

In spring of 2005, staff will collect truck and commercial vehicle classification count data as developed in a sampling plan specified as part of FY2004 models development activities. **The final sampling plan identified a significantly larger number of counting sites than originally envisioned which require a budget increase.** Data obtained in this project is to serve as the starting point for developing a synthetic origin – destination pattern of internal truck and commercial vehicle travel by weight group, in lieu of a major new internal truck and commercial vehicle survey. The latter was last attempted in 1996, and, consistent with experience around the country, fell short of meeting the needs of developing an observed truck origin – destination travel pattern, suitable for the updating of medium and heavy truck forecasting models or for creating a commercial vehicle forecasting model recommended by the TRB Committee reviewing the TPB travel demand modeling process and the joint TPB / MWAQC Mobile 6 Task Force. It is envisioned that the approach taken to estimate a synthetic origin – destination pattern from these truck counts will be similar to efforts conducted in other metropolitan areas employing this technique. The synthetic pattern will be developed in FY2006 using the count data obtained from this project in FY2005.

Oversight:	Travel Forecasting Subcommittee
Cost Estimate:	\$362,300, \$340,000 FY 2004 funds transferred from work task IV.C.1 Household Travel Survey

Products: Report on the Regional HOV Monitoring Project;
Truck and Commercial Vehicle Classification
Count Data

Schedule: report – Spring 2005; data files – June 2005

C. TRAVEL SURVEYS AND ANALYSIS

1. Household Travel Survey

In FY 2005, staff will continue to provide data files, user documentation and technical support to the users of COG/TPB travel survey databases. This work will include special tabulations from these travel survey databases to support other COG/TPB transportation planning activities and update of user documentation as required.

Staff will complete the design of a large-sample methodologically enhanced activity based regional household travel survey. Methodological enhancements to be considered in this design include: (1) development of a GIS-based housing unit sample frame that would enable selection of survey households by land use area type, (2) development of a multi-modal data collection survey methodology that permits household recruitment and diary retrieval by mail, telephone, Internet and in-person contacts, (3) a GPS vehicle tracking add-on sub-sample, and (4) a follow-up survey of non-responding households and household members.

~~Data collection for significant pretest of this methodologically enhanced activity-based regional household survey will begin in the spring of 2005 using the FY 2004 carryover funding. If additional funding for this effort can also be identified, data collection for a full-blown large sample household travel survey will also begin.~~

Estimated Cost:	\$175,100 FY 2005 funds \$340,000 FY 2004 funds FY 2004 funds transferred to work task IV. A. Cordon Counts
Oversight:	Travel Forecasting Subcommittee
Products:	Regional Household Travel Survey Design
Schedule:	December 2004

TPB SR15- 2005
February 4, 2005

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002**

**RESOLUTION ON AN AMENDMENT TO
THE FY 2004-2009 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT
TO FUND CONGESTION MANAGEMENT ACTIVITIES ON INTERSTATE
HIGHWAYS, AND FUND THE PRELIMINARY ENGINEERING PHASE FOR
PROJECTS IN THE CITY OF MANASSAS AND THE CITY OF ALEXANDRIA 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 the Transportation Equity Act for the 21st Century (TEA-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, on December 17, 2003 the TPB adopted the 2003 Constrained Long-Range Transportation Plan (CLRP) and the FY 2004-2009 Transportation Improvement Program (TIP); and

WHEREAS, in the attached letter of January 28, 2005, VDOT has requested an amendment to the FY 2004-2009 TIP to modify the CMAQ funding for congestion management activities on the Interstate highway system in Northern Virginia, increase funding for the preliminary engineering (PE) phase for a turn-lane project on VA 3000 (Prince William Parkway) in the City of Manassas, and add a PE phase for the RT 236 (Duke Street) congestion relief project in the City of Alexandria; and

WHEREAS, these funding modifications and 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 August 15, 1997 *Federal Register*,

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2004-2009 TIP to the CMAQ funding for congestion management activities on the Interstate highway system in Northern Virginia, increase funding for the preliminary engineering (PE) phase for a turn-lane project on VA 3000 (Prince William Parkway) in the City of Manassas, and add a PE phase for the RT 236 (Duke Street) congestion relief project in the City of Alexandria, as described in the attached materials.

Adopted by the Steering Committee of the Transportation Planning Board at its regular meeting on February 4, 2005.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

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

PHILIP A. SHUCET
COMMISSIONER

DENNIS C. MORRISON
DISTRICT ADMINISTRATOR

January 28, 2005

National Capital Region
Transportation Improvement Program Amendment

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

Dear Chairman Mendelson:

The Virginia Department of Transportation (VDOT) requests amendments (attached) to the FY 2004-2009 Transportation Improvement Programs (TIP) and to the FY 2005-2010 TIP. Table 1 (also attached) describes the individual projects included in the TIP amendments, including the reason(s) each project is included in this request, conformity status, and funding implications. Because the region has yet to receive federal approval (although, we believe approval is imminent) of the FY 2005-2010 TIP, we are requesting approval of amendments to both the FY 2004-2009 and FY 2005-2010 TIPs.

This amendment will add funding for congestion management activities on Interstate highways in NoVA, increase funds available for the preliminary engineering (PE) phase for a turn-lane project on VA 3000 (Prince William Parkway), and add a PE phase for the RT 236 (Duke Street) Congestion Relief Project in the City of Alexandria. None of these projects will adversely affect the conformity analyses performed for either the FY-04 or FY-05 TIPs.

VDOT requests that this amendment be approved by the TPB Steering Committee at its meeting on February 4, 2005.

The Honorable Phil Mendelson
January 28, 2005
Page Two

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

Sincerely,



Dennis C. Morrison

attachments

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

PROPOSED TIP AMENDMENT - 2/04/05

FY 2004-2009

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

Agency Project ID	Facility, Location, Description	Phase	FY03 TIP Entry	Carry Over	Annual Element FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	Program Total FY 04-09	Funding Source	Funding Shares Fed/st/lo	
VDOT INTERSTATE														
73246	Facility: Congestion Management Activities	P.E.	0	0	0	0	0	0	0	0	\$3,940	CMAQ	80%	20%
	From: Interstate System in NoVA	ROW	0	0	0	0	0	0	0	0				
	To: 	Const	0	0	0	3,940	0	0	0	0				
Jurisdiction: District-wide,		Fund congestion management activities on the interstate highway system in VDOT's Northern Virginia District.												
VDOT URBAN														
72802	Facility: VA 3000 (Prince William Parkway)	P.E.	0	0	0	60	0	0	0	0	\$60	RSTP	80%	20%
	From: @ VA 776 (Liberia Avenue) /	ROW	0	0	0	0	0	0	0	0				
	To: Fairview Avenue	Const	0	0	0	0	0	0	0	0				
Jurisdiction: Manassas		Construct second left-turn lane for the westbound to southbound movement at this intersection.												
VDOT ITS														
70599	Facility: VA 236 (Duke St.) Congestion Relief	P.E.	0	0	0	68	0	0	0	0	732	STP	80%	20%
	From: I-395	ROW	0	0	0	0	0	0	0	0				
	To: Telegraph Road	Const	0	0	0	665	0	0	0	0				
Jurisdiction: Alexandria,		Reduce congestion on Route 236 Duke Street, improve existing transit service reliability, and improve the accessibility for peds.												

Table 1

Background Information on NoVA Projects Proposed for Amendment into the FY-04 TIP

Presented to the TPB Steering Committee
February 4, 2005

Facility / Project:	Congestion Management Activities
Jurisdiction:	District-wide,
Limits / Location:	Interstate System in NoVA
Project Description:	Fund congestion management activities on the interstate highway system in VDOT's Northern Virginia District. Potential programs / projects to be funded will include, but not necessarily be limited to, the following: <ul style="list-style-type: none">• Van Start / Van Save Program - This program provides Vanpool operators up to \$1,000 to help subsidize their vans. The program provides assistance to vans that are just getting started as well as vans that have lost passengers and are looking to replace them.• Leasing parking lots for use by commuters.• Funding shuttle buses / subsidizing transit fares for commuters.
Agency Project ID:	73246
Agency Project Number	ICMP-96A-XXX
New CLRP Description Sheet required?	No, covered by existing CLRP description sheet.
New TIP Description Sheet required?	Yes, included in the TIP amendment package
Reason(s) for Amendment:	Add funding capability for congestion management activities on NoVA's Interstate highway system to the FY-04 TIP
Conformity Status:	Exempt from regional emissions analyses. Projects that lead to the "Continuation of ride-sharing and van-pooling promotion activities at current levels" are listed in Table 2 of 40 CFR §93.126, as examples of projects that "... are exempt from the requirement that a conformity determination be made."
Financial Implications:	Adds \$3,940 K to the TIP in CMAQ funds attributable to an FHWA adjustment to Virginia's CMAQ allocation for FY-04.

Table 1
(Cont.)

Facility / Project:	VA 3000 (Prince William Parkway)
Jurisdiction:	City of Manassas
Limits / Location:	@ VA 776 (Liberia Ave) / Fairview Avenue
Project Description:	Construct second WB to SB left-turn lane at Prince William Parkway's intersection with Liberia Avenue and Fairview Avenue.
Agency Project ID:	72802
Agency Project Number:	U000-155-122
New CLRP Description Sheet required?	No, covered by existing CLRP description sheet.
New TIP Description Sheet required?	No, existing project in TIP.
Reason(s) for Amendment:	Preliminary engineering costs have increased from \$15 K to \$60 K.
Conformity Status:	Exempt from regional emissions analyses. "Intersection channelization projects" are listed in Table 3 of 40 CFR §93.127 as activities that are "... exempt from regional emissions analysis requirements."
Financial Implications:	Increases the funding for the PE phase by appropriating funding from the CN phase. However, this reappropriation reduces the funding available for the CN phase. Consequently, due to insufficient funding, the CN phase will be deleted from the TIP until additional funding for this project can be identified.

Facility / Project:	VA 236 (Duke Street) Congestion Relief
Jurisdiction:	City of Alexandria
Limits / Location:	I-395 to Telegraph Road
Project Description:	The aim of this project is to reduce congestion on Route 236 Duke Street, improve existing transit service reliability, and improve the accessibility for pedestrians.
Agency Project ID:	70599
Agency Project Number:	0236-100-103
New CLRP Description Sheet required?	No, covered by existing CLRP description sheet.
New TIP Description Sheet required?	No, existing project already in TIP.
Reason(s) for Amendment:	Add PE phase to TIP.
Conformity Status:	Included in FY-04's conformity input.
Financial Implications:	None, total project cost is unchanged.

Transportation Improvement Program (TIP)
 Proposed Project or Action Description Form
 FY 2004-2010

1. Agency: **VDOT**

Last Modified On: **1/28/2005**

2. Location and Jurisdiction

Facility: **Congestion Management Activities**

From/At: **Interstate System in NoVA**

To:

Jurisdiction: **District-wide,**

3. Description of project or action:

Fund congestion management activities on the interstate highway system in VDOT's Northern Virginia District. Potential programs / projects to be funded will include, but not necessarily be limited to, the following:

- **Van Start / Van Save Program - This program provides Vanpool operators up to \$1,000 to help subsidize their vans. The program provides assistance to vans that are just getting started as well as vans that have lost passengers and are looking to replace them.**
- **Leasing parking lots for use by commuters.**
- **Funding shuttle buses / subsidizing transit fares for commuters.**

Bicycle/pedestrian accommodations included.

4. Project Status

New project.

5. Environmental Review

Proposed Categorical Exclusion (CE)

6. Funding and Schedule Information

Date of completion or implementation: **Ongoing**

Source	FY	Amount (x \$1,000)	Phase	% Fed/State/Loc
CMAQ	2005	3,940	CN	80 20

7. Cost and schedule remarks:

Funding attributable to an FHWA adjustment to Virginia's CMAQ allocation for FY-04.

TPB SR16- 2005
February 4, 2005

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002**

**RESOLUTION ON AN AMENDMENT TO
THE FY 2005-2010 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT
TO FUND CONGESTION MANAGEMENT ACTIVITIES ON INTERSTATE
HIGHWAYS AND FUND THE PRELIMINARY ENGINEERING PHASE FOR
PROJECTS IN THE CITY OF MANASSAS AS REQUESTED BY THE VIRGINIA
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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 Transportation Equity Act for the 21st Century (TEA-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, on December 15, 2004 the TPB adopted the 2004 Constrained Long-Range Transportation Plan (CLRP) and the FY 2005-2010 Transportation Improvement Program (TIP); and

WHEREAS, in the attached letter of January 28, 2005, VDOT has requested an amendment to the FY 2004-2009 TIP to modify the CMAQ funding for congestion management activities on the Interstate highway system in Northern Virginia and increase funding for the preliminary engineering (PE) phase for a turn-lane project on VA 3000 (Prince William Parkway) in the City of Manassas; and

WHEREAS, these funding modifications and 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 August 15, 1997 *Federal Register*;

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Adopted by the Steering Committee of the Transportation Planning Board at its regular meeting on February 4, 2005.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

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Chantilly, VA 20151
(703) 383-VDOT (8368)

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DENNIS C. MORRISON
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January 28, 2005

National Capital Region
Transportation Improvement Program Amendment

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Transportation Planning Board
Metropolitan Washington Council of Governments
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Washington, DC 20002-4201

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This amendment will add funding for congestion management activities on Interstate highways in NoVA, increase funds available for the preliminary engineering (PE) phase for a turn-lane project on VA 3000 (Prince William Parkway), and add a PE phase for the RT 236 (Duke Street) Congestion Relief Project in the City of Alexandria. None of these projects will adversely affect the conformity analyses performed for either the FY-04 or FY-05 TIPs.

VDOT requests that this amendment be approved by the TPB Steering Committee at its meeting on February 4, 2005.

The Honorable Phil Mendelson
January 28, 2005
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Please call Jo Anne Sorenson at (703) 383-2461, if you need further information. Upon approval of this amendment, please furnish copies of the approval to Ms. Sorenson and to Ms. Marsha Fiol, Division Chief, for VDOT's Transportation and Mobility Planning Division. Thank you for your consideration of this request.

Sincerely,

A handwritten signature in cursive script that reads "Jo Anne Sorenson" followed by "Asst. Dist. Eng. for" in a smaller, less legible script.

Dennis C. Morrison

attachments

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

PROPOSED TIP AMENDMENT - 2/04/05

FY 2005-2010

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

Agency Project ID	Facility, Location, Description	Phase	FY04 TIP Entry	Carry Over	Annual Element FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Program Total FY 05-10	Funding Source	Funding Shares Fed/st/lo		
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	From: Interstate System in NoVA	ROW	0	0	0	0	0	0	0	0					
	To: District-wide,	Const	0	0	3,940	0	0	0	0	0					
Jurisdiction: District-wide,		Fund congestion management activities on the interstate highway system in VDOT's Northern Virginia District.													
VDOT URBAN															
72802	Facility: VA 3000 (Prince William Parkway)	P.E.	15	15	60	0	0	0	0	0	\$60	RSTP	80%	20%	
	From: @ VA 776 (Liberia Avenue) /	ROW	0	0	0	0	0	0	0	0					
	To: Fairview Avenue	Const	0	0	0	0	0	0	0	0					
Jurisdiction: Manassas		Construct second left-turn lane for the westbound to southbound movement at this intersection.													

Table 1

Background Information on NoVA Projects Proposed for Amendment into the FY-05 TIP

Presented to the TPB Steering Committee
February 4, 2005

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Jurisdiction:	District-wide,
Limits / Location:	Interstate System in NoVA
Project Description:	Fund congestion management activities on the interstate highway system in VDOT's Northern Virginia District. Potential programs / projects to be funded will include, but not necessarily be limited to, the following: <ul style="list-style-type: none">• Van Start / Van Save Program - This program provides Vanpool operators up to \$1,000 to help subsidize their vans. The program provides assistance to vans that are just getting started as well as vans that have lost passengers and are looking to replace them.• Leasing parking lots for use by commuters.• Funding shuttle buses / subsidizing transit fares for commuters.
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Financial Implications:	Adds \$3,940 K to the TIP in CMAQ funds attributable to an FHWA adjustment to Virginia's CMAQ allocation for FY-04.

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Transportation Improvement Program (TIP)
Proposed Project or Action Description Form
FY 2005-2011

1. Agency: **VDOT**

Last Modified On: **1/28/2005**

2. Location and Jurisdiction

Facility: **Congestion Management Activities**

From/At: **Interstate System in NoVA**

To:

Jurisdiction: **District-wide,**

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Date of completion or implementation: **Ongoing**

Source	FY	Amount (x \$1,000)	Phase	% Fed/State/Loc	
CMAQ	2005	3,940	CN	80	20

7. Cost and schedule remarks:

Funding attributable to an FHWA adjustment to Virginia's CMAQ allocation for FY-04.