



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: July 14, 2016

The attached materials include:

- Steering Committee Actions
- Letters Sent/Received
- Announcements and Updates



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions
DATE: July 14, 2016

At its meeting on July 8, the TPB Steering Committee approved the following resolutions to amend the FY 2015-2020 Transportation Improvement Program (TIP) that are exempt from the air quality conformity requirement:

- SR1-2017: To include funding for the MD 234 Gilbert Swamp Run and MD 355 Urbana Pike Bridge Replacement projects, as requested by the Maryland Department of Transportation (MDOT)
- SR2-2017: To include funding for the Neighborhood Streetscape Improvements and Construction of Fiber Communication Network On Freeways projects, as requested by the District Department of Transportation (DDOT)
- SR3-2017: To include funding for the Boundary Channel Drive at I-395 Interchange, I-95 Directional Off-Ramp to Northbound Fairfax County Parkway, and Route 7 Corridor Improvements Phase 1 and 2 projects and the Vehicle Fuel Conversion Program, as requested by the Virginia Department of Transportation (VDOT)
- SR4-2017: To include funding for eleven transit projects, as requested by the Potomac and Rappahannock Transportation Commission (PRTC) and VDOT
- SR5-2017: To include funding for the Thomas Circle Tunnel Lights Conversion to LED and Streetlight Upgrade On Massachusetts Avenue projects, as requested by DDOT
- SR6-2017: To include funding for the Route 1 Widening from Featherstone Road to Mary's Way and Fairfax County Parkway Widening projects, as requested by 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.”

Attachments

- SR1-2017
- SR2-2017
- SR3-2017
- SR4-2017
- SR5-2017
- SR6-2017

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2015-2020 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THE MD 234 GILBERT
SWAMP RUN AND MD 355 URBANA PIKE BRIDGE REPLACEMENT PROJECTS,
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 the Fixing America's Surface Transportation (FAST) Act 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 October 15, 2014 the TPB adopted the FY 2015-2020 TIP; and

WHEREAS, in the attached letter of July 1, 2016, MDOT has requested that the FY 2015-2020 TIP be amended to include \$823,000 in Bridge Replacement and Rehabilitation Program (BR) funding between FY 2015 and FY 2017 for preliminary engineering, and \$4.221 million in state funding between FY 2015 and FY 2018 for preliminary engineering and construction for the MD 234 Gilbert Swamp Run Bridge Replacement project; and to include \$9.056 million in state funding between FY 2015 and FY 2020 for preliminary engineering, right of way acquisition and construction for the MD 355 Urbana Pike Bridge Replacement project at Bennett Creek, as described in the attached materials; and

WHEREAS, these projects are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2015-2020 TIP to include \$823,000 in BR funding between FY 2015 and FY 2017, and \$4.221 million in state funding between FY 2015 and FY 2018 for the MD 234 Gilbert Swamp Run Bridge Replacement project; and to include \$9.056 million in state funding between FY 2015 and FY 2020 for the MD 355 Urbana Pike Bridge Replacement project at Bennett Creek, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on July 8, 2016



Maryland Department of Transportation
The Secretary's Office

Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

Pete K. Rahn
Secretary

July 1, 2016

The Honorable Timothy B. Lovain, 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 Lovain:

The Maryland Department of Transportation (MDOT) requests the following amendments to the State Highway Administration (SHA) portion of the National Capital Region Transportation Planning Board's (TPB) FY 2015-2020 Transportation Improvement Program (TIP) for two new projects as described below and in the attached memo. The additional funds are available due to programmed State funds and an increase in federal-aid obligational authority. This action does not impact air quality conformity.

TIP ID#	Project	Phase	Amount of New Funding	Comment
6517	MD 234 at Gilbert Swamp Run Bridge Replacement	PE ROW CO	\$5,044,000	Add funding for preliminary engineering and construction.
6518	MD 355 at Bennett Creek Bridge Replacement	PE ROW CO	\$9,099,000	Add funding for preliminary engineering, right-of-way, and construction.

MDOT requests that this amendment be approved by the Transportation Planning Board (TPB) Steering Committee at its July 8, 2016 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.

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 Timothy B. Lovain
Page Two

We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact Ms. Kari Snyder at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@mdot.state.md.us. Of course, please feel free to contact me directly.

Sincerely,



Lyn Erickson,
Manager, Regional Planning
Office of Planning and Capital Programming

Attachment

cc: Mr. Eric Beckett, Chief, Regional and Intermodal Planning Division (RIPD), SHA
Ms. Heather Murphy, Director, Office of Planning and Capital Programming, MDOT
Ms. Kari Snyder, Regional Planner, Office of Planning and Capital Programming,
MDOT



Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor

Pete K. Rahn, Secretary
Gregory C. Johnson, P.E., Administrator

MEMORANDUM

TO: DIRECTOR HEATHER MURPHY
PLANNING AND CAPITAL PROGRAMMING
MARYLAND DEPARTMENT OF TRANSPORTATION

ATTN: REGIONAL PLANNING MANAGER LYN ERICKSON
REGIONAL PLANNER KARI SNYDER

FROM: CHIEF ERIC BECKETT *for Markles*
REGIONAL AND INTERMODAL PLANNING DIVISION

SUBJECT: REQUEST TO AMEND THE FISCAL YEARS 2015-2020 NATIONAL CAPITAL
REGION TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

DATE: JUNE 29, 2016

PURPOSE OF MEMORANDUM

To request you approve and forward to the TPB for its approval the following TIP amendment.

SUMMARY

The Maryland Department of Transportation's State Highway Administration (SHA) hereby requests amendment of the FY 2015-2020 National Capital Region TIP. SHA is programming additional funding for two new projects in the National Capital Region, as in the attached table and detailed in the attached TIP report.

ANALYSIS

This amendment reflects:

- 1) The addition of \$5.0 million in preliminary engineering and construction funding for a new project; MD 234 Gilbert Swamp Run Bridge Replacement, for MD 234 Bridge 0804700 over Gilbert Swamp Run (TIP 6517). The existing structure over Gilbert Swamp Run is structurally deficient. The project is scheduled to advertise for construction in November 2016, with construction anticipated to begin in the Spring of 2017.
- 2) The addition of \$9.1 million in preliminary engineering, right of way, and construction funding for a new project; MD 355 Urbana Pike bridge replacement, for MD 355 bridge 1008600 over Bennett Creek (TIP 6518). The existing structure over Bennett Creek is structurally deficient. The project is scheduled to advertise for construction in November of 2016, with construction anticipated to begin in the Winter of 2017.

My telephone number/toll-free number is 410-545-5675 or 1-888-204-4828
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Ms. Heather Murphy
Page Two

The additional funds are available due to programmed State funds and an increase in federal-aid obligational authority. The proposed action will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The amended funding does not affect the portion of federal funding programmed for transit or allocations of state aid to local jurisdictions in lieu of federal aid.

After your review, please forward this request to the National Capital Region Transportation Planning Board. Upon approval of this requested TIP amendment, please amend the FY 2014-2017 Statewide TIP (STIP) using the funding information provided in the attachment. If you have any questions, please contact Ms. Samantha Biddle, SHA Regional Planner, at 410-545-5560 or via email at sbiddle@sha.state.md.us.

ATTACHMENTS

Table 1
FY 2015-2020 TPB TIP (6517) project CH2061 report
FY 2015-2020 TPB TIP (6518) project FR1321 report

cc: Mr. Matt Baker, Regional Planner, SHA
Ms. Samantha Biddle, Regional Planner, SHA
Ms. Aviva Brown, Assistant Regional Planner, SHA
Ms. Meredith Hill, Assistant Regional Planner, SHA
Mr. David Rodgers, Regional Planner, SHA
Ms. Jessica Shearer, Assistant Chief, Regional and Intermodal Planning Division, SHA
Mr. Brian Young, District 3 Engineer, SHA

Table 1

TIP	Project	Phase	New Funding	Comments
6517	MD 234 Gilbert Swamp Run Bridge Replacement	PE CO	\$1,044,000 \$4,000,000	The addition of \$5.0 million in preliminary engineering and construction funding. Add an additional \$1.0 million in funds for the preliminary engineering phase (\$0.35 million in BRR funds for FY 15, \$0.09 million in State funds for FY 15, \$0.13 million in BRR funds for FY 16, \$0.04 million in State funds for FY 16, \$0.34 million in BRR funds for FY 17, and \$0.09 million in State funds for FY 17). Add an additional \$4.0 million in funds for the construction phase (\$0.9 million in State funds for FY 17 and \$3.1 million in State funds for FY 18).
6518	MD 355 Urbana Pike Bridge Replacement	PE RW CO	\$823,000 \$276,000 \$8,000,000	The addition of \$9.1 million in preliminary engineering, right of way, and construction funding. Adding preliminary engineering State funding including \$475,000 to FY 15 and \$348,000 to FY 16. Adding right-of-way State funding including \$5,000 to FY 16, \$57,000 to FY 17, FY 18, FY 19, and FY 20, and \$43,000 to FY 21. Adding construction State funding including \$2,080,000 to FY 17 and \$5,920,000 to FY 18.

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

FY 2015 - 2020

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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MDOT/State Highway Administration

Other
System Preservation Projects

TIP ID: 6517	Agency ID: CH2061	Title: MD 234 Gilbert Swamp Run Bridge Replacement	Complete: 2018	Total Cost:	\$5,044	
Facility: MD 234 at Gilbert Swamp Run	BR	100/0/0	353 a	126 a	344 a	823
From:						
To:	State	0/100/0	93 a	42 a	86 a	4,221
					3,100 c	
					900 c	
Total Funds: 5,044						

Description: Replacement of MD 234 Bridge# 08047 over Gilbert Swamp Run. The existing bridge is structurally deficient.



Amendment: Additional Funding for Preliminary Engineering and Construction **Approved on: 7/8/2016**
 Add an additional \$1.0 million in funds for the preliminary engineering phase (\$0.35 million in BRR funds for FY15, \$0.09 million in State funds for FY15, \$0.13 million in BRR funds for FY16, \$0.04 million in State funds for FY16, \$0.34 million in BRR funds for FY17, and \$0.09 million in State funds for FY17). Add an additional \$4.0 million in funds for the construction phase (\$0.9 million in State funds for FY17 and \$3.1 million in State funds for FY18).

TIP ID: 6518	Agency ID: FR1321	Title: MD 355 Urbana Pike Bridge Replacement	Complete: 2018	Total Cost:	\$9,099	
Facility: MD 355 at Bennett Creek	State/Local	0/100/0	475 a	348 a	57 b	9,056
From:						
To:				5 b	2,080 c	5,920 c
Total Funds: 9,099						

Description: Replacement of MD 355 Urbana Pike bridge 1008600 over Bennett Creek. The existing bridge is structurally deficient.

Amendment: Adding funding for preliminary engineering, right of way, and construction **Approved on: 7/8/2016**
 Adding funding to reflect a new regionally significant bridge replacement project including \$9,056,000 in State funds in FY 2015-2020. Adding preliminary engineering State funding including \$475,000 to FY 15 and \$348,000 to FY 16. Adding right of way State funding including \$5,000 to FY 16, \$57,000 to FY 17, FY 18, FY 19, and FY 20. Adding construction State funding including \$2,080,000 to FY 2017 and \$5,920,000 to FY 18. An additional \$43,000 will be programmed in FY 2021.

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2015-2020 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THE NEIGHBORHOOD STREETScape
IMPROVEMENTS AND CONSTRUCTION OF FIBER COMMUNICATION NETWORK ON FREEWAYS
PROJECTS, AS REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act 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 October 15, 2014 the TPB adopted the FY 2015-2020 TIP; and

WHEREAS, in the attached letter of June 29, 2016, DDOT has requested that the FY 2015-2020 TIP be amended to include \$11.278 million in National Highway Performance Program (NHPP) funding in FY 2016 for construction in the Neighborhood Streetscape Improvements project; and to add \$2 million in Highway Safety Improvement Program (HSIP) funding in FY 2016 for the Construction of Fiber Communication Network on Freeways project, as described in the attached materials; and

WHEREAS, these projects are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2015-2020 TIP to include \$11.278 million in NHPP funding in FY 2016 for construction in the Neighborhood Streetscape Improvements project; and to add \$2 million in HSIP funding in FY 2016 for the Construction of Fiber Communication Network on Freeways project, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on July 8, 2016

Government of the District of Columbia

Department of Transportation



d. Policy, Planning and Sustainability Administration

June 29, 2016

The Honorable Tim Lovain, 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 Lovain,

The District Department of Transportation (DDOT) requests that the FY 2015-2020 Transportation Improvement Program (TIP) be amended to increase project costs over 20% for two projects, 14th Street NW Streetscape TIP# 5308, and Construction of Fiber Communication Network on Freeways TIP# 6503. The TIP project listing for the project is attached.

The 14th Street NW Streetscape (#5308) proposed amendment will increase project costs by approximately \$11,579,000 for total final construction cost of \$21,880,608 of National Highway Performance Program (NHPP) funds in FY 2016. The request for an increase is due to a bidding price increase for contractors and an increase in scope of work to include new design standards and stakeholder coordination such as the following:

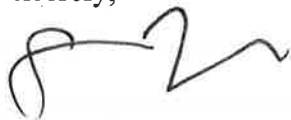
- DOEE's BMP requirements
- Transit Signal Priority (TSP) system for the entire corridor
- Bus islands installation
- Fiber Optic communication cables for the entire corridor
- ADA building entrances and vaults
- New ADA compliant MOT tools
- Rectangular Rapid Flashing Beacons (RRFBs) at un-signalized intersections
- LED Street lighting

The Construction of Fiber Communication Network on Freeways (#6503) proposed amendment will increase project costs by approximately \$2,000,000 for final construction estimate of \$5,500,000 funds in FY 2016 to reflect an increase of 36 percent and change funding source from Surface Transportation Program (STP) to Highway Safety Improvement Program (HSIP). The increase is mainly due to 10% contingency and another 10% for construction engineering.

The proposed amendment does not add additional capacity for motorized vehicles and does not require conformity analysis or public review and comment. The funding source has been identified, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve this amendment at its July 8, 2016 meeting.

We appreciate your cooperation in this 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. Of course, feel free to contact me directly.

Sincerely,



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

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

FY 2015 - 2020

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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DDOT

Other

Roadside Improvements Citywide

TIP ID: 5308	Agency ID: SR070A, ED070	Title: Neighborhood Streetscape Improvements	Complete:	Total Cost:	\$22,253
Facility:	NHPP	80/20/0		200 a	50 b
From:				19,603 c	21,881 c
To:	NHS	80/20/0		50 b	
				6,000 c	
	STP	80/20/0		450 a	2,650 c
				1,280 c	
Total Funds:					44,384

Description: Improve sidewalks, curbs, gutters, trees, streetlights, traffic signals and trash receptacles. Projects include:

- A. 14th Street Streetscape, Thomas Circle - Florida Ave
- B. U St. NW Florida Ave. to 14th St.
- C. Sheriff Road NE safety improvements from 43rd St. to 51st St.
- D. Missouri Avenue, Kansas Avenue, Kennedy Street Intersection Improvements

Amendment: Increase FY 16 Construction NHPP by 72% for 14th Street Streetscape **Approved on: 7/8/2016**
 Request to amend 5308 to increase 14th Street Streetscape FY 16 construction costs. The 2011 construction cost was estimated at about \$9.9 million (excluding engineering contingency), and the August 2016 pre-final estimate is about \$17.1 million (excluding engineering contingency), an increase of \$7.2 million, or 72.7%.

Maintenance

Construction of Fiber Communication Network on Freeways

TIP ID: 6503	Agency ID:	Title: Construction of Fiber Communication Network on Freeways	Complete:	Total Cost:	\$5,500
Facility: Citywide	HSIP	80/20/0		5,500 c	5,500
From:					
To:					Total Funds: 5,500

Description: Perform feasibility study for upgrade of DDOT traffic signal system, conduct system design for implementation of advanced traffic controllers, Procure and install advanced traffic controllers and the associated devices; perform system integration.

Amendment: Increase cost by 36% **Approved on: 7/8/2016**
 We need to increase the amount from \$3.5M to \$5.5M. The increase is mainly due to 10% contingency and another 10% for construction engineering. In addition, DDOT intends to obligate the funds under HSIP rather than STP.

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2015-2020 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THE BOUNDARY CHANNEL DRIVE
AT I-395 INTERCHANGE, I-95 DIRECTIONAL OFF-RAMP TO NORTHBOUND FAIRFAX COUNTY
PARKWAY, AND ROUTE 7 CORRIDOR IMPROVEMENTS PHASE 1 AND 2 PROJECTS
AND THE VEHICLE FUEL CONVERSION PROGRAM, 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 Fixing America's Surface Transportation (FAST) Act 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 October 15, 2014 the TPB adopted the FY 2015-2020 TIP; and

WHEREAS, in the attached letters of June 28, 29 30, and July 1 2016, VDOT has requested that the FY 2015-2020 TIP be amended to include \$1.9 million in Revenue Sharing (REVSH) funds for the preliminary engineering, right-of-way acquisition, and construction phases and \$5.5 million in advanced construction (AC) for the construction phase for the Boundary Channel Drive at I-395 Interchange project; \$1.082 million in federal Demonstration (DEMO) funding and \$9+, ,000 in AC funding for right-of-way acquisition for the I-95 Directional Off-Ramp to NB Fairfax County Parkway project; \$20.1 million in AC for the preliminary engineering, and right-of-way phases, and \$9.3 million in Regional Surface Transportation Program (RSTP) funding for right-of-way acquisition for the Route 7 Corridor Improvements Phase 1 and 2 project; and \$24.6 million in AC funding for the Statewide Vehicle Fuel Conversion Program, as described in the attached materials; and

WHEREAS, these projects are either already included in the Air Quality Conformity Analysis of the 2015 CLRP Amendment and the FY 2015-2020 TIP or exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2015-2020 TIP to include \$1.9 million in REVSH and \$5.5 million in AC for the Boundary Channel Drive at I-395 Interchange project; \$1.082 million in DEMO funding and \$978,000 in AC funding for the I-95 Directional Off-Ramp to NB Fairfax County Parkway project; \$20.1 million in AC and \$9.3 million in RSTP funding for the Route 7 Corridor Improvements Phase 1 and 2 project; and \$24.6 million in AC funding for the Statewide Vehicle Fuel Conversion Program, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on July 8, 2016



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

June 30, 2016

The Honorable Tim Lovain, 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 2015-2020 Transportation Improvement Program Amendment for TIP ID #5965, VDOT UPC #104323, Boundary Channel Dr. at I-395 Interchange

Dear Chairman Lovain:

The Virginia Department of Transportation requests an amendment to the FY 2015-2020 Transportation Improvement Program (TIP) to program funding for the preliminary engineering, right of way acquisition and construction phases of the Boundary Channel Drive at I-395 Interchange project. The project will improve regional traffic flow on Boundary Channel Drive adjacent to the I-395 interchange.

The amendment adds approximately \$1.9 million in Revenue Sharing funds for the Preliminary Engineering, Right of Way and Construction phases, as well as approximately \$5.5 million in Advance Construction funding for the Construction Phase. The total cost estimate for the project is \$9.3 million. VDOT staff has made appropriate revisions to the TPB's iTIP database.

While the proposed additional funds are new to the TIP, they are part of the total revenue estimates included in VDOT's financial plans for the 2014 CLRP update. This amendment will not impact the regional air quality conformity analysis as the project is not regionally significant for air quality conformity purposes.

VDOT requests that this TIP Amendment be considered and acted upon by the Transportation Planning Board's Steering Committee at its meeting on July 8, 2016. VDOT's representative will attend the meeting and be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,

A handwritten signature in blue ink that reads 'Helen Cuervo'.

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

cc: Ms. Diane Mitchel, VDOT
Ms. Rene'e Hamilton, VDOT-NoVA
Ms. Maria Sinner, P.E., VDOT-NoVA
Mr. Norman Whitaker, AICP, VDOT-NoVA



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

July 1, 2016

The Honorable Tim Lovain, 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 2015-2020 Transportation Improvement Program Amendment for TIP # 6221, UPC 93033, I-95 Directional Off-Ramp to NB Fairfax County Parkway

Dear Chairman Lovain:

The Virginia Department of Transportation requests an amendment to the FY 2015-2020 Transportation Improvement Program (TIP) to program funding for UPC 90333, I-95 Directional Off-Ramp to NB Fairfax County Parkway. This project will provide direct access to Fairfax County Parkway by adding a dual-lane off ramp from I-95 northbound to northbound Fairfax County Parkway. The additional funding is being programmed for the completion of the PE phase.

\$978,000

The amendment adds \$1,082,000 in federal Demonstration funds and ~~\$987,000~~ in Advance Construction (AC) funds for Preliminary Engineering in FY 2015. The total project cost is estimated at approximately \$83 million. VDOT staff has made appropriate revisions to the TPB's iTIP database.

While the proposed additional funds are new to the TIP, they are part of the total revenue estimates included in VDOT's financial plans for the 2014 CLRP update. This amendment will not impact the regional air quality conformity analysis as the project was included in the most recently approved air quality conformity analysis.

VDOT requests that this TIP Amendment be considered and acted upon by the Transportation Planning Board's Steering Committee at its meeting on July 8, 2016. VDOT's representative will attend the meeting and be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,

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

cc: Ms. Diane Mitchel, VDOT
Ms. Rene'e Hamilton, VDOT-NoVA
Ms. Maria Sinner, P.E., VDOT-NoVA
Mr. Norman Whitaker, AICP, VDOT-NoVA



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

June 29, 2016

The Honorable Tim Lovain, 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 2015-2020 Transportation Improvement Program Amendment for
TIP ID #6519, VDOT UPC #99478, Route 7 Corridor Improvements Phase 1 and Phase 2, HB2 FY17

Dear Chairman Lovain:

The Virginia Department of Transportation requests an amendment to the FY 2015-2020 Transportation Improvement Program (TIP) to program funding for the preliminary engineering, right of way acquisition and construction phases of the Route 7 Corridor Improvements project. Phase 1 will add one travel lane east and west bound; upgrade intersections; and construct pedestrian and bicycle facilities.

The amendment adds \$2.4 million in Advance Construction funds for preliminary engineering, approximately \$17.7 million in Advanced Construction funds for right of way, and approximately 9.3 million in RSTP funds for right of way. The total cost estimate for the project is approximately \$135 million. VDOT staff has made appropriate revisions to the TPB's iTIP database.

While the proposed additional funds are new to the TIP, they are part of the total revenue estimates included in VDOT's financial plans for the 2014 CLRP update. This amendment will not impact the regional Air Quality Conformity Analysis (AQC) because the project is included in the most recently approved AQC.

VDOT requests that this TIP Amendment be considered and acted upon by the Transportation Planning Board's Steering Committee at its meeting on July 8, 2016. VDOT's representative will attend the meeting and be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,

A handwritten signature in cursive script that reads 'Helen Cuervo'.

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

cc:

Ms. Diane Mitchel, VDOT
Ms. Rene'e Hamilton, VDOT-NoVA
Ms. Maria Sinner, P.E., VDOT-NoVA
Mr. Norman Whitaker, AICP, VDOT-NoVA



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

June 28, 2016

The Honorable Tim Lovain, 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 2015-2020 Transportation Improvement Program Amendment for TIP ID #6041, VDOT UPC #T11802

Dear Chairman Lovain:

The Virginia Department of Transportation requests an amendment to the FY 2015-2020 Transportation Improvement Program (TIP) to program funding for the statewide Vehicle Fuel Conversion Program project, a program to convert state vehicles for alternative fuel use.

The proposed amendment adds approximately \$24.6 million in CMAQ and advance construction funds to the TIP. The total cost estimate for the project is approximately \$25.7 million. While the proposed additional funds are new to the TIP, they are part of the total revenue estimates included in VDOT's financial plans for the 2014 CLRP update. This amendment will not impact the regional air quality conformity analysis as the project is not significant for air quality purposes. VDOT staff has made appropriate revisions to the TPB's iTIP database. Staff also notes that, as this is a statewide program, similar amendments are also occurring in other Districts around the Commonwealth.

VDOT requests that this TIP Amendment be considered and acted upon by the Transportation Planning Board's Steering Committee at its meeting on July 8, 2016. VDOT's representative will attend the meeting and be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,

A handwritten signature in cursive script that reads "Helen Cuervo".

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

cc: Ms. Rene'e Hamilton, VDOT-NoVA
Ms. Maria Sinner, P.E., VDOT-NoVA
Mr. Norman Whitaker, AICP, VDOT-NoVA

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

FY 2015 - 2020

	Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
Interstate											
Boundary Chanel Drive Modifications											
TIP ID: 5965	Agency ID: 104323		Title: Boundary Chanel Drive Modifications				Project Cost: \$9,335				Complete: 2020
Facility:	AC	0/100/0					5,537 c		5,537		
From:											
To:	Local	0/0/100		8,000 c					8,000		
	REVSH	0/50/50		1,440 a		1,458 c		900 b		3,798	
Total Funds:										17,335	

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.

Amendment: Add Funding **Approved on: 7/8/2016**
 Add \$720,000 (REVSH) FFY 16 PE Phase; add \$450,000 (REVSH) FFY16 RW Phase; add \$728,784 (REVSH) FFY17, add \$5,537,432 (AC-Other) FFY17 CN Phase

I-95 NB DIRECTIONAL OFF RAMP TO NB FAIRFAX COUNTY PARKWAY											
TIP ID: 6221	Agency ID: 93033		Title: I-95 Directional Off Ramp to NB Fairfax County Parkway				Project Cost: \$82,625				Complete:
Facility: I-95	AC	0/100/0		3,604 a	911 a				911		
From: FXCO Pkwy Exit 166 to											
To: 0.6 mi. W. of Exit 166	DEMO	90/10/0		3,718 a	1,082 a				1,082		
	NHS	80/20/0		32 a							
Total Funds:										2,065	

Description:

Amendment: Add New Project **Approved on: 7/8/2016**
 Amend project into the FY 2015-2020 TIP with \$1.082 million in federal Demonstration funding and \$911,000 in advanced construction funding.

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

FY 2015 - 2020

	Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
Primary											
Route 7 (Leesburg Pike) Widening (VA 267 to Reston Ave.)											
TIP ID: 6519		Agency ID: 99478		Title: RTE 7 CORRIDOR IMPROVEMENTS HB 2 FY17				Project Cost: \$135,872 Complete: 2022			
Facility: RT 7 Leesburg Pike		AC	0/100/0		2,400 a	17,668 b				20,068	
From: Reston Ave											
To: Jarrett Valley Drive		RSTP	20/80/0			9,331 b				9,331	
Total Funds:										29,399	

Description: Rt 7 Corridor Improvements to add one travel lane both EB and WB; upgrade intersections; and construct pedestrian and bicycle facilities EB and WB.

Amendment: Add New Project **Approved on: 7/8/2016**
 Add \$2.4 million in advance construction for PE in FY 2016; \$17.7 million in advance construction and \$9.3 million in RSTP funding for ROW acquisition in FY 2017.

Other											
Virginia Statewide Vehicle Fuel Conversion Program											
TIP ID: 6041		Agency ID: T11802		Title: Virginia Statewide Vehicle Fuel Conversion Program				Project Cost:		Complete:	
Facility:		AC	80/20/0		21,094 c					21,094	
From:											
To:		AC Conversion	80/20/0			1,227 c	600 c			1,827	
		CMAQ	80/20/0	1,130 c	1,688 c					1,688	
Total Funds:										24,610	

Description: The project is for implementing the Statewide Vehicle Fuel Conversion Program.

Amendment: Add Funding **Approved on: 7/8/2016**
 Add \$1,350,766 (CM) & \$18,337,234 (AC-CM) FFY16, add \$981,643 (ACC-CM) FFY17, add \$480,000 (ACC-CM) FFY18. Remaining balance of \$16,875,591 (AC-CM) to be converted in future years.

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2015-2020 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR ELEVEN TRANSIT PROJECTS, AS
REQUESTED BY THE POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION (PRTC)
AND 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 Fixing America's Surface Transportation (FAST) Act 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 October 15, 2014 the TPB adopted the FY 2015-2020 TIP; and

WHEREAS, in the attached letter of June 27, 2016, VDOT has requested that the FY 2015-2020 TIP be amended to include Urbanized Area Formula Grant funding (S.5307), Capital Investment Grant funding (S.5309), State of Good Repair Grant funding (S.5337-SGR), Buses and Bus Facilities Grant funding (S.5339) and Surface Transportation Program (STP) funding, as summarized below and described in the attached materials:

- \$10.338 million in S.5309 funding for the PRTC – Bus Acquisition/Replacement Program
- An additional \$745,000 in S.5339, \$475,000 S.5337-SGR, \$938,000 in STP funding; and a reduction of \$4.277 million in S.5307 funding for the PRTC – Preventive Maintenance project
- \$2.305 million in S.5309-B funding for the PRTC – Rehabilitate/Rebuild OmniRide Buses project
- Reduction of \$66,000 in S.5307 funding for the PRTC Security Enhancements project
- \$1.2 million in S.5307 funding and a reduction of \$1.8 million in S.5309 funding for the VRE Fare Collection System/Comm. Improvements project
- \$25,000 in S.5307 funding for the VRE Security Enhancements Systemwide project
- \$6.8 million in S.5337-SGR funding for the VRE Rolling Stock Modifications and Overhauls project
- \$23.625 million in S.5307 funding for the VRE Rolling Stock Acquisition project
- An additional \$215,000 in S.5307 funding, and a reduction of \$7.458 million in S.5337-SGR funding for the VRE Stations and Facilities project
- \$30.169 million in S.5337-SGR funding, and reduction of \$4.797 million in S.5307 funding for the VRE Storage Yards Improvements
- Addition of \$1.629 million in STP funding for the VRE Track Lease Improvements project; and

WHEREAS, these projects are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012₃₁

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2015-2020 TIP to include Urbanized Area Formula Grant funding (S.5307), Capital Investment Grant funding (S.5309), State of Good Repair Grant funding (S.5337-SGR), Buses and Bus Facilities Grant funding (S.5339) and Surface Transportation Program (STP) funding, as summarized below and described in the attached materials:

- \$10.338 million in S.5309 funding for the PRTC – Bus Acquisition/Replacement Program
- An additional \$745,000 in S.5339, \$475,000 S.5337-SGR, \$938,000 in STP funding; and a reduction of \$4.277 million in S.5307 funding for the PRTC – Preventive Maintenance project
- \$2.305 million in S.5309-B funding for the PRTC – Rehabilitate/Rebuild OmniRide Buses project
- Reduction of \$66,000 in S.5307 funding for the PRTC Security Enhancements project
- \$1.2 million in S.5307 funding and a reduction of \$1.8 million in S.5309 funding for the VRE Fare Collection System/Comm. Improvements project
- \$25,000 in S.5307 funding for the VRE Security Enhancements Systemwide project
- \$6.8 million in S.5337-SGR funding for the VRE Rolling Stock Modifications and Overhauls project
- \$23.625 million in S.5307 funding for the VRE Rolling Stock Acquisition project
- An additional \$215,000 in S.5307 funding, and a reduction of \$7.458 million in S.5337-SGR funding for the VRE Stations and Facilities project
- \$30.169 million in S.5337-SGR funding, and reduction of \$4.797 million in S.5307 funding for the VRE Storage Yards Improvements
- Addition of \$1.629 million in STP funding for the VRE Track Lease Improvements project

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on July 8, 2016



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

June 27, 2016

The Honorable Tim Lovain, 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 2015-2020 Transportation Improvement Program Amendments for PRTC and VRE Projects

Dear Chairman Lovain:

On behalf of the Potomac & Rappahannock Transportation Commission (PRTC), the Virginia Department of Transportation (VDOT) requests amendments to the FY 2015-2020 Transportation Improvement Program (TIP) for the following projects:

- PRTC – Preventative Maintenance (TIP ID 5601, Agency ID PRTC0004)
- PRTC – Bus Acquisition/Replacement Program (TIP ID 4506, Agency ID PRTC0005)
- PRTC – Rehabilitate/Rebuild OmniRide Buses (TIP ID 5540, Agency ID PRTC0003)
- PRTC – Security Enhancements (TIP ID 5707, Agency ID PRTC0006)
- VRE – Track Lease Improvements (TIP ID 5489, Agency ID VRE0012)
- VRE – Storage Yard Improvements (TIP ID 4070, Agency ID VRE0007)
- VRE – Rolling Stock Acquisition (TIP ID 4534, Agency ID VRE0009)
- VRE – Rolling Stock Modifications (TIP ID 4818, Agency ID VRE0001)
- VRE – Fare Collection System/Comm. Improvements (TIP ID 4802, Agency ID VRE0002)
- VRE – Security Enhancements Systemwide (TIP ID 4277, Agency ID VRE0003)
- VRE – Stations and Facilities (TIP ID 4310, Agency ID VRE0011)

In total, the proposed amendments add approximately \$105,067,000 in funding to the TIP while removing approximately \$11,832,000 in other funds from the various projects. Details regarding the requested TIP amendments may be found in the enclosed letter from PRTC.

The requested changes are necessary as funds for these projects must be included in an approved TIP in order for PRTC to access the funds through the Federal Transit Administration grant application process. These amendments will not impact the regional air quality conformity analysis as the projects are already accounted for in the current analysis or are conformity-exempt. Programming of these funds was anticipated in the most recent update of the CLRP Financial plan. PRTC staff has made appropriate revisions to the TPB's iTIP online database.

VDOT requests that these TIP Amendments be approved by the Transportation Planning Board's Steering Committee at its meeting on July 8, 2016. VDOT's representative will attend the meeting and will be available to answer any questions about the amendments.

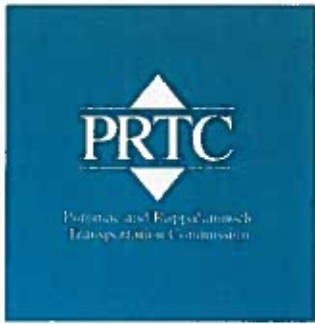
Thank you for your consideration of this request. Should you have any questions, please contact Norman Whitaker at 703-259-2799.

Sincerely,



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

cc: Ms. Dianne Mitchell, VDOT
Ms. Maria Sinner, P.E., VDOT-NOVA
Ms. Jan Vaughn, VDOT-NOVA
Mr. Norman Whitaker, AICP, VDOT-NOVA
Ms. Betsy Massie, PRTC



14700 Potomac Mills Road
Woodbridge, VA 22192

June 7, 2016

Ms. Helen Cuervo, P.E.
District Engineer, NOVA
Virginia Department of Transportation
4975 Alliance Drive, Suite 4E-342
Fairfax, VA 22030

Dear Ms. *Helea* Cuervo:

The Potomac & Rappahannock Transportation Commission (PRTC) requests project amendments to the FY 2015-2020 Transportation Improvement Program (TIP) to reflect updated funding. The projects are already accounted for in the current conformity analysis or are conformity-exempt transit projects for the TIP. The changes we wish to be made to the FY2015-2020 TIP are outlined below and have been made in the iTIP:

- PRTC – Preventative Maintenance (TIP ID 5601, Agency ID PRTC0004). The proposed amendment will add \$745K in the construction phases of FY17-FY20 using FTA Section 5339 formula funds, decrease by \$4,277K in the construction phases of FY16-20 the Section 5307 formula funds to account for reduced funding, increase by \$475K in the construction phases of FY17-FY20 the Section 5337-SGR formula funds, and add \$938K in the construction phase of FY17 using STP funds.
- PRTC – Bus Acquisition/Replacement Program (TIP ID 4506, Agency ID PRTC0005). The proposed amendment will add \$10,338K in the construction phase of FY17 using Section 5339 Discretionary grant program funds. The funds will provide for the replacement of 16 commuter buses manufactured in 2002 that have reached the end of their useful life.
- PRTC – Rehabilitate/Rebuild OmniRide Buses (TIP ID 5540, Agency ID PRTC0003). The proposed amendment will add \$2,305K in the construction phase of FY16 using Section 5309 formula funds and will be used to overhaul nine commuter buses so that they will reach the end of their useful life in a state of good repair.
- PRTC – Security Enhancements (TIP ID 5707, Agency ID PRTC 0006). The proposed amendment will decrease by \$66K in the construction phases of FY16-FY20 the Section 5307 formula funds to account for reduced funding.
- VRE – Track Lease Improvements (TIP ID 5489, Agency ID VRE0012). The proposed amendment will increase by \$1,692K the construction phases of FY16-FY18 using STP funds and adds \$18,190K in the construction phase of FY19 also using STP funds.

OmniRide • Metro Direct • OmniLink • Cross County Connector • OmniMatch • VRE

Administrative Office: (703) 583-7782 • Customer Info: (703) 730-6664 • Toll Free: (888) 730-6664 • Fax: (703) 583-1377 • PRTCtransit.org

- VRE – Storage Yard Improvements (TIP ID 4070, Agency ID VRE0007). The proposed amendment will add \$11,375K and \$18,794K in the construction phases of FY16 and FY17, respectively, using Section 5337-SGR formula funds, delete \$5,261K of Section 5307 formula funds in the construction phase of FY16, and increase by \$464K the construction phase of FY17 using Section 5307 formula funds. The funds will provide for the construction of a Life-Cycle Overhaul and Upgrade Facility at Crossroads Yard among other improvements to the maintenance and storage yards.
- VRE – Rolling Stock Acquisition (TIP ID 4534, Agency ID VRE0009). The proposed amendment will add \$23,625K in the construction phase of FY2016 using Section 5307 formula funds. These funds will be used for the acquisition of nine rail cars that will be added to the existing trainsets, lengthening the trains. The proposed amendment also moves partial funding in the construction phases of FY16- FY20 from Section 5307 to Section 5337 formula funds which will be used for the continuing debt service on seventy-one railcars.
- VRE - Rolling Stock Modifications (TIP ID 4818, Agency ID VRE0001). The proposed amendment will add \$1,900K and \$4,900K in the construction phases of FY16 and FY17, respectively using Section 5337-SGR formula funds which will be used for projects that provide for rolling stock state of good repair.
- VRE - Fare Collection System/Comm. Improvements (TIP ID 4802, Agency ID VRE0002). The proposed amendment removes \$1,800K in the construction phase of FY16 of Section 5309 formula funds to account for reduced funding and adds \$1,200K in the construction phase of FY17 using Section 5307 formula funds. The funding will be used to upgrade the fare machines to accept chip-embedded credit cards.
- VRE – Security Enhancements Systemwide (TIP ID 4277, Agency ID VRE0003). The proposed amendment will add \$25K in the construction phases of FY16-FY20 using Section 5307 formula funds. Funding will provide for enhanced lighting systemwide.
- VRE – Stations and Facilities (TIP ID 4310, Agency ID VRE0011). The proposed amendments eliminates \$428K of Section 5307 formula funds in the construction phases of FY17-FY20 and increases by \$643K the construction phase of FY16 using Section 5307 formula funds. The proposed amendment also increases by \$7,458K the construction phases of FY16 and FY17 using Section 5337-SGR formula funding. These funds will be used for projects that provide for stations and other facilities state of good repair.

PRTC requests that the Transportation Planning Board's (TPB) 2015-2020 TIP and the Commonwealth's FY2015-2020 STIP be amended to reflect the aforementioned changes as

Ms. Helen Cuervo

June 7, 2016

Page 3

project funds must be included in an approved TIP and STIP before PRTC can access these funds through the Federal Transit Administration grant application process.

Should you have any questions, please feel free to contact Betsy Massie at (703) 580-6113 or at bmassie@omniride.com. We greatly appreciate Mr. Whitaker's and Mr. Beacher's continuing assistance in facilitating these actions.

Sincerely,



Eric Marx
Interim Executive Director

cc: Betsy Massie, PRTC
Andrew Austin, MWCOG
Christine Hoeffner, VRE
Jan Vaughan, VDOT
Norman Whitaker, AICP, VDOT-NOVA
Andrew Beacher, P.E., VDOT
Marie Berry, VDRPT

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

FY 2015 - 2020

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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Transit

PRTC - Bus Acquisition / Replacement Program

TIP ID: 4506	Agency ID: PRTC0005	Title: PRTC - Bus Acquisition / Replacement Program	Project Cost: \$10,338	Complete:
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Facility: PRTC - Bus Acquisition	Sect. 5309	80/16/4	572 a						
From: NOVA Districtwide									
To:	Sect. 5339	80/16/4			10,338 c				10,338

Total Funds: 10,338

Description: Replacement of sixteen commuter buses manufactured in 2002 that have reached the end of their useful life.

Amendment: Add Funding **Approved on: 7/8/2016**
 The proposed amendment will add \$10,338K in the construction phase of FY17 using Section 5339 Discretionary grant program funds. The funds will provide for the replacement of 16 commuter buses manufactured in 2002 that have reached the end of their useful life.

PRTC - Capital Cost of Contracting

TIP ID: 5601	Agency ID: PRTC0004	Title: PRTC - Preventive Maintenance	Project Cost: 	Complete: 2040
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Facility:	Sect. 5307	80/0/20	5,095 c	2,610 c	2,310 c	1,513 c	1,600 c	1,650 c	1,700 c	11,383
From:										
To:	Sect. 5337-SGR	80/0/20	1,917 c	1,008 c	1,008 c	1,157 c	1,300 c	1,450 c	1,600 c	7,523
	Sect. 5339	80/0/20				161 c	177 c	194 c	213 c	745
	STP	80/16/4				938 c				938

Total Funds: 24,223

Description: Maintenance of the Omniride and Omnilink fleet.

Amendment: Add Funding **Approved on: 7/8/2016**
 The proposed amendment will add \$745K in the construction phases of FY17-FY20 using FTA Section 5339 formula funds, decrease by \$4,277K in the construction phases of FY16-20 the Section 5307 formula funds to account for reduced funding, increase by \$475K in the construction phases of FY17-FY20 the Section 5337-SGR formula funds, and add \$938K in the construction phase of FY17 using STP funds.

PRTC - Rehabilitate / Rebuild OmniRide Buses

TIP ID: 5540	Agency ID: PRTC0003	Title: PRTC - Rehabilitate / Rebuild OmniRide Buses	Project Cost: \$10,854	Complete: 2019
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Facility: OmniRide Buses	Sect. 5309-B	32/64/4	8,549 c		2,305 c					2,305
From: Prince William County										
To:										Total Funds: 2,305

Description: Overhaul OmniRide buses in order to meet bus useful life in a state of good repair.

Amendment: Add Funding **Approved on: 7/8/2016**
 The proposed amendment will add \$2,305K in the construction phase of FY16 using Section 5309 formula funds and will be used to overhaul nine commuter buses so that they will reach the end of their useful life in a state of good repair.

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

FY 2015 - 2020

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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PRTC Security Enhancements

TIP ID: 5707	Agency ID: PRTC0006	Title: PRTC Security Enhancements	Project Cost: \$846	Complete: 116
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Facility: PRTC Transit Center	Sect. 5307	80/16/4	64 c	27 c	24 c	15 c	16 c	17 c	17 c	116
From:										
To:	Total Funds: 134									

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.

Amendment: Reduce Funding **Approved on: 7/8/2016**
The proposed amendment will decrease by \$66K in the construction phases of FY16-FY20 the Section 5307 formula funds to account for reduced funding.

VRE - Administration / Studies / Training

TIP ID: 4802	Agency ID: VRE0002	Title: Fare Collection System/Comm. Improvements	Project Cost: \$18,728	Complete: 2030
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Facility:	Sect. 5307	80/16/4				1,200 c				1,200
From: Systemwide										
To:	Total Funds: 1,200									

Description: Ongoing maintenance of the fare collection equipment and the next generation of fare equipment. Fare Collection III

Amendment: Reprogram Funding **Approved on: 7/8/2016**
The proposed amendment removes \$1,800K in the construction phase of FY16 of Section 5309 formula funds to account for reduced funding and adds \$1,200K in the construction phase of FY17 using Section 5307 formula funds. The funding will be used to upgrade the fare machines to accept chip-embedded credit cards.

TIP ID: 4277	Agency ID: VRE0003	Title: Security Enhancements Systemwide	Project Cost: \$2,100	Complete: 2040
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Facility:	Sect. 5307	80/16/4	200 c	100 c	105 c	105 c	105 c	105 c	105 c	625
From: Systemwide										
To:	Total Funds: 625									

Description: Grantees must certify that at least 1% of 5307 funding received each fiscal year is being used for transit security projects

Amendment: Add Funding **Approved on: 7/8/2016**
The proposed amendment will add \$25K in the construction phases of FY16-FY20 using Section 5307 formula funds. Funding will provide for enhanced lighting systemwide.

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

FY 2015 - 2020

	Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
VRE - Rolling Stock Acquisition											
TIP ID: 4818	Agency ID: VRE0001	Title: Rolling Stock Modifications and Overhauls					Project Cost: \$35,765 Complete:				
Facility:	Sect. 5307 1	80/16/4	483 c		2,905 c					2,905	
From: Systemwide											
To:	Sect. 5309 1	80/16/4	2,283 c								
	Sect. 5337-SGR	80/16/4	4,900 c	2,000 c	1,900 c	4,900 c				8,800	
Total Funds:										11,705	

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.

Amendment: Add Funding **Approved on: 7/8/2016**
 The proposed amendment will add \$1,900K and \$4,900K in the construction phases of FY16 and FY17, respectively using Section 5337-SGR formula funds which will be used for projects that provide for rolling stock state of good repair.

TIP ID: 4534	Agency ID: VRE0009	Title: Rolling Stock Acquisition					Project Cost: \$58,761 Complete:				
Facility: VRE Rolling Stock	Sect. 5307	80/20/0	3,574 c								
From: Systemwide											
To:	Sect. 5307 1	28/68/4			23,625 c					23,625	
	Sect. 5307 2	80/16/4	6,545 c	5,750 c		2,726 c	2,726 c	2,726 c	2,726 c	16,654	
	Sect. 5309-FG	80/20/0	5,135 c								
	Sect. 5337-SGR	80/16/4	13,793 c	4,146 c	4,675 c	3,878 c	3,878 c	3,878 c	3,878 c	24,333	
	STP	80/13/7		9,023 c						9,023	
Total Funds:										73,635	

Description: VRE has purchased from Sumitomo 11 cab cars (base order), 50 cab and trailers (option order) and an additional 10 cars. This project includes funding for a new procurement of up to 42 railcars with of base order of eight cars and option orders of seven, five and nine cars.

Amendment: Add Funding **Approved on: 5/1/2015**
 Add \$9,023,439 Flexible STP funding in FY 2015 for expansion railcars.

Amendment: Add Funding **Approved on: 9/4/2015**
 Add \$4.725 million in Flexible STP funds in FY 2016 and \$18.9 million in Flexible STP funds in FY 2017 for 9 expansion railcars.

Modification: Update Funding **Approved on: 9/28/2015**
 Change the funding source and split of \$4.725 million in FY 2016 and \$18.9 million in FY 2017 from STP to Section 5307 with 68% federal, 68% state, and 4% local funding.

Amendment: Add Funding **Approved on: 7/8/2016**
 The proposed amendment will add \$23,625K in the construction phase of FY2016 using Section 5307 formula funds. These funds will be used for the acquisition of nine rail cars that will be added to the existing trainsets, lengthening the trains. The proposed amendment also moves partial funding in the construction phases of FY16- FY20 from Section 5307 to Section 5337 formula funds which will be used for the continuing debt service on seventy-one railcars.

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

FY 2015 - 2020

	Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
VRE - Stations and Facilities											
TIP ID: 4310	Agency ID: VRE0011	Title: VRE Stations and Facilities					Project Cost: \$4,612 Complete:				
Facility: VRE Stations and Facilities	Sect. 5307	80/16/4	100 c	107 c	750 c					857	
From: Districtwide	Sect. 5309	80/20/0	500 c								
To:	Sect. 5337-SGR	80/16/4	500 c	1,346 c	5,420 c	3,930 c	946 c	946 c	946 c	13,534	
Total Funds:										14,391	

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.

Amendment: Add Funding **Approved on: 7/8/2016**
 The proposed amendments eliminates \$428K of Section 5307 formula funds in the construction phases of FY17-FY20 and increases by \$643K the construction phase of FY16 using Section 5307 formula funds. The proposed amendment also increases by \$7,458K the construction phases of FY16 and FY17 using Section 5337-SGR formula funding. These funds will be used for projects that provide for stations and other facilities state of good repair.

VRE - Tracks and Storage Yards											
TIP ID: 4070	Agency ID: VRE0007	Title: VRE Storage Yards Improvements					Project Cost: \$44,801 Complete: 2030				
Facility:	Sect. 5307	80/10/0	5,626 c	2,422 c						2,422	
From: Systemwide	Sect. 5307 1	62/34/4				5,100 c	4,636 c			9,736	
To:	Sect. 5309	80/10/10	262 c								
	Sect. 5337-SGR	80/16/4	5,497 c	17,099 c	11,375 c					28,474	
	Sect. 5337-SGR 1	62/34/4				18,794 c				18,794	
Total Funds:										59,426	

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.

Amendment: Add Funding **Approved on: 7/8/2016**
 The proposed amendment will add \$11,375K and \$18,794K in the construction phases of FY16 and FY17, respectively, using Section 5337-SGR formula funds, delete \$5,261K of Section 5307 formula funds in the construction phase of FY16, and increase by \$464K the construction phase of FY17 using Section 5307 formula funds. The funds will provide for the construction of a Life-Cycle Overhaul and Upgrade Facility at Crossroads Yard among other improvements to the maintenance and storage yards.

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

FY 2015 - 2020

	Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
VRE Track Lease Improvements											
TIP ID: 5489	Agency ID: VRE0012		Title: VRE Track Lease Improvements				Project Cost: \$229,971				Complete:
Facility: VRE Track	STP	50/34/16	28,560 c	15,603 c	16,337 c	17,024 c	17,490 c	18,190 c		84,644	
From: NoVA and District of Columbia										Total Funds: 84,644	
To:											

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.

Amendment: Add Funding **Approved on: 7/8/2016**
 The proposed amendment will increase by \$1,692K the construction phases of FY16-FY18 using STP funds and adds \$18,190K in the construction phase of FY19 also using STP funds.

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2015-2020 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THE THOMAS CIRCLE TUNNEL LIGHTS
CONVERSION TO LED AND STREETLIGHT UPGRADE ON MASSACHUSETTS AVENUE PROJECTS,
AS REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act 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 October 15, 2014 the TPB adopted the FY 2015-2020 TIP; and

WHEREAS, in the attached letter of July 1, 2016, DDOT has requested that the FY 2015-2020 TIP be amended to include \$1.3 million in Surface Transportation Program (STP) funding to FY 2016 for construction of the Thomas Circle Tunnel Lights Conversion to LED Lights project; and \$4.8 million in STP funding to FY 2016 for the Streetlight Upgrade on Massachusetts Avenue SE from 19th St. to 6th St. project, as described in the attached materials; and

WHEREAS, these projects are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2015-2020 TIP to include \$1.3 million in STP funding to FY 2016 for construction of the Thomas Circle Tunnel Lights Conversion to LED Lights project; and \$4.8 million in STP funding to FY 2016 for the Streetlight Upgrade on Massachusetts Avenue SE from 19th St. to 6th St. project, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on July 8, 2016

Government of the District of Columbia

Department of Transportation



d. Policy, Planning and Sustainability Administration

July 1, 2016

The Honorable Tim Lovain, 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 Lovain,

The District Department of Transportation (DDOT) requests that the FY 2015-2020 Transportation Improvement Program (TIP) be amended to increase amounts of over 20% of total project costs for two projects, Thomas Circle Tunnel Lights Conversion to LED Lights TIP# 6420, and Streetlight Upgrade on Massachusetts Ave from 19th St SE to 6th St NE TIP# 6421. The TIP project listing for the project is attached.

Thomas Circle Tunnel Lights Conversion to LED Lights (6420) proposed amendment will increase project costs by approximately 50 percent for total final construction costs of \$2,600,000 of Surface Transportation Program (STP) funds in FY 2016. The request is due to the addition of emergency power supply, additional control system provisions, and MOT. The requested increase amount includes construction budget of \$2,200,000.00 and CE of \$400,000.00.

The second proposed amendment will be to increase Massachusetts Avenue Streetlight Construction from 6th Street NE to 19th Street SE (6421) project costs by approximately 39 percent for total final construction costs of \$4,800,000 of Surface Transportation Program (STP) funds in FY 2016. The increase is due to an analysis of bid prices that revealed four pay items that account for the 69 percent of the total overrun. The engineer's estimate was based on previous bid prices; however, new provision was added to the specification and was not reflected on the price. If the engineer's estimate is revised, lowest bid would be 8.768 percent above the "adjusted" engineer's estimate. The requested increase amount includes construction budget of \$4,000,000.00 and CE of \$800,000.00.

The proposed amendment does not add additional capacity for motorized vehicles and does not require conformity analysis or public review and comment. The funding source has been identified, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve this amendment at its July 8, 2016 meeting.

We appreciate your cooperation in this 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. Of course, feel free to contact me directly.

Sincerely,

A handwritten signature in black ink, appearing to read 'S Zimbabwe', written over a horizontal line.

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

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

FY 2015 - 2020

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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DDOT

ITS

Traffic Signal LED Replacement

TIP ID: 6420	Agency ID:	Title: Thomas Circle Tunnel Lights Conversion to LED Lights	Complete: 2018	Total Cost: \$3,000
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Facility: Thomas Circle Tunnel	STP	80/20/0	200 a	2,600 c					2,800
From:									Total Funds: 2,800
To:									

Description: The objective of this project is to upgrade the existing condition of the tunnel lights and controller under the Thomas Circle Tunnel. The project includes replacing the existing lights with new LED lights, installing the new conduit system, and cables. This will be the first tunnel LED lighting conversion project.

Amendment: Add Funding **Approved on: 7/8/2016**
 The increase is due to the addition of emergency power supply, additional control system provisions, and MOT. Add \$1.3 million in STP funding for construction in FY 2016.

Maintenance

Streetlight Upgrade

TIP ID: 6421	Agency ID:	Title: Streetlight Upgrade on Massachusetts Ave from 19th St SE to 6th St	Complete: 2018	Total Cost: \$2,900
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Facility: Massachusetts Ave	STP	80/20/0	2,900 c	4,800 c					7,700
From: 19th St SE									Total Funds: 7,700
To: 6th St NE									

Description:

Amendment: Add Funding **Approved on: 7/8/2016**
 Add 4,800,000 STP in FY 2016.

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2015-2020 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THE ROUTE 1 WIDENING FROM
FEATHERSTONE ROAD TO MARY'S WAY AND FAIRFAX COUNTY PARKWAY WIDENING PROJECTS,
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 Fixing America's Surface Transportation (FAST) Act 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 October 15, 2014 the TPB adopted the FY 2015-2020 TIP; and

WHEREAS, in the attached letters of July 7, 2016, VDOT has requested that the FY 2015-2020 TIP be amended to include \$400,000 in Northern Virginia Transportation Authority (NVTA) Bond funding to FY 2016 for planning and engineering, \$2.779 million in NVTA Bond funding to FY 2016 for right-of-way acquisition, \$2.5 million in National Highway Performance Program (NHPP) funding to FY 2016 for right-of-way acquisition, and release \$9.853 million in NVTA Bond funding from FY 2017 and \$16.122 million in Advanced Construction (AC), and reprogram \$5.182 million from Regional Surface Transportation Program (RSTP) to AC Conversion for the Route 1 Widening from Featherstone Road to Mary's Way project; and to include \$10 million in NVTA Paygo funding in FY 2016 for preliminary engineering of the Fairfax County Parkway widening from Ox Road to Lee Highway project, as described in the attached materials, and

WHEREAS, these projects are already included in the Air Quality Conformity Analysis of the 2015 CLRP Amendment and the FY 2015-2020 TIP;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2015-2020 TIP to include \$400,000 in NVTA Bond funding to FY 2016 for planning and engineering, \$2.779 million in NVTA Bond funding to FY 2016 for right-of-way acquisition, \$2.5 million in NHPP funding to FY 2016 for right-of-way acquisition, and release \$9.853 million in NVTA Bond funding from FY 2017 and \$16.122 million in AC, and reprogram \$5.182 million from RSTP to AC Conversion for the Route 1 Widening from Featherstone Road to Mary's Way project; and to include \$10 million in NVTA Paygo funding in FY 2016 for preliminary engineering of the Fairfax County Parkway widening from Ox Road to Lee Highway project and described in the attached materials:

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on July 8, 2016



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

July 7, 2016

The Honorable Tim Lovain, 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 2015-2020 Transportation Improvement Program Amendment for
TIP ID #6446, VDOT UPC #104303

Dear Chairman Lovain:

The Virginia Department of Transportation requests an amendment to the FY 2015-2020 Transportation Improvement Program (TIP) to program funding for the Widen Route 1 to Six Lanes project. This project widens Route 1 to six lanes between Featherstone Road and Mary's Way in Prince William County. The amendment is needed to reflect the latest planned funding obligations and cost estimates for the project.

The amendment adds approximately \$5.7 million in NVTVA, Federal NHPP and other funds to the TIP. In addition, it releases/removes approximately \$27.5 million in advance construction and other funds (including match). The total cost estimate for the project is \$96.4 million. While the proposed additional funds are new to the TIP, they are part of the total revenue estimates included in VDOT's financial plans for the 2014 CLRP update. This amendment will not impact the regional air quality conformity analysis since the project is already included in the approved CLRP. VDOT staff has made appropriate revisions to the TPB's iTIP database.

VDOT requests that this TIP Amendment be considered and acted upon by the Transportation Planning Board's Steering Committee at its meeting on July 8, 2016. VDOT's representative will attend the meeting and be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,

A handwritten signature in cursive script that reads 'Helen Cuervo'.

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

cc: Ms. Rene'e Hamilton, VDOT-NoVA
Ms. Maria Sinner, P.E., VDOT-NoVA
Mr. Norman Whitaker, AICP, VDOT-NoVA



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

July 7, 2016

The Honorable Tim Lovain, 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 2015-2020 Transportation Improvement Program Amendment for TIP#6520, UPC 107937, Widen Fairfax County Parkway to 6 Lanes between Route 123 and 2,000 ft. North of Route 29.

Dear Chairman Lovain:

The Virginia Department of Transportation requests an amendment to the FY 2015-2020 Transportation Improvement Program (TIP) to program funding for UPC 107937, Fairfax County Parkway widening. This project will widen Fairfax County Parkway from 4 lanes to 6 lanes between Route 123 (Ox Road) and a point 2,000 feet North of Route 29 (Lee Highway). This project is part of a long-term program of upgrades for Fairfax County Parkway.

The amendment adds \$10 million in Northern Virginia Transportation Authority (NVTA) funding for Preliminary Engineering in FY 2016. The total project cost is estimated at approximately \$82 million. VDOT staff has made appropriate revisions to the TPB's iTIP database.


While the proposed funds are new to the TIP, they are part of the total revenue estimates included in VDOT's financial plans for the 2014 CLRP update. This amendment will not impact the regional air quality conformity analysis, as construction of the project was included in the most recently approved air quality conformity analysis.

The Honorable Tim Lovain, Chairman
July 7, 2017
Page 2

VDOT requests that this TIP Amendment be considered and acted upon by the Transportation Planning Board's Steering Committee at its meeting on July 8, 2016. VDOT's representative will attend the meeting and be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,


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

cc: Ms. Diane Mitchel, VDOT
Ms. Rene'e Hamilton, VDOT-NoVA
Ms. Maria Sinner, P.E., VDOT-NoVA
Mr. Norman Whitaker, AICP, VDOT-NoVA

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

FY 2015 - 2020

	Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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Primary

Route 1 Improvements

TIP ID: 6446	Agency ID: 104303	Title: Route 1 Widening from Featherstone Road to Mary's Way	Project Cost: \$96,391	Complete: 2019
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Facility: US 1 Route 1	AC Conversion	80/20/0					5,185 b		5,185
From: Featherstone Road	NHPP	100/0/0		2,500 b					2,500
To: Mary's Way	NVTA-BOND	0/100/0		4,100 a					55,579
				51,479 b					
	RSTP	80/20/0		300 a					300

Total Funds: 63,564

Description: Widen from a 4 lane undivided highway to a 6 lane divided highway

Amendment: Add Funding **Requested on: 7/8/2016**
 TIP AMD add \$400,000 (Other-NVTA) PE phase; add \$2,778,794 (Other) FFY16, release \$1,491,518 (AC-RSTP) FFY16, add \$2,500,000 (NHPP) FFY16 RW phase; remove \$9,853,175 (Other-NVTA) & \$12,897,551 (AC-RSTP) FFY17 CN phase

Secondary

Fairfax County Parkway Improvements

TIP ID: 6520	Agency ID: UPC 107937	Title: Fairfax County Parkway widen from 4 to 6 lanes	Project Cost: \$82,431	Complete: 2025
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Facility: 286 Fairfax County Parkway	NVTA-PAYGO	0/100/0					10,000 a		10,000
From: 123 Ox Road									
To: 29 2,000 ft. north of Lee Highway									

Total Funds: 10,000

Description: Widen Fairfax County Parkway from 4 lanes to 6

Amendment: Add New Project **Requested on: 7/8/2016**
 Amend project into the FY 2015-2020 TIP with \$10 million in NVTA-PAYGO funding for preliminary engineering in FY 2016.



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: July 14, 2016

The attached letters were sent/received since the last TPB meeting.



Committee on Transportation and Infrastructure
U.S. House of Representatives

Washington, DC 20515

Bill Shuster
Chairman

Peter A. DeFazio
Ranking Member

June 15, 2016

Christopher P. Bertram, Staff Director

Katherine W. Dedrick, Democratic Staff Director

The Honorable Tim Lovain
Chairman
Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol St NE #300
Washington, DC 20002

Dear Chairman Lovain:

Thank you for your testimony before the Subcommittee on Highways and Transit on May 24, 2016, concerning "Improving the Safety and Reliability of the Washington Metro." I am pleased you appeared and testified. The Subcommittee gained valuable insight from the information you provided at the hearing.

Enclosed, please find additional questions for written responses for the record. The Subcommittee appreciates your written responses no later than July 15, 2016. Please provide an electronic version of your response via email to Caryn.Lund@mail.house.gov.

If you or your staff have any questions or need further information, please contact Caryn Moore Lund of the Subcommittee at (202) 225-6715.

Sincerely,

Sam Graves
Chairman
Subcommittee on Highways and Transit

Enclosure

**Hearing on “Improving the Safety and Reliability of the Washington Metro”
Subcommittee on Highways and Transit
Tuesday, May 24, 2016 at 10:00 a.m.
2167 Rayburn House Office Building
Washington, D.C.**

Questions for the Record (QFR)

Submitted on behalf of Chairman Sam Graves:

1. State and local governments from the Washington, D.C. region have supported expansion of the Metro system – from the Silver Line to a proposed station at Potomac Yard. What are state and local governments doing to ensure that WMATA can handle the additional ridership and operation expenses that would come with expansion?
2. Since 2010, the failures of the Tri-State Oversight Committee have been well documented. However, neither Virginia nor Maryland legislatures have enacted the necessary enabling legislation for the Metropolitan Safety Commission. What are local leaders doing to urge the Virginia General Assembly to establish a safety oversight agency that meets federal requirements?

Submitted on behalf of Ranking Member Eleanor Holmes Norton:

1. As chair of a Transportation Planning Board for a region with two states, the District of Columbia, and the federal government, what unique challenges do you face compared to other planning boards? Do you think WMATA faces these same challenges?
2. Given your testimony on the multitude of metrics that show the federal workforce is heavily dependent on WMATA to get to their jobs, do you think it’s essential to have federal stakeholders on WMATA’s board and federal dollars on the table?



Responses to Questions for the Record
From
The Honorable Timothy Lovain
Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments

Following the Testimony Before the Subcommittee on Highways and Transit
Under the Committee on Transportation and Infrastructure
U.S. House of Representatives on May 24, 2016

July 13, 2016

Questions on behalf of Chairman Sam Graves:

1. **State and local governments from the Washington, D.C. region have supported expansion of the Metro system – from the Silver Line to a proposed station at Potomac Yard. What are the state and local governments doing to ensure that WMATA can handle the additional ridership and operation expenses that would come with expansion?**

Response: WMATA is a member of the National Capital Region Transportation Planning Board (TPB) and so are all of the jurisdictions served by WMATA. From the many discussions the board has conducted on various WMATA-related topics, I have learned that the WMATA member jurisdictions are engaged with the WMATA Board and its staff on a number of fronts to ensure that the anticipated increase in ridership and the additional operational expenses needed for the expanded Metro rail system are met. I understand that these activities include the annual assessment of funding needs for operations, station area access improvements, and capital improvements within the stations. At the Transportation Planning Board, WMATA and its member jurisdictions worked diligently and cooperatively to examine the funding needed to maintain the WMATA system (Bus, Rail and Paratransit) at a state of good repair for the 2015-2040 period and were able to identify funding that was reasonably expected to be available. This analysis accounted for ridership increases forecast for all three service offerings of WMATA. I also understand from reports to the TPB by WMATA representatives that the WMATA Board works with its members to develop a multi-year Capital

Improvement Plan and a Capital Funding Agreement with its members to ensure the agency will be able to plan and implement the enhancements needed to safely accommodate the forecast increase in ridership.

- 2. Since 2010, the failures of the Tri-State Oversight Committee have been well documented. However, neither Virginia nor Maryland legislatures have enacted the necessary enabling legislation for the Metropolitan Safety Commission. What are the local leaders doing to urge the Virginia General Assembly to establish a safety oversight agency that meets federal requirements?**

Response: The leaders of the region's local governments are fully and directly engaged in assisting Virginia, Maryland and the District of Columbia in expeditiously reconstituting the Tri-State Oversight Committee into the Metropolitan Safety Commission. All of the WMATA member jurisdictions are members of the Metropolitan Washington Council of Governments (COG) whose membership also includes legislative representatives from the District of Columbia, Maryland, and Virginia. At the request of the Governors of Maryland and Virginia and the Mayor of the District of Columbia, COG has accepted the position of being the Designated Recipient for the U.S. Department of Transportation's State Safety Oversight Program. In this role, COG receives federal funding made available to establish the Metropolitan Safety Commission (MSC) and provides decision support and administrative oversight of the efforts to establish the MSC. COG has also established a working group of select legislators from the District of Columbia, Maryland and Virginia and representatives of the Administrations in those three jurisdictions to regularly meet, discuss and coordinate the planned legislative actions within the three legislatures. Finally, membership of the National Capital Region Transportation Planning Board (TPB) includes WMATA member jurisdictions, WMATA and legislators from the District of Columbia, Maryland and Virginia. Furthermore, the TPB, which is staffed by COG's Transportation Planning Department, provides opportunity for regular engagement between local leaders and state legislators on the work currently underway among the three jurisdictions to establish the MSC.

Questions on behalf of Ranking Member Eleanor Holmes Norton:

- 1. As chair of a Transportation Planning Board for a region with two states, the District of Columbia, and the federal government, what unique challenges do you face compared to other planning boards? Do you think WMATA faces these same challenges?**

Response: The Transportation Planning Board (TPB) is the federally designated Metropolitan Planning Organization for the National Capital Region. As noted, the planning area for the TPB includes the entire District of Columbia, and parts of Maryland and Virginia. The 43 members of the TPB represent 21 Counties and Cities, three different Departments of Transportation, legislators from the District of Columbia, Maryland, and Virginia, members of the FHWA, FTA, WMATA, National Park's Service and National Capital Planning Commission among others. This broad array of members represents not just the geographic breadth of the region but also the diversity of issues, needs, policies, and priorities of the member jurisdictions, not to mention the different governing structures of the various administrative and legislative bodies. While this diversity is one of the strengths of the National Capital Region, it also requires regional bodies such as the TPB to strive harder to find consensus on solutions to the region's issues. Such consensus among multiple stakeholders with varied perspectives and preferences is critical to addressing the needs of the region. Building consensus takes time and requires an open-minded collaborative approach in crafting solutions to regional challenges. The TPB's operating philosophy in the face of such diversity has been to encourage its members to "Think Regionally and Act Locally."

WMATA similarly serves the entire District of Columbia, and parts of Maryland and Virginia. Additionally, the federal government—with its hundreds of thousands of employees and many hundreds of thousands in contract employees located in all three jurisdictions—is one of the major customers and stakeholders of WMATA's services. As

such, the diversity of the transit agency's service area and the complexity of its operating, governance and funding environment is very similar to that faced by TPB.

It should also be noted that while the TPB is the region's Metropolitan Planning Organization, it is not directly responsible for the operations and maintenance of any transportation infrastructure or service as WMATA is. With operational responsibilities over multiple jurisdictions covering a large geographic area and with a variety of funding sources, the task of developing effective solutions to the various issues that would garner consensus and secure decision and funding support from its diverse stakeholders is all the more challenging for WMATA

- 2. Given your testimony on the multitude of metrics that show the federal workforce is heavily dependent on WMATA to get to their jobs, do you think it's essential to have federal stakeholders on WMATA's board and federal dollars on the table?**

Response: As noted in my testimony, the importance of the Metrorail system to the National Capital Region on so many fronts cannot be overstated. To echo comments from my fellow area officials at the Council of Governments and Transportation Planning Board, Metro cannot fail. Metro rail has helped tie our multi-state region together. It has had a significant impact on our region's mobility, economy, land use, and in cultivating dozens of vibrant, transit-oriented communities.

It is important to note that more than any other transit system, Metro helps the federal government do business. Recent data indicate that slightly more than one third of average weekday Metro rail riders are federal employees and also that about 40 percent of the federal workforce in the region use the Metrorail system for their commuting or business related travel. Additionally, there are hundreds of thousands of private sector employees who support the various federal agencies located throughout the region who use the Metro system. The Metrorail system also plays a critical homeland security role by enabling the evacuation of more than 120,000 people per hour. With such a direct

impact to federal employees, contractors, and clients, I believe that federal government representation on WMATA's board is valuable and essential.

Equally important is federal funding for the Metro system. As noted earlier, a majority of federal employees depend on the Metro system for their commutes to and from work. Additionally, as a world capital this region receives about 19 million annual visitors from not just across the country but from across the world. Many of these visitors depend on the Metrorail system and their impressions of the capital region are shaped in part by their experience of the Metro system. The federal government has recognized the important role that Metro plays right from the beginning when its funding accounted for \$6.4 billion—more than two-thirds—of the system's initial construction. Federal funding has also contributed to the recent expansion of the rail system with the Silver Line extension. The federal government again reaffirmed its commitment to maintain the Metro as a world class system by committing to provide matching funds to keep the system in a state of good repair through the 2008 Passenger Rail Investment and Improvement Act (PRIIA). Continuation of this funding is critical to Metro's ability to undertake the many actions it needs to take to improve the safety and reliability of the system. I believe that the region remains committed to match the federal funds in this regard thanks to the Governors of Maryland and Virginia and the Mayor of the District of Columbia.

Despite all of these contributions, Metro's needs are greater than the funding currently available. Now, as the system faces serious challenges, our region's success will depend on our working together to support Metro and ensure safe and reliable service. Federal funds make up less than 20 percent of WMATA's annual budget. While the region is also working to explore how it can increase funding at the state and local levels, we look forward to continued and increased financial support from the federal government as well.



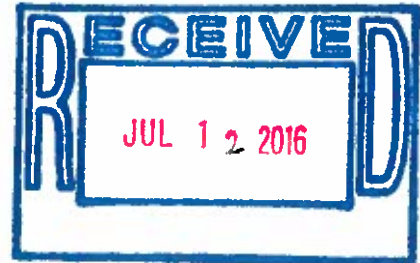
U.S. Department
of Transportation

**Federal Transit
Administration**

Administrator

1200 New Jersey Avenue, SE
Washington, DC 20590

JUN 28 2016



Mr. Timothy Lovain
Chair
National Capital Region Transportation Planning Board
777 North Capitol Street, NE, Suite 300
Washington, DC 20002

Dear Chairman Lovain:

Thank you for your letter supporting the application that the National Capital Region Transportation Planning Board submitted under the U.S. Department of Transportation's Bus and Bus Facilities Program.

The Bus Program (49 U.S.C. 5339), administered by the Federal Transit Administration (FTA), makes Federal funding available to States, Indian Tribes, and public transportation providers to help them purchase, lease, construct, or rehabilitate buses and related equipment and bus-related facilities. It aims to create new and better job opportunities for communities across the Nation by increasing access to public transportation.

I assure you that all properly submitted applications will receive full and careful consideration. The FTA will announce final project selections this fall after the review process is complete.

I appreciate your interest in this program. If I can provide further information or assistance, please feel free to contact me directly on (202) 366-4040.

Sincerely yours,

Carolyn Flowers
Acting Administrator



**U.S. Department of
Transportation**
Office of the Secretary
of Transportation

Under Secretary for Policy

1200 New Jersey Avenue, S.E.
Washington, DC 20590

June 27, 2016

Mr. Timothy Lovain
Chair, National Capital Region
Transportation Planning Board
777 North Capitol Street NE, Suite 300
Washington, DC 20002



Dear Mr. Lovain:

Thank you for your letter supporting funding for Fairfax County's Virginia State Route 7 widening project under the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) Grant Program, which is funded by the Fixing America's Surface Transportation (FAST) Act. Secretary Foxx has asked me to respond on his behalf.

The FASTLANE Grant Program provides dedicated, discretionary funding for nationally and regionally significant projects that improve our Nation's highways and bridges. For the first time in the U.S. Department of Transportation's 50-year history, Congress has funded a program with broad, multiyear eligibilities for freight infrastructure investments.

The FASTLANE Grant Program is authorized at \$4.5 billion for Fiscal Years (FY) 2016-2020, including \$800 million for FY 2016, and provides a major opportunity to fund transformative freight and highway projects on the National Highway System (NHS). In addition, the FAST Act also designates a portion of program funds for rail, maritime port, and multimodal transportation projects.

A Federal Register notice, published on March 2, 2016, announced the availability of funding for the first of five rounds of FASTLANE discretionary grant awards, project selection criteria, and application requirements. The deadline for submitting final applications was April 14, 2016, and we plan to announce selected projects this summer.

The U.S. Department of Transportation welcomes the opportunity to fund projects that address critical challenges facing our NHS through the FASTLANE discretionary grant program, and I assure you that all properly submitted applications will receive full and careful consideration.

I appreciate your interest in the FASTLANE Grant Program. I can provide further information or assistance, please feel free to contact me.

Sincerely,

Carlos Monje, Jr.
Acting Under Secretary



**U.S. Department of
Transportation**
Office of the Secretary
of Transportation

Under Secretary for Policy

1200 New Jersey Avenue, S.E.
Washington, DC 20590

June 27, 2016

Mr. Timothy Lovain
Chair, National Capital Region
Transportation Planning Board
777 North Capitol Street NE, Suite 300
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Dear Mr. Lovain:

Thank you for your letter supporting funding for the National Park Service's Arlington Memorial Bridge Reconstruction Project under the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) Grant Program, which is funded by the Fixing America's Surface Transportation (FAST) Act. Secretary Foxx has asked me to respond on his behalf.

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1200 New Jersey Avenue, S.E.
Washington, DC 20590

June 27, 2016

Mr. Timothy Lovain
Chair, National Capital Region
Transportation Planning Board
777 North Capitol Street NE, Suite 300
Washington, DC 20002



Dear Mr. Lovain:

Thank you for your letter supporting funding for the State of Virginia's Atlantic Gateway project under the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) Grant Program, which is funded by the Fixing America's Surface Transportation (FAST) Act. Secretary Foxx has asked me to respond on his behalf.

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Acting Under Secretary



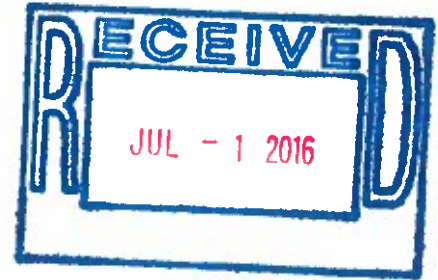
**U.S. Department of
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1200 New Jersey Avenue, S.E.
Washington, DC 20590

June 27, 2016

Mr. Timothy Lovain
Chair, National Capital Region
Transportation Planning Board
777 North Capitol Street NE, Suite 300
Washington, DC 20002



Dear Mr. Lovain:

Thank you for your letter supporting funding for Prince William County's US Route 15 Improvements with Railroad Overpass project under the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) Grant Program, which is funded by the Fixing America's Surface Transportation (FAST) Act. Secretary Foxx has asked me to respond on his behalf.

The FASTLANE Grant Program provides dedicated, discretionary funding for nationally and regionally significant projects that improve our Nation's highways and bridges. For the first time in the U.S. Department of Transportation's 50-year history, Congress has funded a program with broad, multiyear eligibilities for freight infrastructure investments.

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Sincerely,

Carlos Monje, Jr.
Acting Under Secretary



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: July 14, 2016

The attached documents provide updates on activities that are not included as separate items on the TPB agenda.



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
Eric Randall, TPB Transportation Engineer
SUBJECT: Proposed revisions to regional planning by Metropolitan Planning Organizations
DATE: July 14, 2016

In the June 27, 2016 edition of the Federal Register the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) published proposed revisions to the transportation planning regulations that govern the regional planning activities of Metropolitan Planning Organizations (MPOs) such as the TPB. FHWA and FTA are accepting comments on the proposed revisions to the planning regulations till August 26, 2016. The proposed revisions are substantive in scope and would require significant actions by the TPB, in close coordination with adjacent MPOs and the Governors of Maryland, Virginia, and the Mayor of the District of Columbia to fully comply with the proposed revised requirements.

Staff is currently reviewing the proposed revisions to the planning regulations and plans to develop comments on the proposed revisions. Staff will be holding consultations with the transportation departments in Maryland, Virginia, and the District of Columbia, as well as the two adjacent MPOs (the Baltimore Regional Transportation Board and the Fredericksburg MPO) to develop their comments. Additionally, staff plans to coordinate the review and comment process with those being undertaken by the Association of MPOs (AMPO), the National Association of Regional Councils (NARC), and the American Association of State Highway and Transportation Officials (AASHTO). A nationwide webinar is being held by FHWA and FTA on July 15 to brief the stakeholder agencies on the proposed revisions.

Additionally, on April 22, 2016 FHWA published proposed rules under the National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program. This is the third set of rules proposed under performance management requirements of MAP-21. The proposed rule seeks to establish national measures for traffic congestion; on-road mobile source emissions; freight movement on the Interstate System; performance of the Interstate System; and performance of the non-Interstate National Highway System. FHWA is accepting comments on the proposed rules till August 20, 2016. Staff is working with the Departments of Transportation in Maryland, Virginia and the District of Columbia to develop comments on the proposed rule.

Given that the comments on both of the above proposed rules are due in August when the Board is not scheduled to meet staff will work with the officers of the Board in finalizing the comments prior to submitting it to the federal docket.

SUMMARY OF PROPOSED MPO COORDINATION AND PLANNING AREA REFORM RULE

The stated purpose of the proposed revisions to the planning rule is to improve the transportation planning process by strengthening the coordination of MPOs and States and promoting the use of regional approaches to planning and decision-making.

The proposed rule would revise the regulatory definition of metropolitan planning area to “better align with the statutory requirements in 23 U.S.C. 134 and 49 U.S.C. 5303.” Currently, most MPOs including the TPB, treat its metropolitan planning area (MPA) synonymous with the MPO’s boundary. The proposed revisions would specifically amend the definition of MPA to require the MPA, at a minimum, include the entire urbanized area and the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan. The proposed revisions to the planning rule notes that a single MPO would conduct the metropolitan planning activities for a MPA (as defined above) unless the Governor(s) (and Mayor) and the affected MPOs determine that the size and complexity of the MPA make the designation of multiple MPOs for the MPA appropriate. If they determine that designation of multiple MPOs is appropriate, then the MPOs may remain separate, with separate boundaries of responsibility within the MPA, as established by the affected MPOs and the Governor.

The proposed revisions to the rule: (1) clarify that where more than one MPO serves an MPA, the Governor and affected MPOs will establish or adjust the boundaries for each MPO within the MPA by agreement; and (2) would establish additional coordination requirements for areas where multiple MPOs are designated within the MPA.

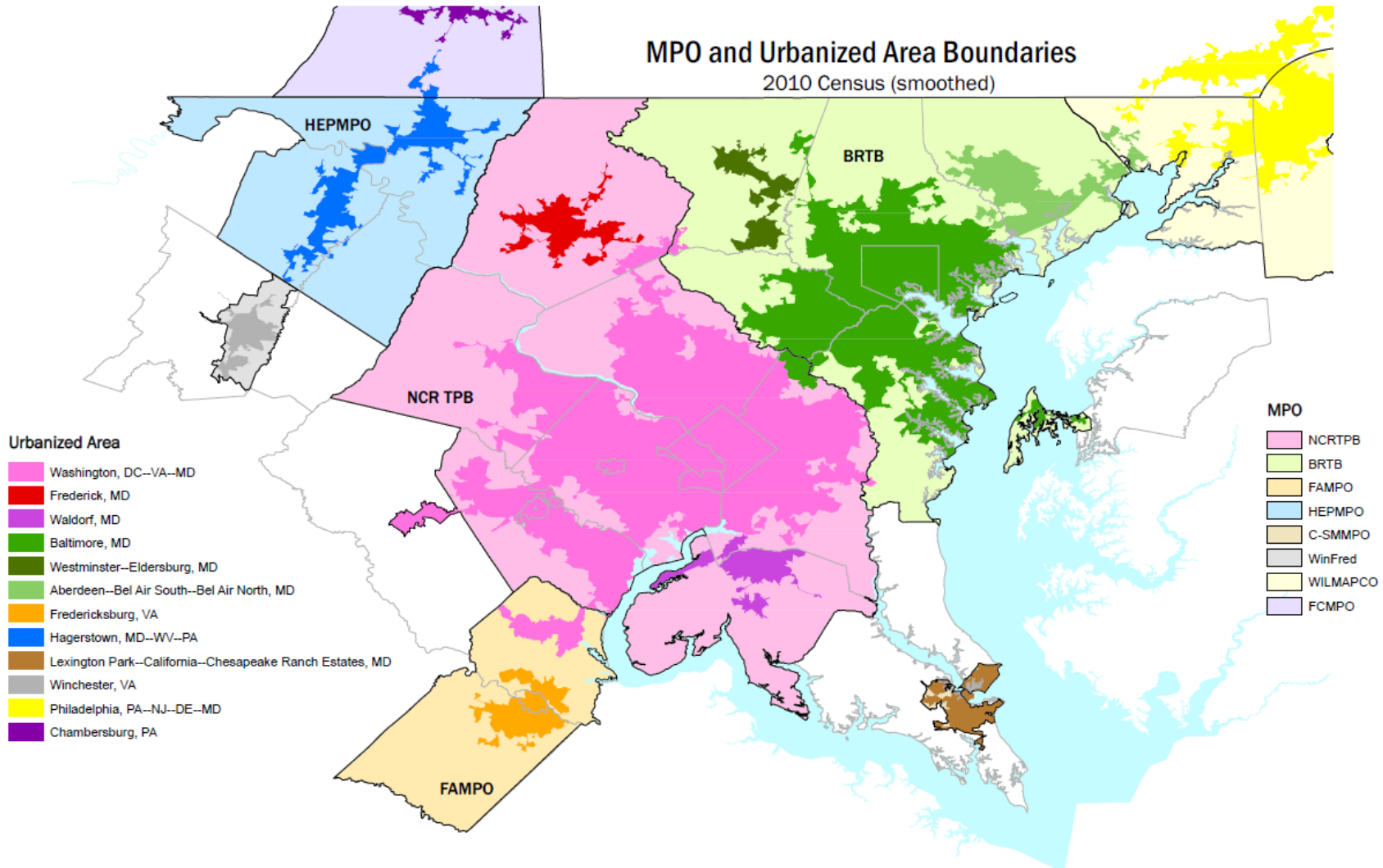
Furthermore, the proposed rule would require those multiple separate MPOs to jointly develop unified planning products: a single long range plan (the CLRP is the TPB’s long range plan), a Transportation Improvement Plan (TIP) and a jointly established set of performance targets for the MPA.

The TPB’s metropolitan planning area which coincides with its boundary includes three urbanized areas based on 2010 census data and is displayed in Figure 1 (attached). At present one of three 2010 census based urbanized areas within the TPB’s boundary stretches in to the boundaries of the Baltimore and Fredericksburg MPOs.

Should the proposed revisions be integrated without change into the final planning rule a number of substantive activities will have to be undertaken. These include: (1) determining the change to TPB’s planning area to reflect the contiguous area expected to become urbanized within the 20-year forecast period of the CLRP; (2) determining the appropriateness of multiple MPOs within this metropolitan planning area; (3) creating multi-state, multi-MPO agreements on the boundaries for these multiple MPOs; (4) establishing procedures with the other MPOs in the MPA for joint decision-making in developing the CLRP, TIP and performance targets and a process for resolving disagreements; and (5) having a agreed upon process with the States for resolving disagreements.

Staff will update the Board on the comments received on the proposed revisions to the planning rule and the final resolution by the FHWA and the FTA on the proposed revisions.

Figure 1 2010 CENSUS URBANIZED AREAS AROUND THE NATIONAL CAPITAL REGION





MEMORANDUM

TO: Transportation Planning Board
FROM: Eric Randall, TPB Transportation Engineer
SUBJECT: Update on the Implementation of the TPB Regional Priority Bus Project under the Transportation Investments Generating Economic Recovery (TIGER) Program
DATE: July 14, 2016

This memorandum provides a report on the implementation status and grant funding drawdown on the group of projects funded with federal Transportation Investments Generating Economic Recovery (TIGER) funds awarded to the TPB in February 2010. Also included in the memorandum is a summary status report of the ongoing activities of projects underway and scheduled to be completed in the next months.

The \$58.8 million TIGER grant program, as revised, has fifteen component projects being implemented on transit corridors across the District of Columbia, Maryland, and Virginia. There are five implementing agencies: the City of Alexandria, Virginia; the District of Columbia 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). Table 1 lists the individual projects along with the budget and the lead agency responsible for project implementation.

IMPLEMENTATION AND FUNDING DRAWDOWN

As of June 30, 2016, eleven of the 15 projects are essentially complete. Approximately \$50.6 million of the grant, or 86%, has been invoiced and has been or is in the process of being reimbursed. As of June 30, 2016, the 11 remaining projects have remaining a combined amount of about \$8.2 million (14%) in unexpended funds. Approximately \$3.5 million of additional work has been completed by contractors and manufacturers for the implementing agencies, but invoices have not yet been submitted to COG for federal reimbursement.

The grant expires in September 30, 2016, and unused funds will be returned to the US Treasury. With the time needed for final invoicing and processing of the reimbursement from the Federal Transit Administration (FTA), all construction and implementation work must essentially be complete.

REMAINING FUNDING

<i>Major Projects (Agency)</i>	<i>Total Budget</i>	<i>Remaining Funds</i>
Georgia Avenue Bus Lane (DDOT)	\$3.5 million	\$1.5 million
Takoma Langley Transit Center (MDOT/MTA)	\$13.8 million	\$2.6 million
Transit Signal Priority (DDOT, City of Alexandria and WMATA)	\$8.0 million	\$1.4 million
Pentagon and Franconia Springfield Stations (WMATA)	\$9.7 million	\$1.6 million

While the implementing agencies are nearing completion of the construction and technology projects, delayed invoicing could impact the ability to fully drawdown the funds by September 2016.

STATUS REPORT UPDATE

The TPB was briefed in January and in May 2016 on the progress of the projects funded by the grant, in response to a request for periodic updates. Memorandum updates were provided at intervening meetings.

MAJOR PROJECT PROGRESS REPORT

Georgia Avenue Bus Lane (DDOT)

The Bus Lane opened for pilot operation on April 11, 2016 and received its final red high-friction pavement treatment the second week of June. Final invoices are pending.

Takoma/Langley Transit Center (MDOT/MTA)

The construction of the transit center is largely complete, with the contractor now completing the final set of punch list activities, including minor repairs to site work. MTA has stated its portion of the project is ready for handover to WMATA, however the Maryland Board of Public Works first needs to take action to authorize. WMATA will then begin a pre-operation period of 60-90 days, including additional work to install items CCTV cameras, PA system, and information displays. These technology projects may not be completed within the lifetime of the TIGER grant, and might have to be paid out of other available funds. In addition, State Highway Administration will need to activate the traffic signals for bus access.

Transit Signal Priority (TSP) Project (WMATA, City of Alexandria and DDOT)

Transit Signal Priority (TSP) installation is complete along the various corridors/areas, and onboard bus equipment has been installed by WMATA on Metrobuses for each corridor.

- VA 7 (Leesburg Pike) with 25 signals in Fairfax County, the City of Alexandria, and the City of Falls Church.
- DDOT TSP Project is up and running at 195 locations throughout the District, in final operational testing. All queue jumps have also been implemented, which required the development of new traffic signal protocols by DDOT.
- City of Alexandria completed installation at the nine locations along the Van Dorn-Pentagon corridor.
- WMATA has upgraded 141 buses with TSP enabled technology that allows for an active priority signal to be sent to wayside equipment installed throughout the region.

The grant-funded part of the project should be completed this month, though operational testing will continue and implementation and further refinement will become part of ongoing operations.

Pentagon and Franconia-Springfield Station Improvements (WMATA)

At the Pentagon transit station, major work is complete, including construction of pedestrian access, safety, and security improvements, station bus pads, lighting and security bollards. Final construction work on security fencing and bollards along the perimeter and additional concrete work at the upper bus bay areas is almost complete. Two security technology projects, CCTV cameras and a PA system have been installed and tested.

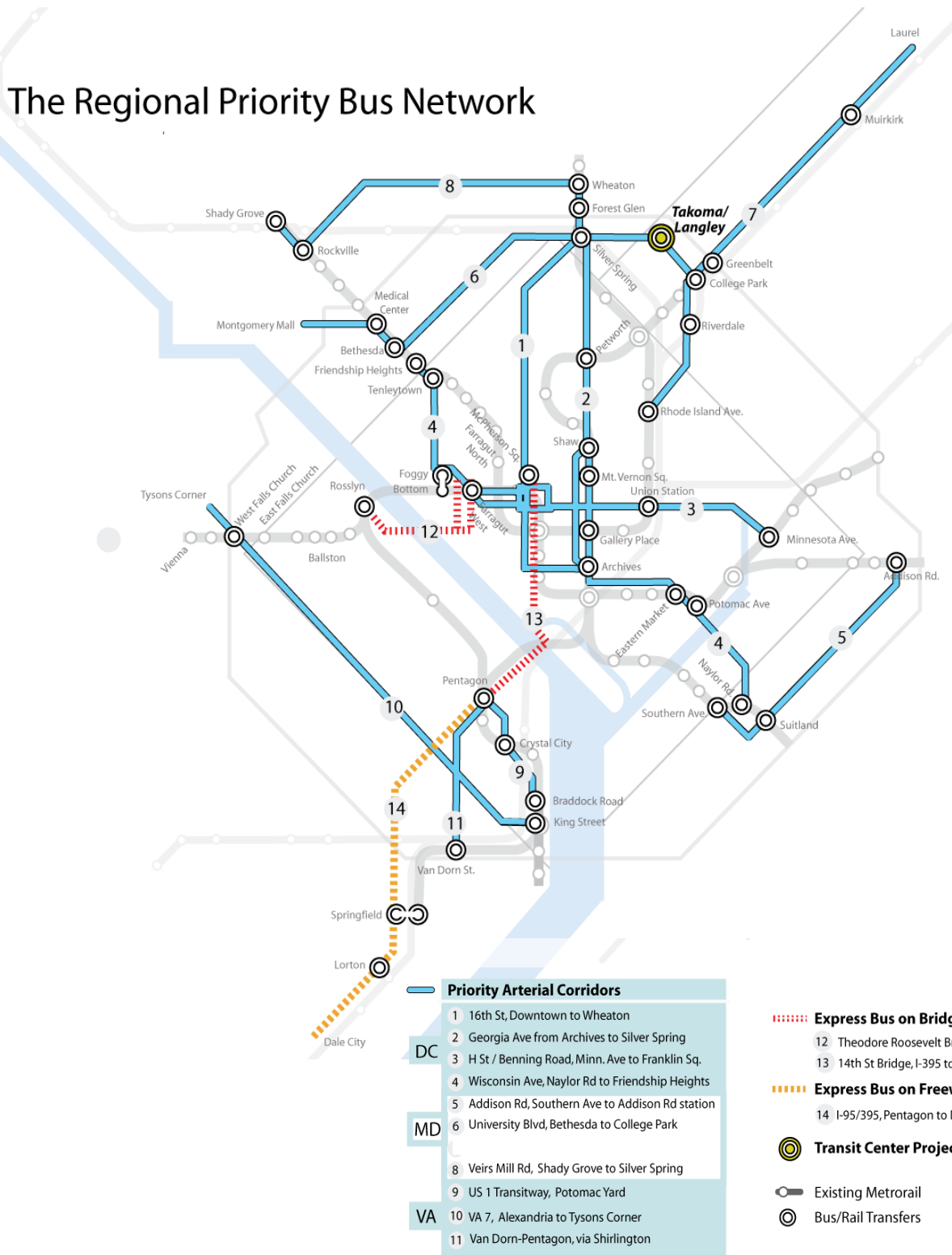
At the Franconia-Springfield transit station, construction work is about 90 percent complete, with installation of the new canopy and bus shelter structures complete and repaving of the garage access road in progress. Additional work including the installation of real time passenger information (RTPI) signs will continue in July 2016.

Table 1: NCR TIGER Priority Bus Transit Grant Project Component Descriptions
 Following approved project revisions of January 28, 2016

#	Project Components (As Revised January 15, 2015)	Lead Agency	Budget
1	16th Street Bus Priority Improvements: 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 31 intersections.	DDOT	\$1,321,770
2	Georgia Avenue Bus Priority Improvements: Improvements include a short bus-only lane that will be constructed on Georgia Avenue to alleviate current bus delays. Additionally, improvements include transit signal priority, bus stop improvements, queue jumps, and real time passenger information (RTPI) displays will be installed.	DDOT	\$5,401,604
3	H Street/Benning Road Bus Priority Improvements: This project will implement RTPI displays and install security cameras at select locations.	DDOT	\$447,109
4	Wisconsin Avenue Bus Priority Improvements : Capital improvements include transit signal priority and RTPI displays deployed to a number of express service stop locations.	DDOT	\$1,487,934
5	Addison Road Improvements : This is a WMATA priority bus corridor that connects the Addison Road and Southern Avenue Metrorail stations. The project includes the replacement of bus shelters along with installation of real-time passenger information displays at select locations.	WMATA	\$214,000
6	University Boulevard Bus Priority Improvements: Planned improvements include installation of RTPI displays and a series of bus stop enhancements along the corridor.	MDOT	\$235,864
8	Veirs Mill Bus Priority Improvements: Improvements include deployment of RTPI displays.	MDOT	\$98,479
9	US 1 Transitway: A bus transitway in the median of US 1 within the city limits will provide exclusive right of way for buses.	City of Alexandria	\$8,202,500
10	VA 7 (Leesburg Pike) Bus Priority Improvements: 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 transit signal priority at up to 25 intersections along the corridor.	WMATA	\$1,122,597
11	Van Dorn-Pentagon Rapid Bus: 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 and two queue jump lanes. These improvements will enhance transit service along three current bus routes in addition to a future new BRT route.	City of Alexandria	\$688,765

#	Project Components (As Revised January 15, 2015)	Lead Agency	Budget
12	<p>Theodore Roosevelt Bridge to K Street Bus Priority Improvements: 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>	DDOT	\$1,703,683
13	<p>14th Street to K Street Bus Priority Improvements: 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>	DDOT	\$2,686,975
14a	<p>Pentagon and Franconia-Springfield Station Improvements: 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 real-time bus information displays.</p>	WMATA	\$9,731,953
14b	<p>PRTC Buses and ITS Technology: This component includes the replacement of 13 buses, with new vehicles using state-of-the-art clean-fuel technology. The project also includes security cameras outfitted on 15 buses and the procurement of computer-aided dispatch and automatic vehicle location (CAD/AVL) technology.</p>	PRTC	\$9,650,000
TC	<p>Takoma/Langley Transit Center: 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.</p>	MDOT	\$13,785,537
TOTAL CONSTRUCTION COSTS FOR 15 COMPONENT PROJECTS			\$56,778,670

FIGURE 1: MAP OF THE 15 COMPONENT PROJECTS OF THE NCR TIGER GRANT





MEMORANDUM

TO: Transportation Planning Board
FROM: Andrew Meese, TPB Systems Performance Planning Director
SUBJECT: Dedication of a Plaque Honoring Ronald Kirby at MATOC
DATE: July 13, 2016

At their June 24, 2016 meeting, the Steering Committee of the Metropolitan Area Transportation Operations Coordination Program, or MATOC, dedicated a plaque honoring Ronald Kirby to hang in MATOC’s operations center in College Park. The plaque reads as follows:

*IN GRATEFUL RECOGNITION
 Ronald F. Kirby, Founding Board Member, MATOC Steering Committee*

We hereby honor Ronald F. Kirby of the Metropolitan Washington Council of Governments, for his leadership in establishing the Metropolitan Area Transportation Operations Coordination (MATOC) Program, and his guidance as a member of the MATOC Steering Committee from 2007 to 2013. Mr. Kirby was instrumental in MATOC’s conceptualization, and worked unwaveringly to facilitate its establishment. It is fitting that we remember the legacy of Ronald F. Kirby in this MATOC Operations Facility his inspiration and efforts helped create.

*MATOC Steering Committee and Staff
 June 24, 2016*



Left Photo of Plaque (Photo Credit: Taran Hutchinson). Right Photo (left to right): Thomas Jacobs, University of Maryland; Taran Hutchinson, MATOC; Andrew Meese, TPB Staff; Glenn McLaughlin, Maryland State Highway Administration; Soumya Dey, DDOT; Michael Pack, University of Maryland (Photo Credit: Marco Trigueros).



MEMORANDUM

TO: Transportation Planning Board
FROM: Andrew Meese, TPB Systems Performance Planning Director, and
Erin Morrow, TPB Transportation Engineer
SUBJECT: Summary of COG's Workshop on Road Salt Management
DATE: July 14, 2016

On June 27, 2016, COG convened a workshop entitled "Salt Management in the Washington Region: Environmental and Transportation Perspectives." Coordinated by COG and TPB staff, the workshop brought together more than 60 representatives from transportation agencies, water utilities, and environmental agencies.

The workshop was designed to be the beginning of a regional discussion on best management practices for road salt use prompted by new developments in environmental regulation, in particular, regulations known as "Total Maximum Daily Loads" (TMDLs), which EPA and state regulators use to set limits on allowable levels of pollutants that degrade water quality. Both the Virginia Department of Environmental Quality (VDEQ) and the Maryland Department of the Environment (MDE) are moving ahead with localized TMDLs to address high chloride levels in area streams.

The workshop featured a diverse group of panelists speaking throughout the day on issues surrounding road salt management.

- Dr. Joel Moore from Towson University discussed evidence of road salt's impacts on the region's water bodies and ground water quality and why action is needed on a regional basis to address its impacts.
- Representatives from Fairfax Water and the Washington Suburban Sanitary Commission (WSSC) discussed the impact of sodium and chloride on drinking water quality and water infrastructure.
- Jeremy Walgrave from Limno-Tech discussed the development of a regional chloride management plan in the Twin Cities (Minneapolis) area.
- Representatives from Maryland State Highway Administration (SHA), Virginia Department of Transportation (VDOT), the District Department of Public Works (DPW), and the Federal Highway Administration (FHWA) shared perspectives from the transportation sector. The panelists discussed issues of public safety, cost, mobility, and environmental impact.
- Representatives from the Virginia Department of Environmental Quality (VDEQ), Maryland Department of the Environment (MDE), and the District of Columbia Department of Energy and the Environment discussed state regulatory expectations for chloride TMDLs.

The issue of road salt management in the Washington region will be an ongoing discussion amongst stakeholders including transportation. Next steps include the development of a COG work plan and formation of an ongoing stakeholder working group.

Presentations from the workshop are posted on the COG website:

<https://www.mwcog.org/events/2016/6/27/salt-management-in-washington-region-environmental-and-transportation-perspectives/>



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: 2016 FASTLANE Grants in the National Capital Region
DATE: July 13, 2016

On July 5, 2016, awards were announced under the 2016 U.S. Department of Transportation *Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE)* grant program, including two major awards in the National Capital Region: funding toward the *Arlington Memorial Bridge Reconstruction Project*, as well as funding toward the Commonwealth of Virginia's *Atlantic Gateway: Partnering to Unlock the I-95 Corridor* project.

BACKGROUND

In February 2016, the U.S. Department of Transportation (USDOT) announced that it was soliciting applications for FASTLANE, a new program in the Fixing America's Surface Transportation (FAST) Act to fund critical freight and highway projects across the country. The FAST Act authorizes \$800 million in funding for the FASTLANE program for fiscal year 2016, with portions of the grant reserved for rural projects (25%) and smaller projects (10%). USDOT recently notified Congress that the agency intends to award a total of \$759 million in federal "FASTLANE" grants to 18 projects around the country (out of some 200 applications totaling \$9.8 billion), initiating a 60-day Congressional review period before the grants become final. The full list of the 18 awarded projects as distributed by USDOT is attached.

ARLINGTON MEMORIAL BRIDGE RECONSTRUCTION PROJECT

The deteriorating condition of the Arlington Memorial Bridge has been well-documented by the National Park Service, its owner, in press articles and other discussions. In an April 8, 2016 support letter for the National Park Service's FASTLANE grant application for the bridge, TPB Chair Timothy Lovain noted that "the bridge is structurally deficient and its poor condition has already begun to constrain regional movement ... without assistance, a project of this magnitude poses a nearly impossible challenge to the National Park Service's transportation budget". The letter also notes that the project supports USDOT's emphasis on economic growth, partnerships, and reflected the calls for addressing infrastructure bottlenecks and safety.

As noted in a joint Congressional press release (attached), the \$90 million would help complete a \$166 million 'Phase 1' of the bridge's reconstruction, which will extend the bridge's useful life out to 2030, when additional work will need to be done for a 'Phase 2' reconstruction of its main bascule span. Sources of funding for the remaining Phase 1 and Phase 2 costs are to be determined.

ATLANTIC GATEWAY: PARTNERING TO UNLOCK THE I-95 CORRIDOR

On July 5, Virginia Governor Terry McAuliffe announced Virginia's selection for a \$165 million FASTLANE grant for the Atlantic Gateway Project, a multi-pronged project to transform road and rail infrastructure along the I-95 Corridor. The \$165 million FASTLANE grant will leverage \$565 million in private investments and \$710 million in other transportation funds to:

- Build 14 miles of new rail track to improve reliability and capacity for freight, commuter, and passenger rail service, including phase I of the project to unlock rail congestion at Long Bridge
- Extend 95 Express Lanes for seven miles north to the Potomac River and improve access to the Pentagon
- Extend the 95 Express Lanes 10 miles south to Fredericksburg to alleviate backups at the current southern terminus
- Construct a new southbound bridge on I-95 across the Rappahannock River
- Provide dedicated on-going reinvestment in expanded bus service in the corridor to ensure that all populations have access to jobs, education and health care services
- Add new commuter parking, technology upgrades and truck parking along the corridor
- Build pavement for autonomous vehicle enhancement; this will provide the infrastructure to test and deploy driverless cars
- Acquire the S-line, an abandoned rail corridor that runs from North Carolina to the Richmond area, from CSX to provide public ownership of a corridor key for future Southeast High Speed Rail.

Governor McAuliffe's announcement stated that the program will move to construction in phases, and portions will start as early as 2017. Much of the upfront environmental and engineering work is complete or underway.

FUTURE FISCAL YEARS

FASTLANE 2016 grants were the first of several years of grants envisioned under the FAST Act, so there will be additional opportunities in future years for projects that did not receive grant awards in 2016, potentially including a number of other National Capital Region projects for which FASTLANE grants were sought, or may be sought in the future.



U.S. Department of Transportation Proposed FY 2016 FASTLANE Project Awards

Pursuant to Section 1105 of the FAST Act, the Department is providing this list of proposed awards to the authorizing committees of jurisdiction. This list must remain with the committees for 60 days before issuing the awards.

The U.S. Department of Transportation conducted a thorough and fully documented review process to choose projects that will have significant regional and national impacts by reducing congestion, expanding capacity, using innovative technology, improving safety, or moving freight more efficiently.

This list of proposed Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grant awards is the culmination of a thorough technical assessment of 212 applications requesting a total of \$9.8 billion, more than 10 times the available amount. Due to funding limitations, we were only able to fund a small percentage of the excellent, eligible applications.

Project Name	Applicant Organization	State	Project Size	FASTLANE Proposed Award	Total Project Cost	117(d)(2)(A) Limitation*
Interstate 10 Phoenix to Tucson Corridor Improvements	Arizona Department of Transportation	AZ	Large	\$54,000,000	\$157,500,000	-
SR-11 Segment 2 and Southbound Connectors	California Department of Transportation	CA	Large	\$49,280,000	\$172,200,000	-
Arlington Memorial Bridge Reconstruction Project	National Park Service	DC	Large	\$90,000,000	\$166,000,000	-
Port of Savannah International Multi-Modal Connector	Georgia Ports Authority	GA	Large	\$44,000,000	\$126,700,000	\$32,000,000
I-10 Freight CoRE	Louisiana Department of Transportation and Development	LA	Large	\$60,000,000	\$193,508,409	-
Conley Terminal Intermodal Improvements and Modernization	Massachusetts Port Authority	MA	Large	\$42,000,000	\$102,890,000	\$42,000,000
I-390/I-490/Route 31 Interchange, Lyell Avenue Corridor Project	New York State Department of Transportation	NY	Large	\$32,000,000	\$162,900,000	-
US 69/75 Bryan County	Oklahoma Department of Transportation	OK	Large	\$62,000,000	\$120,625,000	-
Atlantic Gateway: Partnering to Unlock the I-95 Corridor	Virginia Department of Transportation	VA	Large	\$165,000,000	\$905,000,000	\$45,000,000
South Lander Street Grade Separation and Railroad Safety Project	City of Seattle	WA	Large	\$45,000,000	\$140,000,000	-
I-39/90 Corridor Project	Wisconsin Department of Transportation	WI	Large	\$40,000,000	\$1,195,300,000	-
Truck Parking Availability System (TPAS)	Florida Department of Transportation	FL	Small	\$10,778,237	\$23,983,850	-
Cedar Rapids Logistics Park	Iowa Department of Transportation	IA	Small	\$25,650,000	\$46,500,000	\$25,650,000
U.S 95 North Corridor Access Improvement Project	U.S 95 North Corridor Access Improvement Project	ID	Small	\$5,100,000	\$8,500,000	-
Maine Intermodal Port Productivity Project	Maine Department of Transportation	ME	Small	\$7,719,173	\$15,438,347	\$7,122,485
Cross Harbor Freight Program (Rail)	The Port Authority of New York and New Jersey	NY	Small	\$10,672,590	\$17,787,650	\$10,672,590
Coos Bay Rail Line - Tunnel Rehabilitation Project	Oregon International Port of Coos Bay	OR	Small	\$11,000,000	\$19,555,000	\$11,000,000
Strander Boulevard Extension and Grade Separation Phase 3	City of Tukwila	WA	Small	\$5,000,000	\$38,000,000	-
Total				\$759,200,000	\$3,612,388,256	\$173,445,075

Legend:
Urban: White
Rural: Gray

*Number is estimated and subject to revision based on final negotiated project budgets

VA & D.C. Congressional Delegation Announces Memorial Bridge Selected For \$90 Million FASTLANE Grant

July 5, 2016 | Press Release

Funding will allow National Park Service to begin repairs and keep Memorial Bridge open

Congressional representatives from Virginia and the District of Columbia today announced that **the National Park Service (NPS), jointly with the District Department of Transportation, has been awarded a \$90 million FASTLANE Grant from the U.S. Department of Transportation for repairs to Arlington Memorial Bridge**, which carries 68,000 vehicles daily. Sens. Mark R. Warner and Tim Kaine, Del. Eleanor Holmes Norton, and Reps. Don Beyer, Gerry Connolly and Barbara Comstock jointly issued the following statement:

“We are very pleased to announce that the Department of Transportation has selected Arlington Memorial Bridge to receive a \$90 million FASTLANE grant. While additional federal resources will be needed to complete this \$250 million project, this funding will allow NPS to move forward with planning and contracting immediately so that construction can begin early next year. This significant federal investment will go a long way towards ensuring that Memorial Bridge remains open, which is welcome news for the region’s commuters.”

“We are proud that the entire National Capital Region delegation worked together (<http://www.warner.senate.gov/public/index.cfm/2016/4/warner-kaine-beyer-connolly-norton-call-for-nps-regional-collaboration-on-memorial-bridge>) to make sure that the National Park Service submitted a strong application (http://www.warner.senate.gov/public/index.cfm/mobile/pressreleases?ContentRecord_id=828AEC26-9003-4562-A149-CF8BA4DD4685) for this FASTLANE Grant. This would not have been possible without the crucial support of Mayor Bowser and the District Department of Transportation.”

“The congressional delegation looks forward to working with all local jurisdictions and our colleagues in Congress to ensure that sufficient resources are allocated to fully repair the Bridge and keep this 84-year-old icon of American infrastructure standing strong.”

Today’s funding announcement will go toward Phase 1 of the reconstruction of the Arlington Memorial Bridge. The Memorial Bridge, which was originally built in 1932, has exceeded its 75-year design life and is structurally deficient, having never undergone a major rehabilitation. It is currently posted with a 10-ton load limit and buses are prohibited from crossing. Without a major overhaul, the project will be closed to vehicular traffic in 2021. Phase 1 will focus on the approach spans, which are the most in need of repairs, at a total cost of \$166 million. Completion of Phase 1 will allow the bridge to remain open until 2030 while additional actions are taken to complete Phase 2, the reconstruction of main bascule span.

Closing the Memorial Bridge would cost local governments a projected \$168,000 per day (\$75 million per year) in transportation outlays alone, according to the Metropolitan Washington Council of Governments. Transit studies suggest that traffic from the bridge would spill over onto other area bridges, particularly the 14th Street Bridge and Roosevelt Bridge.

In April, the congressional delegation wrote to U.S. Secretary of Transportation Anthony Foxx to endorse (http://www.warner.senate.gov/public/index.cfm/mobile/pressreleases?ContentRecord_id=828AEC26-9003-4562-A149-CF8BA4DD4685) the FASTLANE application. Last month, Sens. Mark R. Warner and Tim Kaine and D.C. Mayor Muriel Bowser joined NPS on a tour (http://www.warner.senate.gov/public/index.cfm/newsclips?ContentRecord_id=F920333C-DDE8-4A48-8C9D-B9BC6DDB334F) for a firsthand look at the rapidly deteriorating state of Memorial Bridge.

RELEASE: IMMEDIATE
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GOV
July 5, 2016

Governor McAuliffe Announces Virginia's Selection for \$165 Million FASTLANE Grant to Deliver the Atlantic Gateway Project
Multi-Pronged Project will Transform Road and Rail Infrastructure Along the I-95 Corridor

RICHMOND – Governor Terry McAuliffe announced today that Virginia's proposed Atlantic Gateway Project has been selected for a federal FASTLANE grant of \$165 million.

Combined resources for the project, including the federal grant, private investment and public funding, total \$1.4 billion to address the worst bottlenecks on the I-95 corridor in Northern Virginia, transforming travel along the entire East Coast.

The project will enhance passenger and freight rail along the corridor, improving reliability and capacity on the East Coast's rail network, and increase bus service. The 95 Express Lanes will be extended both to the north and south, offering commuters a reliable trip from Fredericksburg to the Potomac River, and points in between. Expanded bus service will also help keep more cars off of the road and shorten commute times.

“Winning this significant federal grant will allow Virginia to move forward on a project that will transform travel conditions and stimulate economic growth across our Commonwealth,” said Governor Terry McAuliffe. “Our administration worked with federal, state, local and private sector parties to submit a package of transportation improvements that will have far-reaching benefits for everyone who travels the Commonwealth, whether by car, bus or train.

“Transportation leaders came to the table with one clear goal: improve travel in the most heavily traveled corridor in the Southeast by investing in road and rail improvements to move people and commerce more efficiently, not only through Virginia, but also from Florida to New York. I thank the USDOT for having the vision to select the Atlantic Gateway project for the FASTLANE grant. The Atlantic Gateway will create jobs and contribute to our efforts to build a new Virginia economy, and we could not have moved forward without this important federal funding.”

The \$165 million FASTLANE grant will leverage \$565 million in private investments and \$710 million in other transportation funds to:

- Build 14 miles of new rail track to improve reliability and capacity for freight, commuter, and passenger rail service, including phase I of the project to unlock rail congestion at Long Bridge
- Extend 95 Express Lanes for seven miles north to the Potomac River and improve access to the Pentagon
- Extend the 95 Express Lanes 10 miles south to Fredericksburg to alleviate backups at the current southern terminus
- Construct a new southbound bridge on I-95 across the Rappahannock River
- Provide dedicated on-going reinvestment in expanded bus service in the corridor to ensure that all populations have access to jobs, education and health care services
- Add new commuter parking, technology upgrades and truck parking along the corridor
- Build pavement for autonomous vehicle enhancement; this will provide the infrastructure to test and deploy driverless cars
- Acquire the S-line, an abandoned rail corridor that runs from North Carolina to the Richmond area, from CSX to provide public ownership of a corridor key for future Southeast High Speed Rail.

Transportation Secretary Aubrey Layne added, “Our team has worked for two years to develop the Atlantic Gateway project for consideration under the FASTLANE grant program. Our selection is the result of support and cooperation from elected officials, local and regional leaders, chambers of commerce, the transportation industry, our private sector partners, and many others who clearly see the Atlantic Gateway project is absolutely essential to Northern Virginia and Virginia’s long-term economic competitiveness. This grant will allow the Commonwealth to transform the 95 corridor into a true multimodal corridor that better manages traffic and increases travel choices for people and goods.”

The Virginia Department of Transportation and the Department of Rail and Public Transportation are ready to work with the private industry and the state’s partners in federal, state and local governments to build improvements.

The program will move to construction in phases, and portions will start as early as 2017. Much of the upfront environmental and engineering work is complete or underway.

Background:

The award, made under USDOT’s FASTLANE competitive grant program, is part of a \$4.6 billion, 5-year program created by the FAST Act, which was signed into law in December 2015 and makes large-scale national investments to improve freight and highway mobility across the United States. Every grant under the program will be subject to a 60-day congressional review before final grant awards are announced.

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Information in VDOT news releases was accurate at the time the release was published. For the most current information about projects or programs, please visit the project or program Web pages. You may find those by searching by keyword in the search Virginia DOT box above.

Page last modified: July 5, 2016



MEMORANDUM

TO: Transportation Planning Board Technical Committee
FROM: Michael Farrell, TPB Senior Transportation Planner
SUBJECT: Update on the June 29th Separated Bike Lane Workshop
DATE: July 13, 2016

BACKGROUND

For many years, bicycle planning practice encouraged “vehicular cycling” whereby bicyclists were expected to share the road with motor vehicle traffic, painted bicycle lanes, and sharrows, which show bicyclists where to ride in the road. However, there has been a growing realization that on-road facilities do not serve children, the elderly, people in poor physical condition, or people who are reluctant to mix with traffic – effectively, the majority of the population of potential bicyclists. To build ridership, cities and counties are turning to European-style separated bicycle lanes.

As part of the Unified Planning Work Program, the Bicycle and Pedestrian Subcommittee sponsors at least one professional development workshop per year. The Subcommittee identified Separated Bike Lanes as the topic of the greatest interest and the greatest need for training, and decided to sponsor a workshop. Fortunately, the Washington region is a national innovator in separated bike lanes, and much of the expertise is right here.

The one-day workshop took place at COG on Wednesday, June 29th.

THE WORKSHOP

The morning session featured speakers from the Federal Highway Administration, and from Toole Design, who discussed the 2015 FHWA and Massachusetts DOT Separated Bike Lane Planning and Design Guides. The Federal guide is one of a series of documents FHWA has published in recent years to support safe and convenient walking and bicycling, and create a lower-stress environment for bicyclists. The MassDOT guide is the first state-level separated bike lane design guide. As a state guide, it contains more specifics on design, as well as a discussion of protected intersections, which are not discussed in the FHWA guide.

The afternoon sessions featured speakers from DDOT, Montgomery County, and Arlington County, who discussed their experiences building and maintaining separated bicycle lanes. DDOT has been one of the national leaders in separated bike lane design and implementation, opening its first protected bike lane on 15th Street NW in 2012.

The workshop concluded with a DDOT-led walking tour of the 1st Street NE Separated Bike Lane.

Roughly 65 people attended the workshop, the most of them agency and consultant engineering and planning staff. The workshop was interactive and well-received, with nearly everyone staying until the end. The presentations are available on the COG web site.



MEMORANDUM

TO: Transportation Planning Board
FROM: Nicholas Ramfos, Transportation Operations Program Director
SUBJECT: 2016 Commuter Connections Employer Recognition Awards
DATE: July 20, 2015

The intent of this memorandum is to provide a summary of the 2016 Commuter Connections Employer Recognition Awards.

Each fiscal year, COG/TPB staff coordinates the annual Commuter Connections Employer Recognition Awards for employers showing commitment towards voluntarily implementing commute alternative programs and telecommuting at their respective worksite.

During FY 2016, nominations for the awards categories of Incentives, Marketing and Telework were received in February and reviewed by a selection committee in March which was chaired by District of Columbia Council Member and TPB 2nd Vice Chair Charles Allen.

The 2016 Employer Recognition Awards event was held at the Metro Marriott on June 27, 2016. The event was emceed by District of Columbia Council Member and TPB 2nd Vice Chair Charles Allen. Awards presenters included: City of Alexandria Council Member and TPB Chair Timothy Lovain, Gwen Wright, Director, Montgomery County Planning Department; Courtney Menjivar, Principal Associate, Wells + Associates, and Nina Madoo, Principal and Owner, Nina Madoo Consulting.

Awards recipients included:

Incentives: Toole Design Group, Silver Spring, MD

Marketing: MITRE Corporation, McLean, VA

Telework: United Educators, Bethesda, MD

Employer Services Sales Team Achievement Award: Arlington County Commuter Services

Employer Services Organization Achievement Award: District Department of Transportation (goDCgo)



MEMORANDUM

TO: Transportation Planning Board
FROM: Wendy Klancher, TPB Principal Transportation Planner
Bryan Hayes, TPB Transportation Planner
SUBJECT: Summary of the June 23 Access for All (AFA) Advisory Committee Meeting
DATE: July 20, 2016

Attached you will find a meeting summary of the recently re-launched Access for All Advisory Committee (AFA) from June 23. Mr. Charles Allen, Councilmember from the District of Columbia and TPB Vice-Chairman, serves as the AFA Chairman and led the enthusiastic and well-attended kick-off meeting.

Earlier this summer TPB staff finished recruiting new members for the AFA committee, a group first set up in 2001 to give a voice to people traditionally underserved by our region's transportation system. TPB members were asked to provide suggestions for members of the new committee and can still do so should they see a gap in the membership. The new committee includes over 30 community leaders representing one or more of the following groups: low-income individuals, minority communities, persons with disabilities, those with limited English skills, and older adults. The committee also includes ex-officio members representing federal, state and local transportation or social service agencies and private transportation providers, including the Washington Metropolitan Area Transit Authority (WMATA), the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

At the June 23 meeting, members received an orientation on the TPB and major planning products. Chairman Allen facilitated a roundtable discussion about the most significant regional transportation issue facing traditionally-disadvantaged communities. The major themes from this discussion will inform discussion topics at future AFA meetings, and include:

- Concerns about high transit fares for people with limited incomes;
- Safety for pedestrians, transit users, and older drivers;
- Inclusiveness of shared mobility services;
- Additional and improved transit and paratransit options;
- The need for better information on existing options;
- Cross-jurisdictional coordination;
- Negative impacts from traffic and congestion; and
- Driver shortages in bus systems and volunteer driver programs.

The next meeting of the AFA will be held on Thursday, August 25 from 12 noon to 2 p.m.

**TPB ACCESS FOR ALL ADVISORY COMMITTEE
DRAFT MEETING SUMMARY**

June 23, 2016

1. WELCOME

Charles Allen, AFA Chairman

Mr. Allen welcomed committee members and guests to the newly re-launched AFA. He provided a brief overview of the agenda.

2. INTRODUCTIONS

Charles Allen, AFA Chairman

Mr. Allen asked attendees to break into groups of two and talk about who they are and their reasons for participating in the AFA. Then each pair introduced their partner to the whole committee these interactive introductions helped the committee get to know one another.

3. OVERVIEW OF THE TPB AND THE FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN (CLRP)

Bryan Hayes, TPB Transportation Planner

Kanti Srikanth, TPB Staff Director

Mr. Hayes provided a brief overview about the Transportation Planning Board (TPB) that included a description of the board membership, the TPB's key roles, and the main planning documents.

Mr. Srikanth described the TPB's responsibility for long-range transportation planning and the process for developing the TPB's Financially Constrained Long-Range Transportation Plan. He talked about the role of public participation in that process and the federal requirements that the TPB must meet.

4. OVERVIEW OF THE TPB'S ACCESS FOR ALL ADVISORY COMMITTEE

Wendy Klancher, TPB Transportation Planner

Ms. Klancher provided a short history of the AFA, Human Services Transportation Coordination Task Force, and the decision to merge the two groups. She shared the activities of the new committee, which fall into three different categories: 1) Input into the TPB's transportation planning process, 2) Human Service Transportation Coordination including updates to the Coordinated Human Service Transportation Plan, and 3) Discussion of operational issues and concerns. She also described the requirements for membership eligibility and said that AFA members should be community connectors that are able to represent a larger group to the committee.

Mr. Clark, from the Tri-County Council, asked about the efforts made to include veteran's groups in the membership of the committee.

5. ROUNDTABLE ON TRANSPORTATION ISSUES IMPORTANT TO THE AFA

Charles Allen, AFA Chairman

Mr. Allen facilitated a roundtable discussion with meeting participants. Each person was asked to share the single most important regional transportation issues experienced by the traditionally-disadvantaged communities that members represent. The following are the top concerns shared by meeting participants:

- With the aging of the Baby Boomers, transportation for those wishing to “age in place” is a concern
- For Prince George’s County, it’s challenge finding funding to expand “The Bus” service Metrorail is not everywhere and bus services provide key services to fill the gap, but the hours are limited
- There should be a checklist of environmental oversight regulations for major developments so communities understand what air quality, environmental and health assessments must be done for major developments such as proposals for GSA at St. Elizabeth’s and a new location for the Mystic Center
- The cost of Metrorail is too high for some people, especially for those working part-time with hourly wages
- Metrorail should be extended into the suburbs “last mile” problems make it difficult to live in these areas without a car
- The new interest in providing alternatives to paratransit, such as the use of Uber and Lyft, need to be examined carefully, and there is a need to understand how these flexible alternatives are being thought out to make sure they work for people with disabilities
- The lack of late night and off peak service is an issue and there is a need for more travel training and accessible pathways
- There is a need for more affordable as well as safe mobility for older adults, including safe driving education and technology, travel training and travel alternatives such as escorted transportation
- What are the lessons learned from SafeTrack, and what tweaks that are made could be kept in place?
- Language access to transit for people with limited English proficiency is a top concern also its confusing to have different reduced fare policies for older adults– an example of D.C. vs Maryland County’s was given
- Construction projects block accessible pathways and very often wheelchair access to sidewalks is eliminated. There is a need to better communicate changes in accessibility related to construction, especially at transit stops
- Interest in the health impacts of planning decisions, such as high asthma rates for those living near major roadways
- The extent to which transportation planning is done in an equitable fashion and doesn’t place one community above another
- Concerns that services such as Uber and Lyft do not accommodate people using wheelchair or service animals
- Challenges with the need for more funding for bus systems, increase the fleet size and hiring work ready skilled drivers
- The need for education to both drivers and people in wheelchairs about bike lanes wheelchair users sometimes are in the bike lanes which is dangerous
- Increase opportunities to address equity for people with low-incomes in active transportation
- Human service agencies serving people with developmental disabilities are having difficulties finding sufficient resources to support the new policy to move clients into community based models
- Family members of those with developmental disabilities have a fear of their children using public transit or MetroAccess, which puts more pressure on human service agency to provide their own transportation services
- There is room for greater cooperation among jurisdictions and agencies across state lines
- There is need for more options for the first mile/last mile problem for people using transit
- The need for safe pedestrian access without items blocking curb cuts or other features for people with disabilities

- Safe pedestrian crossings around major highways, especially for people who are deaf
- WMATA needs more funding
- Congestion can have a negative impact on quality of life
- Safety on Metrorail is a concern especially after the smoke incident on the Green Line
Communication lines between the public and Metro need to be improved
- People shouldn't have to worry about their personal safety at transit stops with increased violent crime at transit stops people always have to keep their eyes open
- Safe, adequate and affordable transportation options during SafeTrack is a concern
- Interest in continued innovation to provide alternatives to MetroAccess and raising awareness about the accessibility of Metro
- Concern about the cost of transportation for people with low-incomes
- Improved coordination of paratransit services in D.C.
- MetroAccess is unreliable and inefficient
- In outer ring counties and rural areas, there is very little transit access in rural areas, and existing services are being cut making transportation even more challenging for people with developmental and intellectual disabilities
- The consequences of land use planning decisions in jurisdictions impact travel patterns and there is a need to examine how different choices impact traditionally-disadvantaged population groups. For example, land use planning can impact travel times for low-income workers and can be cost-inefficient.
- Metrorail fares can be prohibitive for the homeless, making it difficult to find work and access services. Fewer organizations are providing fare subsidies so the homeless can access transit
- Safety at bus shelters in SE is a concern. Mothers with infants and frail seniors using these stops
- There is an increasing number of requests for trips from older adults and organizations are not able to recruit enough drivers to serve the demand more recruitment efforts are needed to find additional volunteer drivers

Mr. Srikanth acknowledged and thanked Mr. Shaw, Director of the D.C. Office of Planning, for participating in the meeting, and for being an active voice on the TPB for equity concerns.

Ms. Klancher of the TPB staff provided a summary of the themes from the facilitated discussion and stated that a meeting summary would be emailed to the committee for review.

Mr. Allen stated that the feedback received would be used to inform future AFA agendas, and thanked everyone for their participation and enthusiasm before adjourning the meeting.

ATTENDEES

Alexa Mavroidis, Arlington Transit Advisory Committee Accessibility Subcommittee	Kristen Franklin, Prince George's County Department of Public Works and Transportation	Charles Allen, AFA Chairman, Councilmember from the District of Columbia
Andy Wexler, Arlington Transit	Lessie Henderson, Prince George's Advocates for Community-Based Transit	Kanti Srikanth, TPB Staff Director
Angela Miller, Direct Action (for people with Disabilities)	Lorena Rios, Hispanic Chamber of Commerce of Northern Virginia	Wendy Klancher, staff
Brenda Richardson, Earth Conservation Corps	Marieannette Otero, Safe Routes to School National Partnership	Bryan Hayes, staff
Charlie Crawford, Representing people with disabilities and AFA liaison to AAC	Monica White, Maryland Transit Administration	Lynn Winchell-Mendy, staff
Chris Blake, Washington Metropolitan Area Transit Authority Office of ADA Programs	Nadia Anderson, AAA	Lamont Cobb, staff
Dan Emerine, DC Office of Planning	Nechama Masliansky (phone), SOME (So Others Might Eat)	John Swanson, staff
Daria Cervantes, The Arc of Montgomery County	Nicole Goines, Federal City Council	Abigail Zenner, staff
David Do, Mayor's Office for Asian and Pacific Islander Affairs	Raka Choudhry, District Department of Transportation	Sergio Ritacco, staff
Debby Fisher, CHI, Inc.	Richard Ezike, Congressional Black Caucus Foundation	Anne Phelps, Staff to DC Councilmember Allen
Era Pandya, Montgomery County Public Schools	Rikki Epstein (phone), The Arc of Northern Virginia	Bill Orleans, resident
Eric Shaw, DC Office of Planning	Roger Hoskin, Represents older adults	
George Clark, Tri-County Council for Southern Maryland	Sandra Dent (phone),	
Harriet Block, Jewish Council for the Aging	Susie McFadden-Resper, DC Office of Disability Rights	
Janine Ashe, Federal Highway Administration - DC Metro Division	Thomas Curtis, Maryland Department of Disabilities	
Jayson Green, YMCA Fairfax County Reston	Tyra Redus, District Department of Transportation	
Jennifer Kanarek (phone), NV Rides	William Farrell (phone), Shepherd's Center of Oakton-Vienna	
Karen Smith, The Arc of Greater Prince William	Kate Robb, American Public Health Association	
Kari Snyder, Maryland Department of Transportation		