

National Capital Region Transportation Planning Board

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

Item #5

MEMORANDUM

April 12, 2012

To: Transportation Planning Board

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

Re: Steering Committee Actions

At its meeting of April 6, 2012, the TPB Steering Committee approved the following resolutions:

- SR25-2012: Resolution on an amendment to the FY 2011- 2016 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement to include funding for the preliminary engineering phase of the Northbound I-395 Auxiliary Lane Project between Duke Street and Seminary Road, as requested by the Virginia Department of Transportation (VDOT).
- SR26-2012: Resolution on an amendment to the FY 2011- 2016 TIP that is exempt from the air quality conformity requirement to include funding for MARC Preventative Maintenance, as requested by the Maryland Department of Transportation (MDOT)
- SR27-2012: Resolution to amend the FY 2012 Unified Planning Work Program (UPWP) to modify project budgets in the Washington Metropolitan Area Transit Authority (WMATA) Technical Assistance Program.

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

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

**RESOLUTION ON AN AMENDMENT TO
THE FY 2011- 2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT
TO INCLUDE FUNDING FOR THE PRELIMINARY ENGINEERING PHASE OF THE
NORTHBOUND I-395 AUXILIARY LANE PROJECT BETWEEN DUKE STREET AND
SEMINARY ROAD, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF
TRANSPORTATION (VDOT)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, 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 November 17, 2010 the TPB adopted the FY 2011-2016 TIP; and

WHEREAS, in the attached letter of March 21, 2012, VDOT has requested an amendment to the FY 2011-2016 TIP to include \$1.3 million in Interstate Maintenance and state matching funds for the preliminary engineering phase of the Northbound I-395 Auxiliary Lane project between the Duke Street on-ramp and the Seminary Road off-ramp, as described in the attached materials; and

WHEREAS, funding for preliminary engineering is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations "40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule," issued in the May 6, 2005, *Federal Register*;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2011-2016 TIP to include \$1.3 million in Interstate Maintenance and state matching funds for the preliminary engineering phase of the Northbound I-395 Auxiliary Lane project between the Duke Street on-ramp and the Seminary Road off-ramp, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on April 6, 2012.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

GREGORY A. WHIRLEY
COMMISSIONER

March 21, 2012

The Honorable Todd Turner, 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 2011-2016 Transportation Improvement Program Amendment

Dear Chairman Turner:

The Virginia Department of Transportation (VDOT) requests amendment of the FY 2011-2016 Transportation Improvement Program (TIP) to add funding for the preliminary engineering (PE) phase of the Northbound I-395 Auxiliary Lane Project between the Duke Street on-ramp to the Seminary Road off-ramp (a distance of about one mile). The proposed addition to the TIP is for the PE phase, which is exempt from air quality conformity consideration. The construction phase of the project has been approved for inclusion in the air quality conformity analysis for the 2012 CLRP/ FY 2013-2018 TIP.

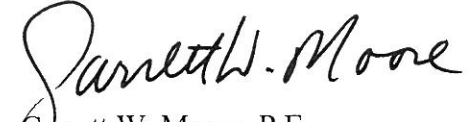
The TIP Amendment adds \$1,170,000 in IM funds to the PE phase in FY 2012 to the project (UPC 102437). Funding proposed in the amendment has been approved by the Commonwealth Transportation Board (CTB) as part of its Six Year Improvement Program. The proposed funds are new to the TIP and are not being reprogrammed from other projects in the TIP. IM funds were part of the federal funding included in VDOT's financial plan for the 2010 CLRP. An addendum to the FY 2011-2016 TIP table is attached.

VDOT requests that this TIP Amendment be considered and acted upon by the TPB's Steering Committee at its April 6, 2012, meeting. VDOT's representative will attend the meeting and will answer any questions about the amendment.

Mr. Todd Turner
March 21, 2012
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Thank you for your consideration of and action on this request.

Sincerely,


Garrett W. Moore, P.E.
District Administrator
Northern Virginia District

Copy: Ms. Renee Hamilton, VDOT-NoVA
Mr. John Lynch, VDOT-NoVA
Mr. Tom Fahrney, VDOT-NoVA
Mr. Kanathur Srikanth, VDOT-NoVA

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

TIP Amendment - 4/18/2012

Phase	Previous Funding	Funding Source	Funding Shares			FY11	FY12	FY13	FY14	FY15	FY16	Source Total
			Fed	State	Local							
VDOT-Interstate												
TIP ID:	Agency ID: UPC# 102437											
Facility:	Shirley Highway (0395)											
From:	Duke St. on-Ramp											
To:	Seminary Road Off-Ramp											
		Fed-IM	90%	10%	0%	\$0	\$1,300	\$0	\$0	\$0	\$0	Complete: 2015
			0%	0%	0%	\$0	\$0	\$0	\$0	\$0	\$0	\$1,300.00
			0%	0%	0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
											Total Funds:	\$1,300.00

Description: The project involves the construction of an Auxiliary lane on I-395 from the Duke Street On-Ramp to the Seminary Road Off-Ramp(1.1200 Mi.)
Jurisdiction: Alexandria

Amendment: TIP Amendment FY12 to add PE Phase and to obligate \$1,170,000 in IM funds in PE Phase.

Air Quality: This amendment is to add just the PE phase to the TIP which is exempt from regional air quality considerations. The CN phase of the project has, however, been proposed to be added to the 2012 CLRP - scheduled to be adopted in July, 2012 with FHWA & FTA approval of the conformity analysis later during 2012.

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

**RESOLUTION ON AN AMENDMENT TO
THE FY 2011- 2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT
TO INCLUDE FUNDING FOR MARC PREVENTATIVE MAINTENANCE, 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 Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, 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 November 17, 2010 the TPB adopted the FY 2011-2016 TIP; and

WHEREAS, in the attached letter of March 29, 2012, MDOT has requested an amendment to the FY 2011-2016 TIP to include \$26.4 million in Section 5309 and state matching funds for the MARC Preventative Maintenance project, as described in the attached materials; and

WHEREAS, this project is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations "40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule," issued in the May 6, 2005, *Federal Register*;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2011-2016 TIP to include \$26.4 million in Section 5309 and state matching funds for the MARC Preventative Maintenance project, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on April 6, 2012.



Maryland Department of Transportation

The Secretary's Office

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

Beverley K. Swaim-Staley
Secretary

Darrell B. Mobley
Deputy Secretary

March 29, 2012

The Honorable Todd M. Turner
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 Turner:

The Maryland Department of Transportation (MDOT) requests an amendment to the Maryland Transit Administration (MTA) portion of the FY 2011-2016 Transportation Improvement Program (TIP) as described in the attached memo. The amendment is necessary to replace a project that was inadvertently left out of the 2011 TIP and to reflect recent funding changes. MDOT is proposing to add the MARC Preventative Maintenance project back to the TIP using \$26.4 million of Section 5309 funding in FY 2012. This project is exempt from the requirement to determine conformity. MDOT requests that this amendment be approved by the Transportation Planning Board (TPB) Steering Committee on its April 6, 2012 meeting.

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

Sincerely,

Michael W. Nixon
Manager
Office of Planning and Capital Programming

Attachment

cc: Ms. Lyn Erickson, Manager, Office of Planning and Capital Programming,
Maryland Department of Transportation
Ms. Heather Murphy, Deputy Director, Office of Planning and Capital Programming
Maryland Department of Transportation
Ms. Diane Ratcliffe, Director, Office of Planning Division, Maryland Transit
Administration





MARYLAND TRANSIT ADMINISTRATION

MARYLAND DEPARTMENT OF TRANSPORTATION

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

MEMORANDUM

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

ATTN: Mr. Mike Nixon

FROM: Ms. Diane Ratcliff, Director
MTA Office of Planning *Kellie Gaver for*

DATE: March 28, 2012

SUBJECT: Amendment to the Washington Region FY 2011 TIP
To add the MARC Preventive Maintenance project with updated Federal Aid allocations.

We are requesting an amendment to the Washington Region FY 2011 Transportation Improvement Program (TIP) to add the MARC Preventive Maintenance project. This project was last included in the FY 2010 TIP, and needs to be added to the FY 2011 TIP to reflect recent funding changes.

MTA will be obligating the following Federal funds in the current year:

\$4.0 million in FFY 2009 Section 5309 funds;
\$12.7 million in FFY 2011 Section 5309 funds; and
\$9.7 million in FFY 2012 Section 5309 funds.

MTA will no longer be using Federal Funds on this project beyond State FY 2012 due to FTA restrictions.

After your review, please process the requested amendment with the Transportation Planning Board for inclusion in the FY 2011-2014 TIP. If you have any questions, please do not hesitate to contact Mr. John Gasparine, MTA Program Administrator at (410) 767-3760 or via email at jgasparine@mta.maryland.gov.

cc: Ms. Holly Arnold, Grants Administrator, Office of Planning, MTA
Mr. Lyn Erickson, Regional Planner, Office of Planning, MDOT
Mr. Sean Egan, Acting Manager, Capital Programming, MTA
Mr. John Gasparine, Program Administrator, Office of Planning, MTA
Ms. Kellie Gaver, Deputy Director, Office of Planning, MTA

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

Source	Fed/St/Loc	Previous Funding	FY 11	FY 12	FY 13	FY 14	FY15	FY 16	Source Total
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MDOT/Maryland Transit Administration

Transit

MARC Preventive Maintenance

TIP ID: 2954	Agency ID: Operating	Title: MARC Preventive Maintenance	Complete:						
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Facility:	Section 5309	80/20/0	36,060 e	26,423 e					26,423
From:									Total Funds: 26,423
To:									

Description: Funding to provide preventive maintenance on the MARC system to improve safety, reliability and passenger comfort.

Amendment - Adding the MARC Preventive Maintenance Project to the 2011 TIP **Requested on:** 4/6/2012
 MTA will be obligating \$4 million in FFY 2009 Section 5309 funds, \$12.7 million in FFY 2011 Section 5309 funds, and \$9.7 million in FFY 2012 Section 5309 funds in the current year. Future Federal Funds will not be used on this project. All future MARC PM will be funded with State dollars.

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

RESOLUTION TO AMEND THE FY 2012 UNIFIED PLANNING WORK PROGRAM (UPWP) TO MODIFY PROJECT BUDGETS IN THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) TECHNICAL ASSISTANCE PROGRAM

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) of 2005 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Washington Metropolitan Area; and

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

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

WHEREAS, the FY 2012 UPWP for the Washington Metropolitan Area was adopted by the TPB on March 16, 2011; and

WHEREAS, in the attached letter of April 4, 2012, the Washington Metropolitan Area Transit Authority (WMATA) has requested a modification in its Technical Assistance Program to amend the budgets of the projects entitled: *Metrorail Station Access Alternatives Study* and *Miscellaneous Services*; and

NOW, THEREFORE, BE IT RESOLVED THAT the STEERING COMMITTEE OF THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD to amend the budgets of the projects entitled: *Metrorail Station Access Alternatives Study* and *Miscellaneous Services*; as described in the attached materials.

Adopted by the Steering Committee of the Transportation Planning Board at its regular meeting on April 6, 2012.



April 4, 2012

Mr. Ron Kirby, Director
Dept. of Transportation Planning
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E.; Suite 300
Washington, DC 20002-4201

RE: FY2012 Unified Planning Work Program Amendment

Dear Mr. Kirby:

The Washington Metropolitan Area Transit Authority (WMATA) requests an amendment to the FY 2012 Unified Planning Work Program (UPWP) to include changes to Part III, Section 6.D. WMATA Technical Assistance.

WMATA requests that the TPB Steering Committee approve this amendment at its April 6, 2012 meeting. A copy of the project listing proposed to be added to the FY 2012 UPWP is attached.

Thank you for your consideration of, and action on, this request.

Sincerely

Nat Bottigheimer
Assistant General Manager
Department of Planning and Joint Development

Attachment

**Washington
Metropolitan Area
Transit Authority**

600 Fifth Street, NW
Washington, DC 20001
202/962-1234

www.metroopensdoors.com

*A District of Columbia,
Maryland and Virginia
Transit Partnership*

From FY 2012 UPWP

6. TECHNICAL ASSISTANCE PROGRAM

D. WMATA

1. Program Development

This project is established to account for DTP staff time spent in developing scopes of work for requested projects and for administering the resultant work program throughout the year. Work activities will involve meeting with WMATA staff to discuss projects, drafting and finalizing work statements and tasks, creating project accounts when authorized, and reporting progress on projects throughout the year. In addition, this project will provide staff with resources to attend required meetings at WMATA.

Cost Estimate: \$10,263
Schedule: on-going activity

2. Miscellaneous Services

This miscellaneous account is a mechanism established to address requests which are too small or too short-lived to warrant separate work scopes. Past work has included requests for hard copy, plots, tape, or diskettes of data from any of the planning work activities at COG.

Cost Estimate: ~~\$8,500~~ \$500
Schedule: on-going activity

3. Multi-Modal Coordination for Bus Priority Hot Spots

In the spring of 2010, WMATA, MDOT, DDOT and VDOT completed a long range planning study that identifies a 20 year vision for surface transit enhancements entitled the *Priority Corridor Network (PCN) Running-way Evaluation Study*. Near term implementation of this vision is aimed at identifying opportunities for running-way improvements that could increase average bus speed and on-time performance at selected segments of the network. These “hot spots” are areas in which modest investments in bus priority improvements could significantly improve bus operations and reduce jurisdictional operating subsidies. Through this study, WMATA conducted an initial identification and prioritization of hot spots on the Metrobus network, utilizing an analytical method developed to correlate existing Metrobus frequencies and slow bus speeds to help inform the near term PCN implementation phase.

This follow-up study will build on the methodology from WMATA’s previous study by examining both WMATA and local bus (e.g., ART, DASH, Ride On, etc.) service frequencies and speeds, to identify a truly “regional” hot spot prioritized top 10 list for each of the three states.

TPB staff, consultants, or a combination thereof, will work with WMATA and State DOT staff to 1) identify the causes of slow bus speeds at each hot spot, 2)

recommend and scope bus priority measures that will improve average bus speeds on the identified segments, and 3) quantify the anticipated capital costs and operating cost savings the recommended bus priority measures would provide. For hot spots on the Metrobus network, the quantification of operating cost savings will include quantification of the WMATA subsidy reduction a local jurisdiction implementing the specific improvements could expect for each improved hot spot.

In addition to the involvement of WMATA and local bus staffs, involvement and assistance will be needed from state and local roadway agency staffs for identifying hot spots, providing input on opportunities for implementation of bus priority improvements, and scoping possible costs, savings, and impacts from the roadway management and traffic engineering perspective.

This \$126,000 project will be undertaken in conjunction with concomitant efforts in the Technical Assistance tasks of DDOT, MDOT, and/or VDOT; WMATA has requested DDOT, MDOT, and VDOT provide a match of at least \$30,000 in each of their Technical Assistance programs as part of this overall effort.

Hot spot identification, prioritization, mitigation and operating subsidy savings calculations will be coordinated through the TPB's Management, Operations and Intelligent Transportation Systems (MOITS) Technical Subcommittee with assistance from the Regional Bus Subcommittee. While the budget proposed above will not be sufficient for identifying and analyzing bus priority measures for each of the Top 10 segments in all three states, the budget will address as many of the hot spot locations as possible, in order of priority established under the guidance of the involved agencies through the MOITS Technical Subcommittee and the Regional Bus Subcommittee. In the event of a state providing additional funds beyond the recommended \$30,000, the additional contribution will be utilized in the state that provides it.

Cost Estimate: \$126,000 (in conjunction with concomitant tasks in the DDOT, MDOT, and/or VDOT Technical Assistance programs)

Product: Prepare detailed cost-benefit analysis reports on potential for bus priority improvements at selected bus operations "hot spots"

Schedule: Complete work by June 2012

4. Bus Passenger Counts in Support of the 2012 Central Employment Area Cordon Count

TPB Staff will conduct Metrobus and Circulator ridership counts as apart of the Spring 2012 Central Employment Area Cordon Count. Bus ridership data collection will be performed at approximately 40 cordon monitoring stations for inbound buses (toward the D.C. core) between 5 am and 10 am, outbound buses (away from D.C. core) between 3 pm and 8 pm and at the Potomac River crossings in both directions between 5-10 am and 3-8 pm. Data collection will include date of count, weather conditions, time of observation, bus number, route number and number of riders.

The count will not include local transit operators or Metrorail riders. Bus ridership counts will be added to the Central Employment Area Cordon Count data set.

Cost Estimate: \$50,000

Schedule: May 2012

5. Metrorail Station Access Alternatives Study

The purpose of the study is to evaluate the current mix of access/arrival modes (e.g., auto, bus, walk, bicycle, etc.) at Metrorail station and study alternative options and strategies that could offer cost-effective approaches to bringing riders to the system. Examples of strategies to be evaluated may include reserved carpool spaces at parking lots, shared-use parking, or additional bike storage facilities. The evaluation will consider the life cycle costs, both capital and operating, and regional user benefits of different approaches. Stations would be studied in groups based on the land-use and transportation characteristics of the station area. Consultant assistance will be utilized to conduct this study.

Cost Estimate: **\$8,000**
\$85,000 carryover from FY 2011
\$93,000 total

Schedule: Final report, ~~November 2014~~ **April 2012**

TOTAL WMATA COST ESTIMATE: ~~\$194,500~~ **\$202,500**
\$85,000 carryover from FY 2011
~~\$279,500~~ **\$287,500 total**