

# National Capital Region Transportation Planning Board

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

Item #5

## MEMORANDUM

June 8, 2010

**To:** Transportation Planning Board

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

**RE:** Steering Committee Action

At its meeting of June 4, 2010, the TPB Steering Committee approved the following resolutions:

- TPB SR22-2010 on an amendment to the FY2010-2015 Transportation Improvement Program (TIP) that is exempt from the Air Quality Conformity Requirement to include funding for the expansion of the Commuter Connections Guaranteed Ride Home Program to the Baltimore Metropolitan Area and St. Mary's County, as requested by the Maryland Department of Transportation (MDOT).
- TPB SR23-2010 on an amendment to the FY2011 Commuter Connections Work Program (CCWP) to include funding for the expansion of the Commuter Connections Guaranteed Ride Home Program to the Baltimore Metropolitan Area and St. Mary's County, as requested by the Maryland Department of Transportation (MDOT).
- TPB SR24-2010 on an amendment to the FY2010-2015 Transportation Improvement Program (TIP) that is exempt from the Air Quality Conformity Requirement to include funding for the administration of Northern Virginia MEGA Projects and the Jones Point Park Reforestation Project, as requested by the Virginia Department of Transportation (VDOT).
- TPB SR25-2010 on an amendment to the FY2010 and FY2011 Unified Planning Work Programs (UPWPs) to modify the Regional Studies Work Activity to reflect the preparation of Project Grant Applications under new US DOT and US DHUD programs.

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

TPB SR22- 2010  
June 4, 2010

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

**RESOLUTION ON AN AMENDMENT TO  
THE FY 2010- 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS  
EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE  
FUNDING FOR THE EXPANSION OF THE COMMUTER CONNECTIONS  
GUARANTEED RIDE HOME PROGRAM TO THE BALTIMORE METROPOLITAN  
AREA AND ST. MARY'S COUNTY, 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**, on July 15, 2009 the TPB adopted the FY 2010-2015 TIP; and

**WHEREAS**, the Commuter Connections Program established the Guaranteed Ride Home Program in 1997 to provide persons in the Washington Metropolitan Statistical Area who regularly commute by carpool, vanpool, bike, or transit with a free taxi ride home in the event of an emergency; and

**WHEREAS**, in the attached letter of May 27, 2010 MDOT has requested an amendment to the FY 2010-2015 TIP to include \$470,000 of CMAQ funding and \$300,000 of state funding for the expansion of the Commuter Connections' Guaranteed Ride Home Program to the Baltimore Metropolitan area and to St. Mary's County, 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 2010-2015 TIP to include \$470,000 of CMAQ funding and \$300,000 of state funding for the expansion of the Commuter Connections' Guaranteed Ride Home Program to the Baltimore Metropolitan area and to St. Mary's County, as described in the attached materials.

**Adopted by the Steering Committee of the Transportation Planning Board at its regular meeting on June 4, 2010.**



**Maryland Department of Transportation**  
The Secretary's Office

**Martin O'Malley**  
Governor

**Anthony G. Brown**  
Lt. Governor

**Beverley K. Swaim-Staley**  
Secretary

**Harold M. Bartlett**  
Deputy Secretary

May 27, 2010

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

Dear Chairman Snyder:

The Maryland Department of Transportation (MDOT) requests an amendment to the FY 2010-2015 Transportation Improvement Program (TIP) and an amendment to the FY 2011 Commuter Connections Work Program (CCWP). MDOT has asked that the Metropolitan Washington Council of Governments (COG) expand the Guaranteed Ride Home portion of the Commuter Connections Program into the Baltimore Metropolitan Area and to St. Mary's County. The purpose of these amendments is to add these activities to the Commuter Connections Work Program and to provide the funding to do the work. This action will not affect the currently approved air quality conformity analysis as this project is not regionally significant (for air quality conformity purposes) and is not included in the regional air quality conformity analysis network. MDOT is also funding the evaluation of the program as part of the regularly scheduled evaluation activities in FY 2013 in order to take credit for the resulting air quality benefits to the Baltimore Region after the program has been established.

Attached you will find the proposed language for inclusion in the CCWP which specifies the work COG will do in order to make this program successful. CCWP Tables 1 and 2, which specify the funding totals, will also be updated as attached. The third attachment includes the TIP table. MDOT is proposing to amend \$150,000 of CMAQ funding per year into the TIP for FY2011 and FY 2012, and \$170,000 for FY 2013. This CMAQ funding is available and currently unobligated. State funding will be available for FY 2014 and FY 2015.

MDOT requests that these amendments be approved by the Transportation Planning Board (TPB) Steering Committee at its June 4, 2010 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](mailto:lerickson@mdot.state.md.us). Of course, please feel free to contact me directly.

Sincerely,

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

My telephone number is \_\_\_\_\_  
Toll Free Number 1-888-713-1414, TTY Users Call Via MD Relay  
7201 Corporate Center Drive, Hanover, Maryland 21076



The Honorable David Snyder  
Page Two

Attachments

cc: Ms. Debra Adams, Program Coordinator, Office of Local Transit Support,  
Maryland Transit Administration  
Ms. Lyn Erickson, Manager, Office of Planning and Capital Programming,  
Maryland Department of Transportation  
Mr. Ronald Kirby, Director of Transportation, Metropolitan Washington Council  
of Governments  
Ms. Diane Ratcliff, Director, Office of Planning, Maryland Transit Administration  
Mr. Michael Nixon, Manager, Office of Planning and Capital Programming,  
Maryland Department of Transportation

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

Source	Fed/St/Loc	Previous Funding	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	Source Total
<b>MDOT/State Highway Administration</b>									

**TERMS**

**Transportation Emissions Reduction Measures**

TIP ID: 5773	Agency ID:	Title: Commuter Connections Program - Guaranteed Ride Home Baltimore/St. Mary's							Complete:
Facility:	CMAQ	100//	150 e	150 e	150 e	170 e	150 e	150 e	470
From:	State	/100/							300
To:									<b>Total Funds: 770</b>

Description: The Commuter Connections Program will expand the Guaranteed Ride Home Program to the Baltimore Metropolitan Area and to St. Mary's County.

**Amendment - Add New Project**

Add project to the FY 2010-2015 TIP with \$470,000 in CMAQ funding and \$300,000 in State funding.

Requested on: 6/4/2010

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

**RESOLUTION APPROVING AN AMENDMENT TO  
THE FY 2011 COMMUTER CONNECTIONS WORK PROGRAM TO INCLUDE  
FUNDING FOR THE EXPANSION OF THE COMMUTER CONNECTIONS  
GUARANTEED RIDE HOME PROGRAM TO THE BALTIMORE METROPOLITAN  
AREA AND ST. MARY'S COUNTY, AS REQUESTED BY THE MARYLAND  
DEPARTMENT OF TRANSPORTATION (MDOT)**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB) has been designated by the Governors of Maryland and Virginia and the Mayor of the District of Columbia as the Metropolitan Planning Organization (MPO) for the Washington Metropolitan Area; and

**WHEREAS**, on March 17, 2010, the TPB approved the FY 2011 Commuter Connections Work Program (CCWP); and

**WHEREAS**, the Commuter Connections Program established the Guaranteed Ride Home Program in 1997 to provide persons in the Washington Metropolitan Statistical Area who regularly commute by carpool, vanpool, bike, or transit with a free taxi ride home in the event of an emergency; and

**WHEREAS**, in the attached letter of May 27, 2010 MDOT has requested an amendment to the FY 2011 CCWP to include \$150,000 of CMAQ funding for the expansion of the Commuter Connections' Guaranteed Ride Home Program to the Baltimore Metropolitan area and to St. Mary's County; and

**WHEREAS**, the proposed changes in the budget and work activity narrative are shown in the attached pages from the FY 2011 CCWP;

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2011 Commuter Connections Work Program to include \$150,000 of CMAQ funding for the expansion of the Commuter Connections' Guaranteed Ride Home Program to the Baltimore Metropolitan area and to St. Mary's County as shown in the attached materials.

**Adopted by the Steering Committee of the Transportation Planning Board at its regular meeting on June 4, 2010.**





**Maryland Department of Transportation**  
The Secretary's Office

**Martin O'Malley**  
Governor

**Anthony G. Brown**  
Lt. Governor

**Beverley K. Swaim-Staley**  
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**Harold M. Bartlett**  
Deputy Secretary

May 27, 2010

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

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Attached you will find the proposed language for inclusion in the CCWP which specifies the work COG will do in order to make this program successful. CCWP Tables 1 and 2, which specify the funding totals, will also be updated as attached. The third attachment includes the TIP table. MDOT is proposing to amend \$150,000 of CMAQ funding per year into the TIP for FY2011 and FY 2012, and \$170,000 for FY 2013. This CMAQ funding is available and currently unobligated. State funding will be available for FY 2014 and FY 2015.

MDOT requests that these amendments be approved by the Transportation Planning Board (TPB) Steering Committee at its June 4, 2010 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](mailto:lerickson@mdot.state.md.us). Of course, please feel free to contact me directly.

Sincerely,

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



The Honorable David Snyder  
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Attachments

cc: Ms. Debra Adams, Program Coordinator, Office of Local Transit Support,  
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of Governments  
Ms. Diane Ratcliff, Director, Office of Planning, Maryland Transit Administration  
Mr. Michael Nixon, Manager, Office of Planning and Capital Programming,  
Maryland Department of Transportation



## VII. GUARANTEED RIDE HOME BALTIMORE

A regional Guaranteed Ride Home (GRH) program implemented in the Baltimore metropolitan region and in St. Mary's County will help to eliminate a major barrier to using transit, carpooling, vanpooling, bicycling or walking to work. Studies have shown that a commuter's fear of being "stranded" at work if they or a family member become ill, or if they must work unexpected overtime, is one of the most compelling reasons commuters do not rideshare or use transit to travel to work. A regional GRH program eliminates this barrier by providing a free ride home in the event of an unexpected personal emergency or unscheduled overtime.

The Baltimore regional Guaranteed Ride Home program will be similar to the Washington metropolitan region's GRH program in offering a free ride home to commuters that carpool, vanpool, use transit, bicycle, or walk to work at least two days per work week. As a result of the GRH program, some single occupant vehicle drivers will switch to a ridesharing or transit commuting alternatives, and current ridesharing and transit users will increase the usage of these alternative commute modes. The program will be able to demonstrate both transportation and emission impacts that could be used as part of the Baltimore region's air quality conformity process. The GRH program is an insurance program for those commuters who do not drive alone to their worksite.

The budget for the Guaranteed Ride Home program includes two project areas outlined below, and with a budget of \$150,000.

### A. GENERAL OPERATIONS AND MAINTENANCE

Commuter Connections staff at the Metropolitan Washington Council of Governments (COG) will process all GRH applications received by mail, fax, and the Commuter Connections Web site. Using the GRH software system, COG registers qualifying applicants, produces GRH registration ID cards, and sends ID card and participation guidelines to new registrants. Commuters can obtain information about the GRH program and complete an application on the Commuter Connections Web site, [www.commuterconnections.org](http://www.commuterconnections.org). Commuters may also call COG's Commuter Connections 800 telephone number, 1-800-745-RIDE, to ask questions about the GRH program and/or request information and an application. The 800 number is equipped with a menu so that callers can choose the menu item that best fits their needs. All GRH questions and requests for information and applications are taken by COG/TPB staff.

COG staff also mails GRH applications to GRH users who have used the GRH program without formally registering. GRH guidelines permit a commuter to use the GRH service one time as a "one-time exception" before they register. Also, COG staff mails transit vouchers to GRH users

who used transit as part of their GRH trip. All vouchers and invoices from transportation service providers are processed by COG staff.

In the event the commuter has not supplied their e-mail address, COG/TPB staff mails a re-registration notice to commuters who could not be contacted by telephone. The notice contains an application which the commuter can complete and send to COG to re-register. The commuter can also call Commuter Connections or visit the Commuter Connections Web site to re-register.

COG/TPB staff will assist the Commuter Connections Subcommittee in reviewing the GRH participation guidelines for any recommended changes (Attachment A). These recommendations will be presented to the Commuter Connections Subcommittee for their final review and approval. In the past, recommendations have been made to modify and add participation guidelines to better convey the GRH trip authorization, GRH re-registration, and one-time exception rules and restrictions.

COG/TPB staff will respond to the general public and to GRH applicants for registrations and re-registrations to the program. Registered commuters will be notified when their GRH registration is about to expire. Staff will continue to prepare and send new and re-registration GRH ID cards, registration letters, and participation guidelines on a weekly basis. Staff will also continue to monitor and maintain the GRH applicant database and server. COG/TPB staff will continue to update and maintain program participation guidelines, and provide annual customer service training to the daily operations contractor and COG/TPB staff assigned to the project.

**Cost Estimate:** **\$37,000**

**Direct Costs (Telephone, Copies, etc) as part  
Of Estimate:** **\$ 7,000**

**Products:** GRH new and re-registration ID cards and registration letters *(COG/TPB staff)*

GRH Participation Guidelines *(COG/TPB Staff)*

**Services:** Process application requests from the general public for registration and re-registration to the program. *(COG/TPB Staff)*

Notify commuters when registration is about to expire.  
(COG/TPB staff)

Monitor and update GRH applicant database. (COG/TPB staff)

**Schedule:** July 1, 2010 – June 30, 2011

**Oversight:** Commuter Connections Subcommittee

- Provide input and feedback on GRH program participation guidelines and policies.

## B. PROCESS TRIP REQUESTS AND PROVIDE TRIPS

GRH transportation service will be provided by several taxi companies, a rental car company, and a paratransit company, all under contract with COG. Commuters make their GRH trip request through a menu option provided on COG's Commuter Connections 800 telephone number. This menu option transfers calls for GRH trips directly to an operations contractor. This contractor reviews and assesses the trip request and approves or denies the request based on the GRH Participation Guidelines. The contractor then arranges the approved trips with the appropriate transportation contractor.

The operations contractor contacts, by telephone, GRH registrants without e-mail addresses whose registration is near expiration and re-registers the qualifying commuters. While the system of calling commuters has been successful, many messages left on commuters' voice mail are not returned. In such cases, re-registration is facilitated by COG staff as described in the previous section.

COG/TPB staff will continue management and monitoring of contract services for day-to-day operations services. Day to day operations include confirming ride request eligibility, dispatching rides through the ride service providers, tracking ride requests in the GRH database, processing invoices for payment for ride service providers, the daily operations contractor and for the general public for transit vouchers.

Customer service training will be provided to all Guaranteed Ride Home call center agents.

**Cost Estimate:** **\$113,000**

***Consultant/ Contractor Costs as Part of Estimate:***

(Daily Operations): \$40,000

(Cab and Car Rental Companies) \$60,000

**Services:** Process GRH trip requests, approve/deny requests, and arrange rides. (*Daily Operations Contractor*)

Management and monitoring of contract services for day-to-day operations, and ride service providers. This includes processing invoices for payment for contractors and for the general public for transit vouchers. (*COG/TPB staff*)

Provide GRH Rides (*Cab and Car rental Companies*)

**Schedule:** July 1, 2010 – June 30, 2011

**Oversight:** Commuter Connections Subcommittee

- Provide input and feedback on GRH program participation guidelines and policies.

**Table 1**  
**FY 2011 COMMUTER CONNECTIONS BUDGET AND WORK PROGRAM EXPENDITURES**

WORK ACTIVITY	DIRECT SALARIES STAFF	M & A 26%	LEAVE BENEFITS 19%	FRINGE BENEFITS 22%	INDIRECT COSTS 36 %	DATA & PC COSTS	CONTRACT SERVICES	DIRECT COSTS	TOTAL
Commuter Operations Center	\$124,628	\$32,403	\$29,836	\$41,111	\$82,073	\$49,500	\$50,000	\$22,415	\$431,966
Guaranteed Ride Home Marketing	\$100,642	\$26,167	\$24,094	\$33,198	\$66,931	\$2,500	\$122,000	\$229,366	\$604,898
	\$162,628	\$42,283	\$38,174	\$52,598	\$106,446	\$3,000	\$610,000	\$1,395,317	\$2,410,446
Monitoring and Evaluation	\$132,765	\$34,519	\$31,784	\$43,795	\$87,431	\$0	\$100,000	\$6,196	\$436,490
Employer Outreach	\$38,508	\$10,012	\$9,218	\$12,702	\$25,359	\$7,500	\$0	\$370,126	\$473,425
Maryland Telework	\$7,022	\$1,826	\$1,681	\$2,316	\$4,624	\$0	\$60,000	\$3,594	\$81,063
Guaranteed Ride Home Baltimore	\$17,284	\$4,494	\$4,138	\$5,702	\$11,382	\$0	\$40,000	\$67,000	\$150,000
<b>TOTAL</b>	<b>\$583,477</b>	<b>\$151,704</b>	<b>\$138,925</b>	<b>\$191,422</b>	<b>\$384,246</b>	<b>\$62,500</b>	<b>\$982,000</b>	<b>\$2,094,014</b>	<b>\$4,588,288</b>

Amended June  
4, 1010

**Table 2**  
**COMMUTER CONNECTIONS FISCAL YEAR 2011 BUDGET**  
**BY STATE FUNDING AGENCY AND PROGRAM ELEMENT**

FUNDS SOURCE	Commuter Operations Center	Guaranteed Ride Home	Marketing	Monitoring & Evaluation	Employer Outreach*	Maryland Telework	Guaranteed Ride Home Baltimore	TOTALS
District of Columbia	\$44,748	\$70,773	\$282,022	\$51,069	\$14,179	\$0	\$0	\$462,791
State of Maryland	\$174,023	\$275,229	\$1,096,753	\$198,603	\$405,619	\$81,063	\$150,000	\$2,381,290
Commonwealth of Virginia	\$163,695	\$258,896	\$1,031,671	\$186,818	\$53,627	\$0	\$0	\$1,694,707
Other**	\$49,500							\$49,500
<b>TOTAL</b>	<b>\$431,966</b>	<b>\$604,898</b>	<b>\$2,410,446</b>	<b>\$436,490</b>	<b>\$473,425</b>	<b>\$81,063</b>	<b>\$150,000</b>	<b>\$4,588,288</b>

\* Virginia and the District of Columbia will be passing through dollars to local jurisdictions and contractors to implement the TERM. Virginia will also be providing program administration functions.

\*\*Software User Fees

Amended  
June 4, 2010



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

**RESOLUTION ON AN AMENDMENT TO  
THE FY 2010- 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS  
EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE  
FUNDING FOR THE ADMINISTRATION OF NORTHERN VIRGINIA MEGA  
PROJECTS AND THE JONES POINT PARK REFORESTATION PROJECT, AS  
REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

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

**WHEREAS**, on July 15, 2009 the TPB adopted the FY 2010-2015 TIP; and

**WHEREAS**, in the attached letter of June 1, 2010 VDOT has requested an amendment to the FY 2010-2015 TIP to include \$48.929 million of Advanced Construction, National Highway System, Interstate Maintenance, and state matching funds for the administration of Northern Virginia Mega Projects, and to include \$835,000 in Demonstration, National Highway System and state matching funds for the Jones Point Park Reforestation Project, as described in the attached materials, to:

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

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2010-2015 TIP to include \$48.929 million of Advanced Construction, National Highway System, Interstate Maintenance, and state matching funds for the administration of Northern Virginia Mega Projects, and to include \$835,000 in Demonstration, National Highway System and state matching funds for the Jones Point Park Reforestation Project, as described in the attached materials.

**Adopted by the Steering Committee of the Transportation Planning Board at its regular meeting on June 4, 2010.**



COMMONWEALTH of VIRGINIA  
DEPARTMENT OF TRANSPORTATION

GREGORY A. WHIRLEY  
ACTING COMMISSIONER

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

June 1, 2010

National Capital Region: FY 2010-2015  
Transportation Improvement Program Amendment

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

Dear Chairman Snyder:

On behalf of Fairfax County, Prince William County, the City of Falls Church, City of Alexandria and itself, VDOT's Northern Virginia District Office requests the following amendment to the FY 2010-2015 Transportation Improvement Program (TIP) / 2009 CLRP consisting of two projects. The funding proposed to be obligated for both projects is derived from funds previously allocated in the Commonwealth's Six Year Program. Both projects are exempt from regional air quality conformity considerations.

The first project is the Northern Virginia Mega Projects and is proposed to receive an obligation of approximately \$49M in federal and state matching funds in FY 2010 (using Advanced Construction mechanism). The funding from the proposed amendment will allow VDOT and its General Engineering Contractor (GEC) to provide engineering and scheduling coordination, project management, administration & oversight, as well as community relations services for all of the projects grouped under Northern Virginia Megaprojects. The projects included are: I- 495 HOV/HOT Lanes, Dulles Corridor Rail, I -95 4<sup>th</sup> Lane, I- 95/395 HOV/BUS/HOT lanes and Regional Transportation Management Program.

- NOVA GEC Mega Project Administration (UPC# 86527). The TIP amendment obligates federal funds of \$8,188,321 in AC-IM funding (plus \$909,813 in state matching funds) and \$31,865,035 in AC-NH funds (plus \$7,966,259 in state matching funds) in FY10. These and previous AC funds are subsequently converted to specific federal funds as follows: NH AC-Conversion funds of \$2,400,000 in FY 10 (plus \$600,000 in state matching funds), \$18,263,542 in FY11 (plus \$4,565,885 in state matching funds), \$17,601,493 in FY12 (plus \$4,400,000 in state matching funds), \$9,030,000 in FY13 (plus \$1,167,000 in state matching funds) and \$1,558,321 in FY 14 (plus \$339,813,430 in state matching funds), all for the PE Phase.

The second project is Reforestation of Jones Point Park and is proposed to receive an obligation of approximately \$0.835M in federal and state matching funds (including AC mechanism) in FY 2010. The project is part of the Woodrow Wilson Bridge project.

- Rte 95 -Jones Point Park Reforestation – Contract VM5 (UPC# 64616). The TIP amendment obligates federal funds of \$397,200 in DEMO funds and federal funds of \$117,861 in NH funds (plus \$29,465 in state matching funds) and \$211,438 in AC-NH funds (plus \$78,991 in state matching funds). These AC funds are subsequently converted to specific federal funds as follows: \$315,962 NH AC-Conversion funds in FY 11.

The attached table presents the revised project funding for the FY 2010-2015 TIP document.

VDOT requests that this amendment be considered and approved by the Transportation Planning Board Steering Committee at its June 4, 2010 meeting. VDOT's representative will be in attendance at the meeting to answer any questions that the TPB may have.

Upon approval of this amendment, please furnish copies of the approval to Ms. Jo Anne Sorenson (VDOT's Northern Virginia office) and to Mr. Chad Tucker in VDOT's Transportation and Mobility Planning Division in Richmond.

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

Sincerely,



for  
Morteza Salehi  
District Administrator  
VDOT – Northern Virginia District

CHIEF, PLANNING

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

TIP AMENDMENT 6/16/2010

FY 2010 - 2015 TIP

New funding shown in bold

Agency Project ID	Facility, Location, Description	Phase	Previous Funding	FY10	FY11	FY12	FY13	FY14	FY15	Program Total FY 10-15	Funding Source	Funding Shares		
												Fed	Sta	Loc
<b>VDOT - Interstate</b>														
86527	Title: NOVA GEC Mega Project Administration	P.E.	\$15,000	\$51,929	\$22,829	\$22,002	\$10,197	\$1,898	\$0	\$39,831	Fed-AC-NH	80%	20%	0%
	Facility: Route I-495, I 95, I 395, TMP & DCR	ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,098	Fed AC-IM	90%	10%	0%
	From: Manage, Coordinate, Schedule, Administration	Const	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,831	Fed-NH-Conv	80%	20%	0%
	To: and Community Relations for NOVA Mega Proj.									\$9,095	Fed -IM-Conv	90%	10%	0%
	Jurisdiction: Fairfax County	Description: Funds for the project administration, management, coordination, & community relations of all 5 projects under the NOVA GEC Mega project. Reason for Amendment: TIP Amd to add \$8,188,321 AC-IM Funds, \$31,865,035 AC-NH Funds, AC-Conv \$2,400,000 FFY10; \$18,263,542 FFY11; \$17,601,493 FFY12; \$9,030,000 AC-Conv FFY13 and \$1,558,321 AC Conv FFY14 PE Phase EBR 05/12/10 Air Quality: The project administration for the NOVA Mega Projects is exempt from the air quality analysis of the Washington Metropolitan region.												
64616	Title: Rte 95 - Jones Pt. Park Reforestation Cont. VM	P.E.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$670	Fed-AC-NH	80%	20%	0%
	Facility: WWB (0095)	ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$424	Fed - DEMO	90%	10%	0%
	From: At Route 1 Interchange (0.5000MI)	Const	\$131	\$1,488	\$395	\$0	\$0	\$0	\$0	\$395	Fed-NH-Conv	80%	20%	0%
	To:													
	Jurisdiction: Northern Virginia District-wide	Description: Funds for the reforestation of Jones Point Park located in Alexandria as part of the WWB project. Reason for Amendment: TIP Amd to add \$117,861 NH funds, \$397,200 DEMO funds & add \$211,438 AC-NH Funds CN Phase in FY 10 & \$315,962 AC Conv. FY 11. Air Quality: The project is exempt from the air quality analysis of the Washington Metropolitan region.												

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

**RESOLUTION TO AMEND THE FY 2010 and FY 2011 UNIFIED PLANNING WORK PROGRAMS (UPWP) TO MODIFY THE REGIONAL STUDIES WORK ACTIVITY TO REFLECT THE PREPARATION OF PROJECT GRANT APPLICATIONS UNDER NEW US DOT AND US DHUD PROGRAMS**

**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 2010 UPWP for the Washington Metropolitan Area was adopted by the TPB on March 18, 2009; and

**WHEREAS**, the FY 2011 UPWP for the Washington Metropolitan Area was adopted by the TPB on March 17, 2010; and

**WHEREAS**, in the Spring of 2010 the US DOT announced a \$600 million "TIGER II" program with discretionary surface transportation grant funding and pre-applications for projects due on July 16 and final applications due on August 23, 2010; and the US Department of Housing and Urban Development (DHUD) announced a new Sustainable Community Planning Grant Program with \$100 million in discretionary funding for regional integrated planning initiatives; and

**WHEREAS**, as directed by the TPB, staff will prepare project and planning grant applications for submission for funding under these new US DOT and US HUD programs; and

**WHEREAS**, the Regional Studies work activity in the FY 2010 and FY 2011 UPWPs will be modified to prepare project and planning grant applications with no changes in the activity budgets as shown in bold on the attached pages from the FY 2010 and FY 2011 UPWPs;

**NOW, THEREFORE, BE IT RESOLVED THAT** the STEERING COMMITTEE OF THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD amends the Regional Studies work activity in the FY 2010 and FY 2011 UPWPs to include the

preparation of a US DOT TIGER II project and a US DHUD Sustainability planning grant application, with no changes in the activity budgets as shown in bold on attached pages from FY 2010 and FY 2011.

**Adopted by the Steering Committee of the Transportation Planning Board at its regular meeting on June 4, 2010.**



**From FY 2010 UPWP as amended December 16, 2009 and March 17, 2010**

### **3. FORECASTING APPLICATIONS**

#### **C. REGIONAL STUDIES**

##### Regional Mobility and Accessibility Scenario Study

In September 2007, the TPB Scenario Study Task Force was established to provide policy-level stewardship for this study and related TPB activities, including consideration of opportunities for integration of the study findings into TPB planning processes and initiatives. Under the guidance of the task force in the first half of FY 2009, the "CLRP Aspirations" transportation and land use scenario was developed drawing upon the individual strategies reflected in the RMAS scenarios and the variably-priced lane scenario study. In addition, the "What Would It Take" scenario was developed to assess what scales and combination of interventions would be necessary to achieve significant reductions in CO2 emissions reductions by 2020 and 2050.

The American Recovery and Reinvestment Act of 2009 (ARRA), which included a new Transportation Investments Generating Economic Recovery (TIGER) Competitive Grant Program with \$1.5 billion to be awarded by the US Department of Transportation became law on February 7, 2009. Beginning in the spring of 2009, the TPB authorized its Scenario Study Task Force to develop a Federal Stimulus TIGER grant application to fund a regional network of priority bus corridors, bike-sharing and intermodal transit centers. This grant provides the region the opportunity to secure significant funding to implement a first phase of the "CLRP Aspirations" Scenario.

The following activities will be conducted in FY 2010:

##### Short-Range Implementation Studies

- Through a process of regional coordination and collaboration, develop a regional package of priority bus corridors and other related projects for inclusion in the regional TIGER Grant application, to be submitted by September 15, 2009.
- Building on the TIGER grant awarded in February 2010 to fund a regional network of priority bus corridors, begin work to develop a regional network of bus corridors with phases for 3- and 5-year implementation from 2010 that expands the initial network, submitted for the TIGER grant, to include additional state, local and transit operator priorities. This arterial network of priority bus corridors will be developed through inter-agency coordination and will focus on complementing the Metrorail system, drawing from the WMATA Priority Corridor Network (PCN) and the CLRP Aspirations Scenario's regional network of rapid/express bus on managed lanes. The costs and benefits of implementing the 3- and 5-year phases of the regional priority corridor network will be assessed using the methodology developed for the TIGER grant application. Maps and advanced visualizations of this regional arterial

priority corridor network will be developed to assist in communicating the benefits of the regional system to decision-makers, the public and developers.

- To further the momentum from the TPB's Regional Priority Bus Conference in June 2009, develop a set of implementation guidelines for prioritizing bus transit on arterials in the Washington region. A technical working group of staff from transit agencies and departments of transportation in the region will be established to guide a consultant in the preparation of report detailing these implementation steps. The report will describe and evaluate all feasible priority strategies, including bus stop locations, transit signal priority, queue jump lanes, and dedicated bus lanes. Beginning with a literature review of the experience of such strategies in the United States, the consultant will assess the applicability of these bus prioritizations strategies for the region, and identify the costs, benefits and how to address potential implementation barriers.
- **Prepare a regional project grant application for the US DOT \$600 million "TIGER II" program in discretionary surface transportation grant funding with pre-applications due on July 16 and final applications due on August 23, 2010. Assist the COG Department of Community Planning and Services in the preparation of the transportation component of a regional integrated planning initiative application for funding under the new US Department of Housing and Urban Development (DHUD) \$100 million Sustainable Community Planning Grant Program.**

#### Long-Range Scenario Studies

- Conduct analysis of the "CLRP Aspirations" and "What Would It Take" scenarios.
- Conduct public outreach designed to inform possible implementation of regional strategies.
- Prepare report on public feedback on the scenarios and recommendations for incorporating scenario planning activities into the regional planning process.
- "Drill-down" to the community and project level within the CLRP Aspirations scenario to assess local level travel impacts and help identify where land use shifts are particularly crucial and transportation improvements may need to be focused.
- Based upon a review of the projects, land use forecasts and performance of the 2010 CLRP, revise and update the CLRP Aspirations scenario looking to 2040 to reflect an additional decade of growth.
- Review developments in strategies to reduce mobile CO<sub>2</sub> emissions in the three categories of the "What Would It Take" scenario and update the assessment of scales and combination of interventions that would be necessary to achieve significant reductions in CO<sub>2</sub> emissions reductions by 2020, 2030 and 2050.

Oversight: TPB Scenario Study Task Force

Cost Estimate: \$418,800

- Products:
- A TIGER grant application to fund a regional network of priority bus corridors, bike-sharing and intermodal transit centers.
  - Initial work to develop a Regional Arterial Corridor Network with 3- and 5-year phases, including visualization and cost/benefit analysis.
  - Phase I of Implementation Guidelines for Prioritizing Bus Transit on Arterials in the Washington region
  - Analysis of updated CLRP Aspirations scenario reflecting public feedback and looking to 2040.
  - Update of the What would It Take scenario.

Schedule: June 2010- Initial work on a Regional Arterial Corridor Network with 3- and 5-year phases; Phase I of Implementation Guidelines for Prioritizing Bus Transit on Arterials in the Washington region.

June 2010 - Analysis of updated CLRP Aspirations scenario

January 2010 - Update of the What would It Take scenario.

## **From page 56 of FY 2011 UPWP**

### **C. REGIONAL STUDIES**

#### **Activities Prior to and During FY 2010**

##### **(1) CLRP Aspirations Scenario**

In September 2007, the TPB Scenario Task Force was established to provide policy-level stewardship for the Regional Mobility and Accessibility Scenario (RMAS) Study and related TPB activities, including consideration of opportunities for integration of the study findings into TPB planning processes and initiatives. The "CLRP Aspirations" Scenario was developed during FY 2009 under the guidance of the TPB Scenario Task Force. It is an integrated land use and transportation scenario for 2030 building on the key results of the five TPB scenarios analyzed earlier under the RMAS Study. It includes a regional high-quality bus rapid (BRT) network operating on an extensive network of variably priced lanes. In FY 2010, this scenario was analyzed, updated and documented.

##### **(2) What Would It Take? Scenario**

In FY 2009, the "What Would It Take?" Scenario was developed to assess three types of strategies: increasing fuel efficiency, reducing the carbon-intensity of fuel, and improving travel efficiency, as well as combinations of strategies that would be necessary to achieve significant reductions in CO<sub>2</sub> emissions reductions by 2020 and 2030. In FY 2010, this scenario was analyzed and documented. In FY 2011, further work to analyze strategies and combinations to reduce mobile CO<sub>2</sub> emissions will continue under the 3. B. Mobile Emissions Analysis work activity.

##### **(3) TIGER Grant Application and Follow-on Activities**

Through an extensive process of regional coordination and collaboration, a regional package of priority bus corridors and other related projects was developed for inclusion in the regional TIGER grant application submitted to the USDOT in September 2009. Following on from this TIGER grant application, and the TPB's Regional Priority Bus Conference held in June 2009, consultant work was initiated in Spring 2010 to develop a set of implementation guidelines for prioritizing bus transit on arterials in the Washington region. These guidelines are scheduled to be completed in Fall 2010.

In Spring 2010, work began to build on the TIGER grant application process to develop a regional network of priority bus corridors on arterial roadways with phases for 3- and 5-year implementation beginning in 2010. This regional network will expand the initial network submitted for the TIGER grant to include additional state, local and transit operator priorities. The network of priority bus corridors will be developed through inter-agency coordination and will focus on complementing the Metrorail system, drawing from the WMATA Priority Corridor Network (PCN) and the CLRP Aspirations Scenario's regional network of rapid/express bus on managed lanes. The costs and benefits of

implementing the 3- and 5-year phases of the regional priority corridor network will be assessed using the methodology developed for the TIGER grant application. Maps and advanced visualizations of this regional arterial priority corridor network will be developed to assist in communicating the benefits of the regional system to decision-makers, the public and developers.

Activities Proposed for FY 2011

The following activities are proposed for FY 2011:

- Based upon a review of the projects, land use forecasts and performance of the 2010 CLRP, revise and update the CLRP Aspirations scenario looking to 2040 to reflect an additional decade of growth.
- Complete Phase II of the development of Implementation Guidelines for Prioritizing Bus Transit on Arterials in the Washington region
- Complete development of Regional Arterial Corridor Network with 3- and 5-year phases, including visualization and cost/benefit analysis
- **Prepare a regional project grant application for the US DOT \$600 million “TIGER II” program in discretionary surface transportation grant funding with pre-applications due on July 16 and final applications due on August 23, 2010. Assist the COG Department of Community Planning and Services in the preparation of the transportation component of a regional integrated planning initiative application for funding under the new US Department of Housing and Urban Development (DHUD) \$100 million Sustainable Community Planning Grant Program.**

Oversight:	TPB Scenario Study Task Force
Cost Estimate:	\$315,800 \$200,000 carryover from FY 2011 \$515,800 total
Products:	Analysis of updated CLRP Aspirations scenario reflecting public feedback and looking to 2040 Implementation Guidelines for Prioritizing Bus Transit on Arterials in the Washington region (Complete Phase II.)  Regional Arterial Corridor Network with 3- and 5-year phases (Complete work initiated in FY 2010.)
Schedule:	June 2011 - Analysis of updated CLRP Aspirations scenario

Fall 2010 - Implementation Guidelines for Prioritizing  
Bus Transit on Arterials in the Washington region,

Fall 2010 - Regional Arterial Corridor Network with 3-  
and 5-year phases