



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** March 15, 2018

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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:** March 15, 2018

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At its meeting on March 8, the TPB Steering Committee approved the following resolutions:

- **SR14-2018:** To amend the FY 2017-2022 Transportation Improvement Program (TIP) to include \$900,000 in National Highway Performance Program (NHPP) funding, for the South Dakota Avenue/New York Avenue NE Interchange Improvement Study; and to move \$2.5 million in NHPP funding from the Rehabilitation of Anacostia Freeway Bridges over South Capitol Street project the Southwest Freeway Bridge over South Capitol Street project, as requested by the District Department of Transportation. These projects are exempt from the air quality conformity requirement.
- **SR15-2018:** to amend the FY 2017-2022 TIP to include \$67 million in state funding for preliminary planning and engineering on the I-270 and I-495 Traffic Relief Plan, and to add \$12 million in Surface Transportation Block Grant (STBG) funding and remove \$20 million in state funding from the MD 180 Highway Reconstruction project, and to add \$8 million in NHPP funding and \$6 million in state funding for the I-95/I-495 Suitland Parkway Bridges Replacement project, and to add \$13 million in state funding for the MD 355 CSX Old Main Line Subdivision Bridge Replacement project, and to include \$3.4 million in STBG and state funding for the MD 464 Little Catoclin Creek Bridge Replacement Project, and to include \$2.3 million in STBG and state funding for the Monocacy River Bridge Replacement project, as requested by the Maryland Department of Transportation. Funding for planning and engineering on the I-270 and I-495 Traffic Relief Plan project, and the four bridge rehabilitation or replacement projects are exempt from the air quality conformity requirement. The MD 180 Highway Reconstruction project is included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP.
- **SR16-2018:** to amend the FY 2017-2022 TIP to include \$144 million in private funding for the VA 234 Bypass Interchange at Balls Ford Road project, \$67 million in private funding for the Balls Ford Road Widening project, and \$11 million in private funding for the PRTC Western Bus Maintenance and Storage Facility project. The VA 234 Bypass Interchange and Balls Ford Road Widening projects are included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP. The PRTC Western Bus Maintenance and Storage Facility project is exempt from the air quality conformity requirement.

The Steering Committee also reviewed and approved a TPB staff recommendation to change the dates of the TIP Public Forum and Visualize 2045 fall public comment period. The date for the TIP Public Forum has been changed from May 10 to July 12, 2018 to provide a longer period of time and clearer differentiation between the Visualize 2045 public participation forums that are scheduled to

take place in April and May and the TIP Public Forum, which would cover very different topics. The beginning date of the Visualize 2045 fall public comment period has been changed from September 13 to September 7 and the comment period will end on October 7, instead of October 13. This will give TPB staff and member agencies more time to review, consider and respond to the comments received prior to the TPB's scheduled action to approve Visualize 2045 on October 17.

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

- TPB Steering Committee Attendance
- SR14-2018
- SR15-2018
- SR16-2018
- Memorandum: Change of Dates for the TIP Public Forum and Visualize 2045 Fall Public Comment Period

**TPB STEERING COMMITTEE  
ATTENDANCE – March 8, 2018**

MEMBERS

Martin Nohe	Prince William County
Kelly Russell	City of Frederick
Mark Rawlings	DDOT
Tyson Byrne	MDOT
Norman Whitaker	VDOT
Allison Davis	WMATA
Bob Brown	Loudoun County

PARTICIPANTS

Chris Lakowski	DC Council
Regina Moore	VDOT
Malcolm Watson	Fairfax County
Vic Weissberg	Prince George's County

COG STAFF

Kanti Srikanth, DTP  
Lyn Erickson, DTP  
Tim Canan, DTP  
Nick Ramfos, DTP  
Andrew Austin, DTP  
Sergio Ritacco, DTP  
Lori Zeller, DTP

OTHER

Bill Orleans



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

**RESOLUTION ON AN AMENDMENT TO THE FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THE SOUTH DAKOTA AVE. AND NEW YORK AVE. NE INTERCHANGE IMPROVEMENT STUDY AND TO MOVE FUNDING BETWEEN TWO BRIDGE 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 November 16, 2016 the TPB adopted the FY 2017-2022 TIP; and

**WHEREAS**, in the attached letter of February 22, DDOT has requested that the FY 2017-2022 TIP be amended to include \$900,000 in National Highway Performance Program (NHPP) funding in FY 2018 for the South Dakota Avenue/New York Avenue NE Interchange Improvement Study (TIP ID 6495) and to move \$2.5 million in NHPP from the Rehabilitation of Anacostia Freeway Bridges over South Capitol Street project (TIP ID 6097) to the Southwest Freeway Bridge over South Capitol Street project (TIP ID 6490), as described in the attached materials; and

**WHEREAS**, both bridge rehabilitation projects and funding for planning and engineering on the South Dakota/New York Ave. NE Interchange Improvement project 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 2017-2022 TIP to include \$900,000 in NHPP funding in FY 2018 for the South Dakota Avenue/New York Avenue NE Interchange Improvement Study (TIP ID 6495) and to move \$2.5 million in NHPP from the Rehabilitation of Anacostia Freeway Bridges over South Capitol Street project (TIP ID 6097) to the Southwest Freeway Bridge over South Capitol Street project (TIP ID 6490), as described in the attached materials.

**Adopted by the Transportation Planning Board Steering Committee at its rescheduled meeting on March 8, 2018.**





# Government of the District of Columbia

## Department of Transportation



### **d. Planning and Sustainability Division**

February 22, 2018

The Honorable Charles Allen, Chairman  
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 Allen,

The District Department of Transportation (DDOT) requests that the FY 2017-2022 Transportation Improvement Program (TIP) be amended to reinstate one project and update project funding for two projects as detailed below:

Project proposed to be reinstated:

New York Avenue – (TIP ID: 6495) – Add \$900,000 in NHPP funds in FY 2018 for design

Projects proposed for funding updates:

- 1) Southwest Freeway Bridge over South Capitol Street (TIP ID: 6490) – Add \$2.5 million in NHPP funding in FY 2018 for design; and
- 2) Rehabilitation of Anacostia Freeway Bridge over South Capitol Street: (TIP ID: 6097) – Remove \$2.5 million in NHPP funds from FY 2018

The proposed amendment does not add additional capacity for motorized vehicles and does not require conformity analysis or public review and comment. The funding sources have been identified, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve this amendment at its March 2, 2018 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](mailto:mark.rawlings@dc.gov). Of course, feel free to contact me directly.

Sincerely,

James Sebastian  
Associate Director, Planning and Sustainability Division (PSD)



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

FY 2017 - 2022

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
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**DDOT**

**Other**

**Rehabilitation of Anacostia Freeway Bridges over South Capitol Street (Bridge No. 1016 & 1017)**

TIP ID: <b>6097</b>	Agency ID: <b>MRR14A</b>	Title: <b>Rehabilitation of Anacostia Freeway Bridges over South Capitol Stree</b>	Complete:	Total Cost:	<b>\$21,000</b>
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Facility: Anacostia Freeway over South Capitol Street	NHPP	80/20/0	1,000 a	10,000 c					10,000
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From:									
To:									<b>Total Funds: 10,000</b>

Description: Rehabilitation or replacement of subject bridges to eliminate all structural deficiencies and to make the facilities safe for the traveling public. The bridges are structurally deficient and must be rehabilitated under the requirements of MAP21.

<b>Amendment: Add 10 Mil in FY 17</b>	<b>Approved on: 6/21/2017</b>
Add 10 Mil of NHPP for construction in FY 17	
<b>Amendment: Remove Funding</b>	<b>Approved on: 3/8/2018</b>
Remove \$2.5 million in NHPP from FY 2018.	

**South Dakota Ave NE and New York Ave NE Interchange Improvement Study**

TIP ID: <b>6495</b>	Agency ID:	Title: <b>South Dakota Ave NE and New York Ave NE Interchange Improvem</b>	Complete: <b>2017</b>	Total Cost:	<b>\$400</b>
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Facility: South Dakota Ave. NE	CMAQ	80/20/0	400 a						
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From: New York Ave NE									
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To: 33rd PL NE	NHPP	83/17/0		900 a					900
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									<b>Total Funds: 900</b>
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Description: This study involves full exploration of the operations, safety, and efficiency of the existing interchange between South Dakota and New York Avenues. This will include consideration for improvement of the existing standard intersection of V St. and the New York Ave. Off-ramp with South Dakota Ave and operations along South Dakota to 33rd PI NE. This location features excessive merging conflicts, and as a key location for area development has seen increased traffic. Recent development has been proposed at this corner, and additionally, future plans for the area call for a closer look at this location. The overall interchange will be examined in light of the recent development and further planned development. Interchange types, as well as the land usage will be considered. Full operational analysis will also be conducted. Additional consideration will be made for the interaction with the railroad ROW in light of potential future rail station planning and as well the nearby adjacent parkland. The proposed study will develop and evaluate alternatives to accommodate current and projected demands.

<b>Amendment: Add Project</b>	<b>Approved on: 3/8/2018</b>
Reinstate project in the FY 2017-2022 TIP with \$900,000 in NHPP funding in FY 2018 for PE. Project was included in previous TIP.	

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

FY 2017 - 2022

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
<b>Maintenance</b>											
<b>Southwest Freeway Bridgeover South Capitol Street</b>											
TIP ID: 6490	Agency ID:	Title: Southwest Freeway Bridge over South Capitol Street				Complete: 2020	Total Cost:	<b>\$2,000</b>			

Facility:	NHPP	83/17/0	2,000 a	1,500 a	2,500 a					4,000
From:										
To:	<b>Total Funds: 4,000</b>									

Description: Bridge 1103 is part of Southwest Freeway over South Capitol Street and Bridge 1109 Ramp G, it is a prestressed concrete superstructure and substructure of the Southwest Freeway over South Capitol Street that is in poor condition based on latest inspection and requires extensive rehabilitation/replacement

<b>Amendment: Update FY 17 Funding</b>	<b>Approved on: 6/21/2017</b>
Added 1.5 Mil NHPP for design in FY17	
<b>Amendment: Add Funding</b>	<b>Approved on: 3/8/2018</b>
Add \$2.5 million in NHPP funding in FY 2018 for PE.	

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2017-2022 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY  
REQUIREMENT TO INCLUDE FUNDING FOR PLANNING AND ENGINEERING  
ON THE I-270 AND I-495 TRAFFIC RELIEF PLAN AND CONSTRUCTION ON THE  
MD 180 HIGHWAY RECONSTRUCTION AND FOUR 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 November 16, 2016 the TPB adopted the FY 2017-2022 TIP; and

**WHEREAS**, in the attached letter of February 22, MDOT has requested that the FY 2017-2022 TIP be amended to add \$66.79 million in state funding for planning for the I-270 and I-495 Traffic Relief Plan (TIP ID 6432); and to add \$7.98 million in National Highway Performance Program (NHPP) funding and \$6.02 million in state funding for the I-95/I-495 Suitland Parkway Bridges Replacement project (TIP ID 6438); and to add \$13.24 million in state funding and to remove \$272,000 in Surface Transportation Block Grant (STBG) funding for the MD 355 CSX Old Main Line Subdivision Bridge Replacement project (TIP ID 6486); and to add \$12.38 million in STBG funding and remove \$19.68 million in state funding for MD 180 Highway Reconstruction project (TIP ID 6489); and to include the MD 464 Little Catoctin Creek Bridge Replacement project (TIP ID 6619) with \$810,000 in state funding and \$2.61 million in STBG funding; and to include the MD 355 Monocacy River Bridge Replacement project (TIP ID 6620) with \$514,000 in state funding and \$1.83 million in STBG funding, as described in the attached materials; and

**WHEREAS**, the four bridge rehabilitation/replacement projects TIP IDs (6438, 6486, 6619, and 6620), and funding for planning and engineering on the I-270 and I-495 Traffic Relief Plan project are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012, and the MD 180 Reconstruction project (TIP ID 6489) is included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP (CON ID 857, MS36B);

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP to add \$66.79 million in state funding for planning for the I-270 and I-495 Traffic Relief Plan (TIP ID 6432); and to add \$7.98 million in NHPP funding and \$6.02 million in state funding for the I-95/I-495 Suitland Parkway Bridges Replacement project (TIP ID 6438); and to add \$13.24 million in state funding and to remove

\$272,000 in STBG funding for the MD 355 CSX Old Main Line Subdivision Bridge Replacement project (TIP ID 6486); and to add \$12.38 million in STBG funding and remove \$19.68 million in state funding for MD 180 Highway Reconstruction project (TIP ID 6489); and to include the MD 464 Little Catocin Creek Bridge Replacement project (TIP ID 6619) with \$810,000 in state funding and \$2.61 million in STBG funding; and to include the MD 355 Monocacy River Bridge Replacement project (TIP ID 6620) with \$514,000 in state funding and \$1.83 million in STBG funding, as described in the attached materials.

**Adopted by the Transportation Planning Board Steering Committee at its rescheduled meeting on March 8, 2018.**



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

**Larry Hogan**  
Governor

**Boyd K. Rutherford**  
Lt. Governor

**Pete K. Rahn**  
Secretary

February 22, 2018

The Honorable Charles Allen, 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 Allen:

The Maryland Department of Transportation (MDOT) requests to amend the State Highway Administration (SHA) portion of the National Capital Region Transportation Planning Board's (TPB) Fiscal Year (FY) 2017-2022 Transportation Improvement Program (TIP) for four existing projects (TIP #s 6432, 6438, 6486, and 6489) and two new projects (TIP #s 6619 and 6620) as described below and in the attached memo. This action reflects MDOT's updated programmed expenditures from FY 2017 to FY 2022, and the additional funds for this action do not impact or alter the region's air quality conformity.

TIP ID#	Project	Phase	Amount of New Funding	Comment
6432	I-270 and I-495 Traffic Relief Plan	PP/PE	\$66,790,000	Add funding for planning/design.
6438	I-95/I-495 Suitland Parkway Bridges Replacement, Forestville/Westphalia	CO	\$14,000,000	Add funding for construction.
6486	MD 355 CSX Old Main Line Subdivision Bridge Replacement, Ballenger Creek	PP/PE RW CO	(\$295,000) \$28,000 \$13,239,000	Add funding for planning/design, right-of-way, and construction.
6489	MD 180 Highway Reconstruction, Frederick	PP/PE RW CO	\$2,680,000 \$146,000 (\$10,134,000)	Add funding for planning/design, right-of-way, and construction.
6619	MD 464 Little Catocin Creek Bridge Replacement, Brunswick	PP/PE RW CO	\$500,000 \$22,000 \$2,900,000	Add funding for planning/design, right-of-way, and construction.
6620	MD 355 Monocacy River Bridge Replacement, Ballenger Creek	PP/PE	\$2,351,000	Add funding for planning/design.

MDOT requests that these amendments be approved by the TPB Steering Committee at its March 2, 2018 meeting.

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 Charles Allen  
Page Two

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.

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](mailto:ksnyder3@mdot.state.md.us). Of course, please feel free to contact me directly.

Sincerely,



Tyson Byrne  
Manager, Regional Planning  
Office of Planning and Capital Programming

Attachment

cc: Ms. Kari Snyder, Regional Planner, Office of Planning and Capital Programming,  
MDOT



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

**FY 2017 - 2022**

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
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**MDOT/State Highway Administration**

TIP ID: <b>6432</b>	Agency ID: <b>AW0731</b>	Title: <b>I-270 and I-495 Traffic Relief Plan</b>	Complete: <b>2025</b> Total Cost: <b>\$7,600,000</b>
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Facility: I 270 /I 270Y /I 495	State	0/100/0	2,170 a	10,000 a	22,000 a	32,000 a	5,190 a	71,360
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From: \_\_\_\_\_  
 To: \_\_\_\_\_ **Total Funds: 71,360**

Description: Planning activities in support of the Traffic Relief Plan Phase 1, which will implement express toll lanes along I-270, between I-495 and I-70, and I-495, between the American Legion and Woodrow Wilson bridges.

**Amendment: Adding Planning/Design Funding** **Approved on: 3/8/2018**  
 Adding \$920,000 (State) to FY17 PP/PE, \$8,750,000 (State) to FY18 PP/PE, \$20,750,000 (State) to FY19 PP/PE, \$31,180,000 (State) to FY20 PP/PE, and \$5,190,000 (State) to FY21 PP/PE.

TIP ID: <b>6438</b>	Agency ID: <b>PG6982</b>	Title: <b>I-95/I-495 Suitland Parkway Bridges Replacement</b>	Complete: <b>2021</b> Total Cost: <b>\$45,200</b>
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Facility: I 95 /I 495 at Suitland Parkway	NHFP	100/0/0			1,500 c	1,500 c	6,057 c	9,057
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From:	NHFP	100/0/0			7,462 c	7,462 c	535 c	6,865 c	22,324
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To:	State	0/100/0	846 a	177 a	153 a	2,771 c	2,771 c	5,141 c	1,936 c	12,949
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**Total Funds: 44,330**

Description: Replacement of I-95/I-495 Suitland Parkway Bridges 1616005 and 1616006. The existing bridges are structurally deficient and functionally obsolete.

**Modification: Adding Planning/Design Funding and Subtracting Construction Funding** **Approved on: 12/11/2017**  
 Adding \$177,000 (State) to FY17 PP/PE and \$153,000 (State) to FY18 PP/PE. Adding \$1,500,000 (NHFP) and \$4,740,000 (NHPP) to FY19 CO; \$1,500,000 (NHFP), \$4,740,000 (NHPP), and \$1,760,000 (State) to FY20 CO; \$6,057,000 (NHFP), \$183,000 (NHPP), and \$1,760,000 (State) to FY21 CO; and \$4,680,000 (NHPP) and \$1,320,000 (State) to FY22 CO. Subtracting \$1,086,000 (State) from FY17 CO, \$15,300,000 (State) from FY18 CO, and \$12,940,000 (State) from FY19 CO.

**Amendment: Adding Construction Funding** **Approved on: 3/8/2018**  
 Adding \$2,722,000 (NHPP) and \$1,011,000 (State) to FY19 CO, \$2,722,000 (NHPP) and \$1,011,000 (State) to FY20 CO, \$352,000 (NHPP) and \$3,381,000 (State) to FY21 CO, and \$2,185,000 (NHPP) and \$616,000 (State) to FY22 CO.

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

FY 2017 - 2022

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
<b>TIP ID: 6486</b>		<b>Agency ID: FR5591</b>		<b>Title: MD 355 CSX Old Main Line Subdivision Bridge Replacement</b>				<b>Complete: 2019</b>		<b>Total Cost: \$22,300</b>	
Facility: MD 355 at CSX Old Main Line Subdivision											
From: BR											
To: State											
State/Local											
STBG											
<b>Total Funds:</b>										<b>20,830</b>	

Description: Replacement of MD 355 Urbana Pike Bridge 10084 over CSXT railroad. The existing bridge is structurally deficient.

**Amendment: Subtracting Planning/Design and Adding Right-of-Way Acquisition and Construction Funding** **Approved on: 3/8/2018**  
 Subtracting \$274,000 (STBG) and \$26,000 (State) from FY17 PP/PE and adding \$2,000 (STBG) and \$3,000 (State) to FY18 PP/PE. Subtracting \$128,000 (State) from FY17 RW and \$9,000 from FY18 RW and adding \$60,000 (State) to FY19 RW, 60,000 (State) to FY20 RW, and \$45,000 (State) to FY21 RW. Subtracting \$722,000 (State) from FY17 CO, adding \$6,063,000 (State) to FY18 CO, adding \$8,741,000 (State) to FY19 CO, and subtracting \$843,000 (State) from FY20 CO.

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
<b>TIP ID: 6489</b>		<b>Agency ID: FR6781</b>		<b>Title: MD 180 Highway Reconstruction</b>				<b>Complete: 2020</b>		<b>Total Cost: \$21,000</b>	
Facility: MD 180											
From: I-70 (Western Crossing)											
To: I-70 (Eastern Crossing)											
State											
STBG											
<b>Total Funds:</b>										<b>20,637</b>	

Description: Reconstruct MD 180 from 600 feet north of the western crossing of I-70 to the eastern crossing of I-70, including constructing second MD 180 bridge over US 15/US 340.

**Amendment: Adding Planning/Design and Right-of-Way Acquisition Funding and Subtracting Construction Funding** **Approved on: 3/8/2018**  
 Subtracting \$119,000 (State) from FY17 PP/PE and adding \$1,659,000 (State) to FY18 PP/PE and \$1,140,000 (State) to FY19 PP/PE. Adding \$26,000 (State) to FY18 RW, \$36,000 (State) to FY19 RW, \$36,000 (State) to FY20 RW, \$36,000 (State) to FY21 RW, and \$12,000 (State) to FY22 RW. Adding \$1,645,000 (STBG) to and subtracting \$2,992,000 (State) from FY19 CO, adding \$4,603,000 (STBG) to and subtracting \$8,373,000 (State) from FY20 CO, and adding \$6,127,000 (STBG) to and subtracting \$11,144,000 (State) from FY21 CO.

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

**FY 2017 - 2022**

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
<b>TIP ID: 6619</b>	<b>Agency ID: FR6541</b>	<b>Title: MD 464 Little Catoctin Creek Replacement</b>					<b>Complete: 2021</b>		<b>Total Cost:</b>		<b>\$3,800</b>
Facility: MD 464 at Little Catoctin Creek	State	0/100/0	97 a	53 a	84 a	13 a	5 b	5 b	5 b	810	
From:					2 b	5 b	288 c	211 c			
To:						139 c					
	STBG	100/0/0	286 a	108 a	189 a	53 a	1,024 c	746 c		2,612	
						492 c					
<b>Total Funds:</b>										<b>3,422</b>	

Description: Replace bridge 10090 over Little Catoctin Creek.

**Amendment: Adding Planning/Design, Right-of-Way Acquisition, and Construction Funding** **Approved on: 3/8/2018**  
 Adding \$108,000 (STBG) and \$53,000 (State) to FY17 PP/PE, \$189,000 (STBG) and \$84,000 (State) to FY18 PP/PE, and \$53,000 (STBG) and \$13,000 (State) to FY19 PP/PE. Adding \$2,000 (State) to FY18 RW, \$5,000 (State) to FY19 RW, \$5,000 (State) to FY20 RW, \$5,000 (State) to FY21 RW, and \$5,000 (State) to FY22 RW. Adding \$492,000 (STBG) and \$139,000 (State) to FY19 CO, \$1,024,000 (STBG) and \$288,000 (State) to FY20 CO, and \$746,000 (STBG) and \$211,000 (State) to FY21 CO.

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total	
<b>TIP ID: 6620</b>	<b>Agency ID: FR7051</b>	<b>Title: MD 355 Monocacy River Bridge Replacement</b>					<b>Complete: 2024</b>		<b>Total Cost:</b>		<b>\$2,400</b>
Facility: MD 355 at the Monocacy River	State	0/100/0			57 a	138 a	138 a	138 a	43 a	514	
From:											
To:	STBG	100/0/0			204 a	489 a	489 a	489 a	163 a	1,834	
<b>Total Funds:</b>										<b>2,348</b>	


Description: Replace bridge 10085 over the Monocacy River.

**Amendment: Adding Planning/Design Funding** **Approved on: 3/8/2018**  
 Adding \$204,000 (STBG) and \$57,000 (State) to FY18 PP/PE, \$489,000 (STBG) and \$138,000 (State) to FY19 PP/PE, \$489,000 (STBG) and \$138,000 (State) to FY20 PP/PE, \$489,000 (STBG) and \$138,000 (State) to FY21 PP/PE, and \$163,000 (STBG) and \$46,000 (State) to FY22 PP/PE.

**MEMORANDUM**

**TO:** DIRECTOR HEATHER MURPHY  
OFFICE OF PLANNING AND CAPITAL PROGRAMMING  
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

**ATTN:** REGIONAL PLANNING MANAGER TYSON BYRNE  
REGIONAL PLANNER KARI SNYDER

**FROM:** CHIEF SAMANTHA BIDDLE   
REGIONAL AND INTERMODAL PLANNING DIVISION

**SUBJECT:** REQUEST TO AMEND THE FY 2017-2022 NATIONAL CAPITAL REGION  
TRANSPORTATION PLANNING BOARD (TPB) TRANSPORTATION IMPROVEMENT  
PROGRAM (TIP)

**DATE:** FEBRUARY 22, 2018

**RESPONSE  
REQUESTED BY:** N/A

**PURPOSE OF MEMORANDUM**

To request the MDOT Office of Planning and Capital Programming approve and forward to TPB for its approval the following TIP amendments.

**SUMMARY**

The MDOT State Highway Administration (MDOT SHA) hereby requests amendment of the FY 2017-2022 TPB TIP to reflect the following six actions.

TIP	Project	Phase	New Funding
6432 MC #17-17 03/06/2017	I-270 and I-495 Traffic Relief Plan, National Harbor/Oxon Hill/Forest Heights/ Glassmanor/Temple Hills/Marlow Heights/Camp Springs/Morningside/ Forestville/Westphalia/Largo/Lake Arbor/Summerfield/Glenarden/Springdale/ Lanham/Seabrook/New Carrollton/Greenbelt/Beltsville/College Park/ Hillandale/Adelphi/Silver Spring/Four Corners/Kemp Mill/Forest Glen/ South Kensington/Chevy Chase/Bethesda/North Bethesda/Cabin John/ Potomac/Rockville/Gaithersburg/Germantown/Clarksburg/Urbana/ Ballenger Creek/Frederick	PP/PE	\$66,790,000
		Previous project ID: MO8382 New project ID: AW0731	
		Previous project limits: I-495 (American Legion Bridge - I-270) New project limits: I-270 (I-495 - I-70), I-270Y (I-495 - I-270), I-495 (American Legion Bridge – Woodrow Wilson Bridge)	
6438 MC #17-71 01/23/2018	I-95/I-495 Suitland Parkway Bridges Replacement, Forestville/Westphalia	CO	\$14,000,000

TIP	Project	Phase	New Funding
6486 MC #17-17 03/06/2017	MD 355 CSX Old Main Line Subdivision Bridge Replacement, Ballenger Creek	PP/PE RW CO	(\$295,000) \$28,000 \$13,239,000
6489 MC #17-17 03/06/2017	MD 180 Highway Reconstruction, Frederick	PP/PE RW CO	\$2,680,000 \$146,000 (\$10,134,000)
6619	MD 464 Little Catoclin Creek Bridge Replacement, Brunswick	PP/PE RW CO	\$500,000 \$22,000 \$2,900,000
6620	MD 355 Monocacy River Bridge Replacement, Ballenger Creek	PP/PE	\$2,351,000

### ANALYSIS

*I-270 and I-495 Traffic Relief Plan (TPB 6432 MC #17-17 03/06/2017)* – This amendment reflects the addition of FY 2017-2022 TPB TIP planning/design funding for TPB 6432 MC #17-17 03/06/2017. This amendment ensures the FY 2017-2022 TPB TIP reflects MDOT SHA’s updated programmed expenditures in FY 2017-2022. In addition, this amendment reflects a change in this project’s scope. This project now serves as the planning component of the \$7.6 billion I-270 and I-495 Traffic Relief Plan, by which MDOT SHA will implement express toll lanes on I-270, between I-495 and I-70, and on I-495, between the American Legion and Woodrow Wilson bridges. The total cost for planning activities will increase from \$6 million to \$71 million. The MDOT SHA is pursuing a public-private partnership for this project and anticipates selecting a concessionaire or concessionaires in 2020 and opening improvements to traffic in 2025.

*I-95/I-495 Suitland Parkway Bridges Replacement (TPB 6438 MC #17-71 01/23/2018)* – This amendment reflects the addition of FY 2017-2022 TPB TIP construction funding for TPB 6438 MC #17-71 01/23/2018. This amendment ensures the FY 2017-2022 TPB TIP reflects MDOT SHA’s updated programmed expenditures in FY 2017-2022. The total cost of this project will increase from \$30 million to \$44 million. The MDOT SHA anticipates advertising this project for construction in the late Winter of 2018 and opening improvements to traffic in the Fall of 2021.

*MD 355 CSX Old Main Line Subdivision Bridge Replacement (TPB 6486 MC #17-17 03/06/2017)* – This amendment reflects the subtraction of FY 2017-2022 TPB TIP planning/design funding and addition of FY 2017-2022 TPB TIP right-of-way acquisition and construction funding for TPB 6486 MC #17-17 March 6, 2017. This amendment ensures the FY 2017-2022 TPB TIP reflects MDOT SHA’s updated programmed expenditures in FY 2017-2022. The total cost of this project will increase from \$8 million to \$22 million. This project is in construction and MDOT SHA anticipates opening improvements to traffic in the Summer of 2019.

*MD 180 Highway Reconstruction (TPB 6489 MC #17-17 03/06/2017)* – This amendment reflects the addition of FY 2017-2022 TPB TIP planning/design and right-of-way acquisition funding and subtraction of FY 2017-2022 TPB TIP construction funding for TPB 6489 MC #17-17 03/06/2017. This amendment ensures the FY 2017-2022 TPB TIP reflects MDOT SHA’s updated programmed expenditures in FY 2017-2022. After completing additional design, MDOT SHA determined that the total cost of this

project will decrease from \$31 million to \$21 million. The MDOT SHA anticipates advertising this project for construction in the Summer of 2018 and opening improvements to traffic in the Fall of 2020.

*MD 464 Little Catoclin Creek Bridge Replacement (TPB 6619)* – This amendment reflects the addition of a new regionally significant project and planning/design, right-of-way acquisition, and construction funding to the FY 2017-2022 TPB TIP. This amendment ensures the FY 2017-2022 TPB TIP reflects MDOT SHA’s updated programmed expenditures in FY 2017-2022. The total cost for this project is \$3.8 million. The MDOT SHA anticipates advertising this project for construction in the Summer of 2018 and opening improvements to traffic in the Spring of 2021.

*MD 355 Monocacy River Bridge Replacement (TPB 6620)* – This amendment reflects the addition of a new regionally significant project and planning/design funding to the FY 2017-2022 TPB TIP. This amendment ensures the FY 2017-2022 TPB TIP reflects MDOT SHA’s updated programmed expenditures in FY 2017-2022. The total cost and construction schedule for this project will be determined during the design process, which began in the Winter of 2017-2018.

The attached Statewide TIP (STIP) reports document MDOT’s requested amendment with respect to funding for the above projects. These requested actions will not impact scheduling or funding availability for other projects in the current STIP, which remains 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.

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies’ latest economic estimates. The MDOT published funding details in the FY 2018-2023 Consolidated Transportation Program (<http://www.mdot.maryland.gov/newMDOT/Planning/CTP/Index.html>) and FY 2017-2020 Maryland STIP ([http://www.mdot.maryland.gov/newMDOT/Planning/STIP\\_TIP/STIPandTIP\\_2017.html](http://www.mdot.maryland.gov/newMDOT/Planning/STIP_TIP/STIPandTIP_2017.html)).

Please amend the FY 2017-2022 TPB TIP and FY 2017-2020 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions about projects in Frederick and Montgomery counties, please contact Mr. Matt Baker, MDOT SHA Regional Planner, at 410-545-5668 or via email at [mbaker4@sha.state.md.us](mailto:mbaker4@sha.state.md.us). If you have any questions about projects in Prince George’s County, please contact Mr. David Rodgers, MDOT SHA Regional Planner, at 410-545-5670 or via email at [drodgers1@sha.state.md.us](mailto:drodgers1@sha.state.md.us).

## **ATTACHMENTS**

- FY 2017-2022 TPB TIP project TPB 6432 MC #17-17 03/06/2017 report
- FY 2017-2020 Maryland STIP project TPB 6432 MC #17-17 03/06/2017 report
- FY 2017-2022 TPB TIP project TPB 6438 MC #17-71 01/23/2018 report
- FY 2017-2020 Maryland STIP project TPB 6438 MC #17-71 01/23/2018 report
- FY 2017-2022 TPB TIP project TPB 6486 MC #17-17 03/06/2017 report
- FY 2017-2020 Maryland STIP project TPB 6486 MC #17-17 03/06/2017 report
- FY 2017-2022 TPB TIP project TPB 6489 MC #17-17 03/06/2017 report

Ms. Heather Murphy  
Page Four

- FY 2017-2020 Maryland STIP project TPB 6489 MC #17-17 03/06/2017 report
- FY 2017-2022 TPB TIP project TPB 6619 report
- FY 2017-2020 Maryland STIP project TPB 6619 report
- FY 2017-2022 TPB TIP project TPB 6620 report
- FY 2017-2020 Maryland STIP project TPB 6620 report

cc: Maurice Agostino, P.E., Chief, Structures Engineering Section, MDOT SHA  
Mr. Matt Baker, Regional Planner, MDOT SHA  
Mr. Cornelius Barmer, Assistant Chief, Highway Design Division, MDOT SHA  
Mr. Daniel Beck, Team Leader, MDOT SHA  
Mr. Eric Beckett, Deputy Director, Office of Planning and Preliminary Engineering, MDOT SHA  
Jeffrey Folden, P.E., Deputy Director, Office of P3 Projects, MDOT SHA  
Lisa Choplin, DBIA, Director, Office of P3 Projects, MDOT SHA  
Mr. John Concannon, District 7 Engineer, MDOT SHA  
Mr. Neil Haines, Assistant District 7 Engineer - Construction, MDOT SHA  
Ms. Kelly Nash, Team Leader, MDOT SHA  
Ms. Tara Penders, Assistant Chief, Regional and Intermodal Planning Division, MDOT SHA  
Mr. David Rodgers, Regional Planner, MDOT SHA  
Ms. Mekdes Tabor, Transportation Design Engineer, MDOT SHA  
Mr. Brian Young, District 3 Engineer, MDOT SHA





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

**RESOLUTION ON AN AMENDMENT TO THE FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THE VA 234 BYPASS INTERCHANGE AT BALLS FORD ROAD, WIDENING OF BALLS FORD ROAD, AND WESTERN BUS MAINTENANCE AND STORAGE FACILITY 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 November 16, 2016 the TPB adopted the FY 2017-2022 TIP; and

**WHEREAS**, in the attached letter of February 21, VDOT has requested that the FY 2017-2022 TIP be amended to include the VA 234 Bypass Interchange at Balls Ford Road project (TIP ID 6621) with \$144.4 million in private funding for planning and engineering, right-of-way acquisition, and construction, the VA 621 Balls Ford Road Widening project (TIP ID 6623) with \$67.41 million in private funding for planning and engineering, right-of-way acquisition, and construction, and the Potomac and Rappahannock Transportation Commission (PRTC) Western Bus Maintenance and Storage Facility (TIP ID 6622) with \$11.07 million in private funding for construction, as described in the attached materials; and

**WHEREAS**, the VA 234 Bypass Interchange at Balls Ford Road and VA 621 Balls Ford Road Widening projects are included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP (CON IDs 678 and 596, VSP3C) and the PRTC Western Bus Maintenance and Storage Facility project is 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 2017-2022 TIP to include the VA 234 Bypass Interchange at Balls Ford Road project (TIP ID 6621) with \$144.4 million in private funding for planning and engineering, right-of-way acquisition, and construction, the VA 621 Balls Ford Road Widening project (TIP ID 6623) with \$67.41 million in private funding for planning and engineering, right-of-way acquisition, and construction, and the Potomac and Rappahannock Transportation Commission (PRTC) Western Bus Maintenance and Storage Facility (TIP ID 6622) with \$11.07 million in private funding for construction, as described in the attached materials, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its rescheduled meeting on March 8, 2018.





# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive  
Fairfax, VA 22030

Stephen C. Brich, P.E.  
COMMISSIONER

February 21, 2018

The Honorable Charles Allen, 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 2017-2022 Transportation Improvement Program Amendments for I-66 Outside the Beltway Concession-funded Projects

Dear Mr. Allen:

The Virginia Department of Transportation (VDOT) requests amendments to the FY 2017-2022 Transportation Improvement Program (TIP) to add three projects in the I-66 Outside the Beltway corridor. These projects are funded by a concession fee payment VDOT is receiving as part of our I-66 Outside the Beltway public private partnership (P3) agreement.

The projects are as follows:

Project	TIP#/UPC	Total Cost Estimate	New TIP Funding	Phases	Funding Source
VA 234 Bypass Interchange @ Balls Ford Rd.	6621/T20906	\$145,000,000	\$144,401,000	P.E., R.O.W, Construction	Private Activity Bonds
PRTC Western Bus Maintenance Facility	622/T20924	\$11,070,000	\$11,070,000	CN	Private Activity Bonds
Widen Balls Ford Road to 4 Lanes between Sudley Rd. and Groveton Rd.	6623/T20903	\$67,405,000	\$67,405,000	P.E., R.O.W, Construction	Private Activity Bonds

Hon. Charles Allen  
February 21, 2018  
Page Two

These three projects, and several others which are not regionally significant for air quality conformity, were recommend by the Northern Virginia Transportation Authority (NVTA) after a call-for-projects process. After a technical review by VDOT and a public hearing, the Commonwealth Transportation Board (CTB) voted to include the projects in the Six Year Improvements Program (SYIP).

All three projects are included in the adopted CLRP and are consistent with the 2014 CLRP Financial Analysis. The Balls Ford Widening and the Balls Ford/Route 234 Bypass Interchange projects are included in the most recently approved Air Quality Conformity Analysis as regionally significant projects. The Western PRTC Bus Barn is exempt from air quality conformity analysis.

VDOT requests that these amendments be placed on the agenda of the Transportation Planning Board's Steering Committee at its meeting on March 2, 2018. VDOT's representative will attend the meeting and will be available to answer any questions.

Thank you for your consideration of this request.

Sincerely,



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

cc:  
Renée Hamilton, VDOT  
Maria Sinner, P.E., VDOT  
Susan Shaw, P.E., VDOT  
Norman Whitaker, AICP, VDOT

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

**FY 2017 - 2022**

	Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
<b>TIP ID: 6621    Agency ID: T20906    Title: VA 234 Bypass Interchange @ Balls Ford Road    Project Cost: \$145,000    Complete: 2027</b>										
Facility: VA 234	PRIV	0/0/0		14,001 a			12,300 b	118,100 c		144,401
From: Balls Foard Relocated										
To:	<b>Total Funds: 144,401</b>									

Description: Construct an interchange at Balls Ford Road FROM: 0.6 Mi. S. of Existing Balls Ford Road (Rte 621) TO: Existing Balls Ford Road (Rte 621) (0.6000 MI)

**Amendment: Add Project** **Approved on: 3/8/2018**  
 Amend project into the FY 2017-2022 TIP with private funding: \$14 million for PE in FY 2018, \$12.3 million for ROW acquisition in FY 2020, and \$118.1 million for construction in FY 2021.

<b>TIP ID: 6622    Agency ID: T20924    Title: PRTC WESTERN BUS MAINTENANCE AND STORAGE FACILITY    Project Cost: \$11,070    Complete: 2020</b>										
Facility:	PRIV	0/0/0		11,070 c						11,070
From:										
To:	<b>Total Funds: 11,070</b>									

Description: FROM: 7850 Doane Drive Manassas TO: 7850 Doane Drive Manassas

**Amendment: Add Project** **Approved on: 3/8/2018**  
 Amend project into the FY 2017-2022 TIP with private funding: \$11 million for construction in FY 2018.

<b>TIP ID: 6623    Agency ID: T20903    Title: Rte 621 BALLS FORD ROAD WIDEN TO 4 LANES    Project Cost: \$67,405    Complete: 2023</b>										
Facility: VA 621 Balls Ford Road	PRIV	0/0/0		5,435 a			9,570 b	52,400 c		67,405
From: VA 234 Sudley Road										
To: Groveton Road	<b>Total Funds: 67,405</b>									

Description: FROM: Groveton Road TO: Sudley Road (Route 234) (1.9000 MI)

**Amendment: Add Project** **Approved on: 3/8/2018**  
 Amend project into the FY 2017-2022 TIP with private funding: \$5.4 million for PE in FY 2018, \$9.6 million for ROW acquisition in FY 2020, and \$52.4 million for construction in FY 2021.





## MEMORANDUM

**TO:** TPB Steering Committee  
**FROM:** Lyn Erickson, Plan Development and Coordination Program Director  
**SUBJECT:** Change of Dates for the TIP Public Forum and Visualize 2045 Fall Public Comment Period  
**DATE:** February 23, 2018

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The Technical Inputs Solicitation document for the constrained element of Visualize 2045, the long-range transportation plan for the National Capital Region, was approved by the TPB on October 18, 2017, and included a schedule for development and adoption of Visualize 2045 and the FY 2019-2024 Transportation Improvement Program (TIP). This schedule indicated that a Public Forum would be held on the development of the FY 2019-2024 TIP on May 10, 2018 and that a public comment period would take place from September 13 to October 13. TPB staff is proposing to change these dates for the following reasons.

TPB staff is recommending that the TIP Public Forum be postponed from May 10 to July 12. This delay would provide a longer gap and clearer differentiation between the Visualize 2045 public participation forums that are scheduled to take place in April and May and the TIP Public Forum, which would cover very different topics. The delay would also provide additional time for agencies to submit inputs to the TIP and for staff and representatives from member agencies to determine what performance-based planning and programming measures will be included in the analysis of the new TIP.

TPB staff is recommending the public comment period be advanced to take place from September 7 to October 7. In the fall, the TPB will release a complete draft of Visualize 2045 for an additional public comment period. The public comment period was previously announced as scheduled to take place from September 13 to October 13. Since the TPB is scheduled to approve the plan on October 17, there is very little time for the TPB and the jurisdiction staffs to review, consider and respond to the comments on this quadrennial update. In order to allow more time for TPB staff, member jurisdictions and member agencies, staff is proposing an earlier start to the public comment period.

TPB staff seeks the concurrence of the Steering Committee for these recommendations. An official announcement of the schedule changes can then be made at the March 21 TPB meeting.







**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Letters Sent/Received  
**DATE:** March 15, 2018

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





**Maryland  
Transportation  
Authority**

Larry Hogan  
Governor

Boyd K. Rutherford  
Lt. Governor

Pete K. Rahn  
Chairman

Katherine Bays Armstrong  
Peter J. Basso  
Dontae Carroll  
William H. Cox, Jr.  
William C. Ensor, III  
W. Lee Gaines, Jr.  
Mario J. Gangemi, P.E.  
John von Paris

Kevin C. Reigrut  
Executive Director

2310 Broening Highway  
Baltimore MD 21224  
410-537-1000  
410-537-1003 (fax)  
711 (MD Relay)  
1-866-713-1596

e-mail: [mdta@mdta.maryland.gov](mailto:mdta@mdta.maryland.gov)

[www.mdtamaryland.gov](http://www.mdtamaryland.gov)

February 5, 2018

Ms. Bridget Donnell Newton  
Chairman  
National Capital Region Transportation  
Planning Board  
777 North Capitol Street NE, Suite 300  
Washington DC 20002



Dear Ms. Newton:

Thank you for your letter regarding the Maryland Transportation Authority's (MDTA) new Gov. Harry W. Nice Memorial (Nice) Bridge project. As Maryland Department of Transportation Secretary and MDTA Chairman, I am pleased to respond.

We would be pleased to meet with you to discuss your concerns about the new Nice Bridge height, emergency breakdown shoulders, and bicycle/pedestrian accommodations. Please contact MDTA Director of Project Development William Pines at 410-456-8045 to schedule a meeting.

Thank you again for your letter. If you have additional questions or concerns, please contact Mr. Pines at the number above or via email at [wpines@mdta.maryland.gov](mailto:wpines@mdta.maryland.gov). Mr. Pines will be happy to assist you.

Sincerely,

Pete K. Rahn  
Chairman

cc: William Pines, P.E., Director of Project Development, Office  
of Engineering and Construction, MDTA  
Mr. Kevin C. Reigrut, Executive Director, MDTA



November 8, 2017

Secretary Pete K. Rahn  
Maryland Department of Transportation Secretary and  
Maryland Transportation Authority Chairman  
Maryland Department of Transportation  
7201 Corporate Center Boulevard  
Hanover, MD 21076

Re: Governor Harry W. Nice Bridge Replacement Project

Dear Secretary Rahn:

The National Capital Region Transportation Planning Board (TPB) at the Metropolitan Washington Council of Governments (COG) recently took action to amend the National Capital Region's Constrained Long-Range Transportation Plan (CLRP) to accommodate Maryland's schedule acceleration of the Governor Harry W. Nice Bridge Replacement Project. Several questions and concerns were raised by TPB members regarding project development details. On behalf of the TPB, I am asking that a senior knowledgeable Maryland Transportation Authority representative meet and engage in a dialogue with the TPB in the near future regarding aspects of the bridge replacement that are of concern to TPB member governments in Maryland, Virginia, and the District of Columbia.

The TPB appreciates and supports the State of Maryland's efforts to accelerate and accomplish the replacement and upgrade of this vital link in the Maryland, Virginia and National Capital Region transportation infrastructure, as evidenced both by the TPB's previous inclusion of the project in the CLRP, as well as our October 18, 2017 actions to include this project with the updated schedule in the latest air quality conformity determination and CLRP amendment. Before taking the actions at the TPB's October 18 meeting, however, a number of TPB members raised questions and concerns and provided comments for the record. These concerns were, in summary:

1. *Bridge Height:* District of Columbia and City of Alexandria representatives expressed concerns about the impact of the proposed bridge height reduction on movement of historic tall ships and other tall vessels that currently access Washington and Alexandria ports. Inability for such vessels to reach Washington and Alexandria, among other destinations, will have negative community and economic impacts.
2. *Emergency Breakdown Shoulders:* The Charles County representative raised issues also noted in an (attached) October 6, 2017 letter to you from the Board of Charles County Commissioners. This letter was forwarded to TPB and is included in our official comment records as part of the conformity determination and plan approval. Charles County is concerned that a new bridge without adequate shoulder widths for emergency breakdowns "will not help relieve the congestion that is currently being seen on this bridge."
3. *Bicycle and Pedestrian Accommodations:* Also raised at the TPB and in the Charles County Commissioners' letter was the inclusion of bicycle and pedestrian connections on the replacement bridge. With a planned 100-year lifespan of a replacement bridge, this represents a once-in-100-years opportunity to provide such a bicycle and pedestrian connection, with important community and economic benefits. Including a bicycle and

Secretary Pete K. Rahn  
November 8, 2017

pedestrian connection would also be consistent with the TPB's adopted Complete Streets policy. Additionally, the Charles County Commissioners' letter asked for consideration of keeping and repurposing the existing Harry Nice Bridge as a bicycle and pedestrian facility.

The TPB would appreciate the chance for expert briefings and dialogue as the project design proceeds given these major concerns from jurisdictions around the region. We appreciate the ongoing participation in the TPB by Maryland Department of Transportation representatives of the Office of the Secretary. However, it will be vital in this case also to have senior representation from the Maryland Transportation Authority (MDTA) for these discussions, given the role that the MDTA and its board have in this project.

The TPB is currently engaged in the update of our long-range transportation plan for the National Capital Region, known as Visualize 2045. We look forward to providing our members with this opportunity for such a dialogue which will enable support for a timely and cost-effective replacement of the Nice Bridge that best enhances the National Capital Region's community needs and development for 2045 and beyond. We appreciate your leadership and assistance on these important considerations.

Sincerely,



Bridget Donnell Newton  
TPB Chairman

Attachment

cc: Mr. R. Earl Lewis, Deputy Secretary, Maryland Department of Transportation  
Mr. Kevin C. Reigut, Executive Director, Maryland Transportation Authority





## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Announcements and Updates  
**DATE:** March 15, 2018

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







## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Jane Posey, TPB Transportation Engineer  
**SUBJECT:** South Coast Air Quality Management vs. EPA Court Decision  
**DATE:** March 15, 2018

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A recent US Court of Appeals case reinstated the old 1997 ozone National Ambient Air Quality Standards (“NAAQS” or “Standards”). While this case appears to have serious implications for transportation projects and funding for some areas around the country, the ruling will have little effect in the Washington region.

## **BACKGROUND**

The Clean Air Act directs the US Environmental Protection Agency (EPA) to set standards for air pollutants, and then designate areas as being either in “attainment” or “non-attainment” of the standard. Further, the EPA must classify each non-attainment area as being “marginal”, “moderate”, “serious”, “severe”, or “extreme” based on the degree to which the level of pollutant in the area exceeds the standard. Areas that exceed the standard by a greater margin have more stringent requirements for emissions controls.

The Clean Air Act also requires EPA to review the NAAQS every five years, and set new standards as necessary to protect public health and the environment. If the EPA sets new standards, it must develop anti-backsliding measures for the old standard.

EPA first developed ozone NAAQS in 1979, and then updated the standards in 1997 (80 ppb), 2008 (75 ppb), and 2015 (70 ppb). In 2015 EPA revoked the 1997 standard. The Washington region was in non-attainment of the 1997 ozone standard, and developed mobile budgets used for the purposes of determining air quality conformity for the region’s long range transportation plan. The region was not required to develop mobile budgets for the 2008 standard. Since the region was not officially designated in attainment of the 1997 standard, the TPB continued to show conformity to using the 1997 emissions budgets.

## **THE CASE**

On February 16, 2018 the United States Court of Appeals for the District of Columbia Circuit ruled on petitions by the South Coast Air Management District and other environmental groups in a case involving EPA’s revocation of the 1997 ozone NAAQS.

In this court case, the environmental groups contended that EPA should not have revoked the 1997 standard because this would end some of the requirements associated with that standard. The court considered several specific components of the petition, and determined that the EPA “relaxed the controls applicable to areas designated non-attainment under the 1997 NAAQS in contravention of

the anti-backsliding requirement”, and so it granted the environmental groups’ petition, and vacated the revocation of the 1997 ozone standard.

The decision to reinstate the 1997 NAAQS means that areas which stopped showing conformity to the 1997 standard, either because they had achieved that standard or were in attainment of the tougher 2008 ozone standard, suddenly have transportation plans that are not in conformity of that standard. Regions with non-conforming transportation plans risk losing federal transportation funding and are likely to have transportation project delays.

## **EFFECT ON WASHINGTON REGION**

TPB staff has communicated with the Federal Highway Administration (FHWA) and the state air and transportation agencies, as well as with the national Association of Metropolitan Planning Organizations regarding the implications of this ruling. Because the Washington region still uses mobile budgets developed to satisfy the 1997 ozone NAAQS, the region’s long range transportation plan is in conformity of the 1997 standard. Therefore, this court decision will have little impact on the Washington region’s conformity status or long range transportation plan. The EPA and FHWA are reviewing the ruling and will provide guidance regarding the implications of the court decision.



## MEMORANDUM

TO: Transportation Planning Board  
FROM: John Swanson, TPB Transportation Planner  
SUBJECT: Solicitation for FY 2019 Applications for the Transportation Land-Use Connections (TLC) Program  
DATE: March 15, 2018

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April 2, 2018 is the deadline for applications for technical assistance in FY 2019 through the TPB's Transportation Land-Use Connections (TLC) Program. The solicitation for applications opened on February 1.

The TLC Program supports planning for vibrant and accessible communities. Technical assistance may include a range of services, such as:

- Corridor and transit station area planning
- Bicycle and pedestrian safety and access studies
- Transit-oriented development studies
- Design guidelines and roadway standards
- Streetscape improvement plans
- Safe Routes to School planning
- Trail planning and design
- Transit demand and feasibility analysis

Any local jurisdiction in the National Capital Region that is a member of the TPB is eligible to apply for TLC technical assistance. Recipients receive short-term consultant services and no direct financial assistance. Projects are eligible to receive between \$30,000 and \$60,000 in technical assistance for planning projects and up to \$80,000 for design projects.

For more information, please contact John Swanson (202-553-5925; [jswanson@mwkog.org](mailto:jswanson@mwkog.org)) or Nicole McCall (202-962-3341; [nmccall@mwkog.org](mailto:nmccall@mwkog.org)).

You can also get more information at the TLC website: [www.mwkog.org/tlc](http://www.mwkog.org/tlc).