



NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD

Item #5

MEMORANDUM

September 10, 2015

To: Transportation Planning Board

From: Kanathur Srikanth
Director, Department of Transportation Planning

Re: Item 5: Steering Committee Actions and Report of the Director

The attached materials include:

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



NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD

MEMORANDUM

September 10, 2015

To: Transportation Planning Board

From: Kanathur Srikanth
Director, Department of Transportation Planning

Re: Steering Committee Actions

At its meeting on September 4, 2015, the TPB Steering Committee approved the following resolutions:

- SR4-2016: an amendment to the FY 2015-2020 TIP that is exempt from the Air Quality Conformity requirement to include funding for three transit operating programs, as requested by the Maryland Department of Transportation (MDOT)
- SR5-2016: an amendment to the FY 2015-2020 TIP that is exempt from the Air Quality Conformity requirement to include funding for the I-95/I-495 at Greenbelt Metro Station Interchange Construction project and three bridge replacement projects, as requested by MDOT
- SR6-2016: an amendment to the FY 2015-2020 TIP that is exempt from the Air Quality Conformity requirement to include funding for the Jones Branch Drive Connector and Purcell Road Realignment projects and for acquisition of a CAD/AVL system and VRE Rolling Stock, as requested by the Virginia Department of Transportation (VDOT)

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

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2015-2020 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THREE TRANSIT
OPERATING PROGRAMS, 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 Moving Ahead for Progress in the 21st Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, on October 15, 2014 the TPB adopted the FY 2015-2020 TIP; and

WHEREAS, in the attached letter of August 27, 2015, MDOT has requested that the FY 2015-2020 TIP be amended to add \$16.665 million in Section 5307 funding for the Large Urban Operating – Preventative Maintenance program, \$39.6 million in Section 5307 funding for the Large Urban Operating Assistance program, and to reduce Section 5311 funding by \$8.622 million for the Rural Transit – Operating Assistance program, as described in the attached materials; and

WHEREAS, these 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 2015-2020 TIP to add \$16.665 million in Section 5307 funding for the Large Urban Operating – Preventative Maintenance program, \$39.6 million in Section 5307 funding for the Large Urban Operating Assistance program, and to reduce Section 5311 funding by \$8.622 million for the Rural Transit – Operating Assistance program, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on September 4, 2015.



Maryland Department of Transportation
The Secretary's Office

Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

Pete K. Rahn
Secretary

August 27, 2015

The Honorable Phil Mendelson, 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 Mendelson:

The Maryland Department of Transportation (MDOT) requests several amendments to the Maryland Transit Administration (MTA) portion of the FY 2015-2020 Transportation Improvement Program (TIP) as described below and in the attached memo. This action will update the TIP to reflect FY 2016 operating awards to three transit projects. This action does not impact air quality conformity.

TIP ID#	Project	Obligation Amounts
2853	Rural Transit – Operating Assistance	\$1.4 million
6146	Large Urban Operating Assistance	\$13.2 million
6147	Large Urban Operating – Preventative Maintenance	\$5.6 million

MDOT requests that this amendment be approved by the Transportation Planning Board (TPB) Steering Committee at its September 4, 2015 meeting.

The revised funding status will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained.

We appreciate your cooperation in this matter. If you have any questions or comments, please do not hesitate to contact Ms. Kari Snyder, at 410-865-1305, toll-free at 888-713-1414 or via email at ksnyder@mdot.state.md.us. Of course, please feel free to contact me directly.

Sincerely,

Lyn Erickson, Manager
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 Phil Mendelson
Page Two

Attachment

cc: Ms. Heather Murphy, Deputy Director, Office of Planning and Capital Programming
Maryland Department of Transportation
Mr. Kevin Quinn, Director, Office of Planning and Capital Programming, MTA
Ms. Kari Snyder, Regional Planner, Office of Planning and Capital Programming,
Maryland Department of Transportation



MARYLAND TRANSIT ADMINISTRATION

MARYLAND DEPARTMENT OF TRANSPORTATION

Larry Hogan, Governor • Boyd K. Rutherford, Lt. Governor
Pete K. Rahn, Secretary • Paul Comfort, Administrator

MEMORANDUM

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

ATTN: Ms. Lyn Erickson, Manager
MDOT Office of Planning and Capital Programming

FROM: Mr. Kevin Quinn, Director *KQ*
MTA Office of Planning and Capital Programming

DATE: July 27, 2015

SUBJECT: Amendment to the Washington FY 2015 - 2020 TIP to reflect FY 2016
Operating awards for 3 projects

The MTA is requesting an Amendment to the Washington Region FY 2015-2020 Transportation Improvement Program (TIP) to reflect FY 2016 operating awards to the 3 projects; TIP ID 2853 – Rural Transit – Operating Assistance, Section 5311, TIP ID 6146 – Large Urban Operating Assistance, Section 5307, and TIP ID 6147 – Large Urban Operating – Preventive Maintenance, Section 5307. The MTA will be obligating federal funds in the amounts of \$1.4 million in Rural Transit, \$13.2 Million in Large Urban, and \$5.6 million in Large Urban Preventive Maintenance.

After your review, please process the requested Amendments with the Washington MPO Transportation Planning Board for inclusion in the FY 2015-2020 TIP. If you have any questions, please do not hesitate to contact Ms. Terri Lipka, MTA Office of Planning and Capital Programming at 410-767-3759 or via email at TLipka@mta.maryland.gov.

TIP AMENDMENT
TIP ID# 2853

BEFORE

Funding Category	Previous	FY 2015	FY 2016	FY 2017	FY 2018	Total
Section 5311	\$ 6,598	\$ 4,248	\$ 4,248	\$ 4,248	\$ 4,248	\$ 23,590
						\$ 23,590

ADJUSTMENT

Funding Category	Previous	FY 2015	FY 2016	FY 2017	FY 2018	Total
Section 5311	\$ -	\$ -	\$ (2,874)	\$ (2,874)	\$ (2,874)	\$ (8,622)
						\$ (8,622)

AFTER

Funding Category	Previous	FY 2015	FY 2016	FY 2017	FY 2018	Total
Section 5311	\$ 6,598	\$ 4,248	\$ 1,374	\$ 1,374	\$ 1,374	\$ 14,968
						\$ 14,968

TIP AMENDMENT
 TIP ID# 6146

BEFORE

Funding Category	Previous	FY 2015	FY 2016	FY 2017	FY 2018	Total
Section 5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
						\$ -

ADJUSTMENT

Funding Category	Previous	FY 2015	FY 2016	FY 2017	FY 2018	Total
Section 5307	\$ -	\$ -	\$ 13,200	\$ 13,200	\$ 13,200	\$ 39,600
						\$ 39,600

AFTER

Funding Category	Previous	FY 2015	FY 2016	FY 2017	FY 2018	Total
Section 5307	\$ -	\$ -	\$ 13,200	\$ 13,200	\$ 13,200	\$ 39,600
						\$ 39,600

TIP AMENDMENT
 TIP ID# 6147

BEFORE

Funding Category	Previous	FY 2015	FY 2016	FY 2017	FY 2018	Total
Section 5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
						\$ -

ADJUSTMENT

Funding Category	Previous	FY 2015	FY 2016	FY 2017	FY 2018	Total
Section 5307	\$ -	\$ -	\$ 5,555	\$ 5,555	\$ 5,555	\$ 16,665
						\$ 16,665

AFTER

Funding Category	Previous	FY 2015	FY 2016	FY 2017	FY 2018	Total
Section 5307	\$ -	\$ -	\$ 5,555	\$ 5,555	\$ 5,555	\$ 16,665
						\$ 16,665

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

FY 2015 - 2020

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

Transit

Large Urban Operating

TIP ID: 6147	Agency ID:	Title: Large Urban Preventive Maintenance	Complete:	Total Cost:
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Facility:	Sect. 5307	80/20/0	5,555 e	5,555 e	5,555 e				16,665
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From:									
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To:									Total Funds: 16,665
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Description: Preventive Maintenance Funds for Montgomery County.

Amendment: Large Urban Operating Assistance Preventive Maintenance **Approved on: 9/4/2015**
Add Operating awards for FY 2016

TIP ID: 6146	Agency ID:	Title: Large Urban Operating Assistance	Complete:	Total Cost:
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Facility:	Sect. 5307	19/81/0	13,200 e	13,200 e	13,200 e				39,600
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From:									
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To:									Total Funds: 39,600
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Description: Operating Assistance for Prince Georges County.

Amendment: Large Urban Operating Assistance **Approved on: 9/4/2015**
Add operating assistance with the FY2016 awards.

Rural Transit - Operating Assistance

TIP ID: 2853	Agency ID: Part of 0218	Title: Rural Transit - Operating Assistance	Complete:	Total Cost:
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Facility:	Sect. 5311	11/2/87	6,598 e	4,248 e					4,248
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From:									
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To:	Sect. 5311 1	50/0/50	1,374 e	1,374 e	1,374 e				4,122
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									Total Funds: 8,370
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Description: Operating assistance for rural service in Charles, Frederick, Montgomery, and Prince George's Counties

Amendment: Rural Transit Operating Assistance **Approved on: 9/4/2015**
Add FY2016 Operating Awards to Rural Transit in Montgomery, Charles, Prince Georges and Frederick Counties

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

RESOLUTION ON AN AMENDMENT TO THE FY 2015-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THE I-95/I-495 AT GREENBELT METRO STATION INTERCHANGE CONSTRUCTION PROJECT AND THREE 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 Moving Ahead for Progress in the 21st Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, on October 15, 2014 the TPB adopted the FY 2015-2020 TIP; and

WHEREAS, in the attached letter of August 27, 2015, MDOT has requested that the FY 2015-2020 TIP be amended to add \$144.1 million in National Highway Performance Program (NHPP) and matching state funds for the construction of a full interchange on I-95/I-495 at the Greenbelt Metro Station and \$3.7 million in NHPP and state funds for the replacement of I-95/I-495 bridges over Suitland Road in Prince George's County; and to add \$3.5 million in Bridge Replacement and Rehabilitation Program (BR) and state funds for the US 15 Catoctin Mountain Highway Bridge Replacement project and \$2.6 million in Surface Transportation Program (STP) and state funds for the MD 75 Green Valley Road Bridge Replacement project in Frederick County, as described in the attached materials; and

WHEREAS, these projects are already included in the Air Quality Conformity Analysis of the 2014 CLRP and the FY 2015-2020 TIP or 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 2015-2020 TIP to add \$144.1 million in NHPP and matching state funds for the construction of a full interchange on I-95/I-495 at the

Greenbelt Metro Station and \$3.7 million in NHPP and state funds for the replacement of I-95/I-495 bridges over Suitland Road in Prince George's County; and to add \$3.5 million in BR and state funds for the US 15 Catoctin Mountain Highway Bridge Replacement project and \$2.6 million in STP and state funds for the MD 75 Green Valley Road Bridge Replacement project in Frederick County, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on September 4, 2015



Maryland Department of Transportation
The Secretary's Office

Larry Hogan
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Pete K. Rahn
Secretary

August 27, 2015

The Honorable Phil Mendelson, 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 Mendelson:

The Maryland Department of Transportation (MDOT) requests several amendments to the State Highway Administration (SHA) portion of the FY 2015-2020 Transportation Improvement Program (TIP) as described below and in the attached memo. The additional funds are available due to programmed State funds and an increase in federal - aid obligational authority. This action does not impact air quality conformity, as these projects are already included in the conformity determination.

TIP ID#	Project	Phase	Amount of New Funding	Comment
2894	I-95/I-495 at Greenbelt Metro Station Interchange	PE RW CO	\$280,000 \$8,800,000 \$135,000,000	Add an additional \$144.1 million.
6437	I-95/I-495 Suitland Road Bridges Replacement	PE CO	\$700,000 \$3,000,000	Add an additional \$3.7 million.
6481	US 15 Catoctin Mountain Highway Bridge Replacement I	PE CO	\$500,000 \$3,000,000	Add an additional \$3.5 million.
6482	MD 75 Green Valley Road Bridge Replacement	PE RW CO	\$500,000 \$92,000 \$2,000,000	Add an additional \$2.6 million.

MDOT requests that this amendment be approved by the Transportation Planning Board (TPB) Steering Committee at its September 4, 2015 meeting.

The revised funding status will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The cost does not affect the portion of the federal funding which was programmed for transit, or any allocations of state aid in lieu of federal aid to local jurisdictions.

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

The Honorable Phil Mendelson
Page Two

We appreciate your cooperation in this matter. If you have any questions or comments, please do not hesitate to contact Ms. Kari Snyder, at 410-865-1305, toll-free at 888-713-1414 or via email at ksnyder@mdot.state.md.us. Of course, please feel free to contact me directly.

Sincerely,



Lyn Erickson, Manager
Office of Planning and Capital Programming

Attachment

cc: Mr. Eric Beckett, Assistant Division Chief, Regional and Intermodal Planning
Division, SHA
Ms. Kari Snyder, Regional Planner, Office of Planning and Capital Programming,
Maryland Department of Transportation
Ms. Heather Murphy, Deputy Director, Office of Planning and Capital Programming
Maryland Department of Transportation




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

Pete K. Rahn, *Secretary*
Douglas H. Simmons, *Acting Administrator*

MEMORANDUM

TO: Ms. Lyn Erickson
Acting Director
Office of Planning and Capital Programming

ATTN: Mr. Ian Beam

FROM: Eric Beckett, Chief 
Regional and Intermodal Planning Division
State Highway Administration

SUBJECT: Request to Amend the Fiscal Years 2015-2020 National Capital Region
Transportation Improvement Program (TIP)

PREPARED BY: David Rodgers
SHA Regional Planner
410-545-5670

DATE: August 27, 2015

The State Highway Administration (SHA) hereby requests amendment of the FY 2015-2020 National Capital Region Transportation Improvement Program. SHA is programming additional funding for four projects and a transfer of funds from one fiscal year to another for one project in the National Capital Region as summarized below and detailed in the attached TIP report. This amendment reflects:

- 1) The addition of \$144.1 million in funds for the preliminary engineering, right-of-way, and construction phases for the I-95/I-495 at Greenbelt Metro Station Interchange (TIP 2894);
- 2) The addition of \$0.7 million in funds for the preliminary engineering phase and \$3.5 million in funds for the construction phase for the I-95/I-495 Suitland Road Bridges Replacement (TIP 6437);
- 3) The addition of \$0.5 million for the preliminary engineering phase and \$3.0 million in funds for the construction phase for a new project, US 15 Catoctin Mountain Highway Bridge Replacement (TIP 6481);

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

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.roads.maryland.gov

- 4) The addition of \$0.5 million for the preliminary engineering phase, \$0.092 million for right-of-way phase, and \$2.0 million in funds for the construction phase for a new project, MD 75 Green Valley Road Bridge Replacement (TIP 6482);

TIP	Project	Phase	New Funding	Comments
2894	I-95/I-495 at Greenbelt Metro Station Interchange	PE RW CO	\$280,000 \$8,800,000 \$135,000,000	Add an additional \$144.1 million in funds for all phases. This funding includes \$0.28 million in funds for the preliminary engineering phase (\$0.23 million in NHPP funds for FY 18 and \$0.05 million in State funds for FY 18); \$8.8 million in State funds for the right-of-way phase (\$1.8 million for FY 16, \$1.8 million for FY 17, \$1.8 million for FY 18, \$1.7 million for FY 19, and \$1.7 million for FY 20); \$108.0 million in NHPP funds for the construction phase (\$21.6 million for FY 16, \$21.6 million for FY 17, \$21.6 million for FY 18, \$21.6 million for FY 19, and \$21.6 million for FY 20); and \$27.0 million in State funds for the construction phase (\$5.4 million for FY 16, \$5.4 million for FY 17, \$5.4 million for FY 18, \$5.4 million for FY 19, and \$5.4 million for FY 20).
6437	I-95/I-495 Suitland Road Bridges Replacement	PE CO	\$700,000 \$3,000,000	Add an additional \$0.7 million in funds for the preliminary engineering phase (\$0.6 million in NHPP funds for FY 16 and \$0.1 million in State funds for FY 16) and \$3.5 million in funds for the construction phase (\$2.8 million in NHPP funds for FY 18 and \$0.7 million in State funds for FY 18).
6481	US 15 Catoctin Mountain Highway Bridge Replacement I	PE CO	\$500,000 \$3,000,000	Add an additional \$0.5 million in funds for the preliminary engineering phase (\$0.2 million in BRR funds for FY 15, \$0.2 million in BRR funds for FY 15, \$0.05 million in State funds for FY 15, and \$0.07 million in State funds for FY 16). Add an additional \$3.0 million in funds for the construction phase (\$0.8 million in State funds for FY 16 and \$2.2 million in State funds for FY 17).
6482	MD 75 Green Valley Road Bridge Replacement	PE RW CO	\$500,000 \$92,000 \$2,000,000	Add \$0.5 million in funds for the preliminary engineering phase (\$0.4 million in STP funds for FY 15 and \$0.1 million in State in FY 15); \$0.092 million in State funds for the right-of-way phase (\$0.091 million for FY 15 and \$0.001 million in FY 16); and \$2.0 million in State funds for the construction phase (\$0.5 million for FY 15, \$1.4 million for FY 16, and \$0.07 million in FY 17).

Ms. Lyn Erickson
Page Three

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

After your review, please forward this request to the National Capital Region Transportation Planning Board. Upon approval of this requested TIP amendment, please amend the FY 2014-2019 Statewide TIP (STIP) using the funding information provided in the attachment. If you have any questions, please contact Mr. David Rodgers, SHA Regional Planner, at 410-545-5670 or via email at drogers1@sha.state.md.us.

Attachment

cc: Ms. Samantha Biddle, Regional Planner, SHA
Ms. Meredith Hill, Assistant Regional Planner, SHA
Mr. David Rodgers, Regional Planner, SHA
Mr. Brian Young, District Engineer, SHA

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

FY 2015 - 2020

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

Interstate

I-95/I-495 at Greenbelt Metro Station Interchange

TIP ID: 2894	Agency ID: PG3331	Title: I-95/I-495 at Greenbelt Metro Station Interchange Construction	Complete: 2020	Total Cost: \$79,900						
Facility: I 95 at Greenbelt Metro Station	HPP	100/0/0	519 a	481 a	481					
From:	NHPP	100/0/0	1,445 a	297 a	1,950 a	1,950 a	626 a	21,600 c	21,600 c	112,823
To:					21,600 c	21,600 c	21,600 c			
	State	0/100/0	313 a	220 a	550 a	550 a	157 a	1,753 b	1,752 b	37,241
					1,753 b	1,753 b	1,753 b	5,400 c	5,400 c	
					5,400 c	5,400 c	5,400 c			
Total Funds: 150,545										

Description: Construction of a full I-95/I-495 interchange at Greenbelt Metro Station.

Amendment: Additional Funding **Approved on: 9/4/2015**
 Add an additional \$144.1 million in funds for all phases. This funding includes \$0.28 million in funds for the preliminary engineering phase (\$0.23 million in NHPP funds for FY18 and \$0.05 million in State funds for FY18); \$8.8 million in State funds for the right-of-way phase (\$1.8 million for FY16, \$1.8 million for FY17, \$1.8 million for FY18, \$1.7 million for FY19, and \$1.7 million for FY20); \$108.0 million in NHPP funds for the construction phase (\$21.6 million for FY16, \$21.6 million for FY17, \$21.6 million for FY18, \$21.6 million for FY19, and \$21.6 million for FY20); and \$27.0 million in State funds for the construction phase (\$5.4 million for FY16, \$5.4 million for FY17, \$5.4 million for FY18, \$5.4 million for FY19, and \$5.4 million for FY20).

Other

System Preservation Projects

TIP ID: 6481	Agency ID: FR1301	Title: US 15 Catoctin Mountain Highway Bridge Replacement	Complete: 2017	Total Cost: \$3,530						
Facility: US 15 at MD 26	BR	100/0/0	170 a	240 a	410					
From:	State	0/100/0	48 a	72 a	2,220 c				3,120	
To:				780 c						
Total Funds: 3,530										

Description: Replacement of US Cactoctin Mountain Highway bridge 1019701 over MD 26. The existing bridge is structurally deficient.

Amendment: Additional funding for Preliminary Engineering and Construction **Approved on: 9/4/2015**
 Add an additional \$0.5 million in funds for the preliminary engineering phase (\$0.2 million in BRR funds for FY15, \$0.2 million in BRR funds for FY15, \$0.05 million in State funds for FY15, and \$0.07 million in State funds for FY16). Add an additional \$3.0 million in funds for the construction phase (\$0.8 million in State funds for FY16 and \$2.2 million in State funds for FY17).

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

FY 2015 - 2020

	Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
TIP ID: 6482	Agency ID: FR6471	Title: MD 75 Green Valley Road Bridge Replacement					Complete: 2017		Total Cost:		\$2,586
Facility: MD 75 at Haines Branch	State	0/100/0		146 a	1 b	65 c				2,223	
From:				91 b	1,425 c						
To:				495 c							
	STP	100/0/0		363 a						363	
Total Funds:										2,586	

Description: Replacement of MD 75 Green Valley Road Bridge 10172 over Haines Branch.

Amendment: Additional Funds for All Phases **Approved on: 9/4/2015**
 Add \$0.5 million in funds for the preliminary engineering phase (\$0.4 million in STP funds for FY15 and \$0.1 million in State in FY15); \$0.092 million in State funds for the right-of-way phase (\$0.091 million for FY15 and \$0.001 million in FY16); and \$2.0 million in State funds for the construction phase (\$0.5 million for FY15, \$1.4 million for FY16, and \$0.07 million in FY17).

	Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
TIP ID: 6437	Agency ID: PG6981	Title: I-95/I-495 Suitland Road Bridges Replacement					Complete: 2018		Total Cost:		\$18,270
Facility: I 95 /I 495 at Suitland Road	NHPP	100/0/0	570 a	921 a	1,694 a	4,576 c	2,848 c			14,615	
From:					4,576 c						
To:											
	State	0/100/0	1,543 a	231 a	424 a	1,144 c	712 c			3,655	
Total Funds:										18,270	

Description: Replacement of I-95/I-495 Suitland Road Bridges 1616205 and 1616206. The existing bridges are structurally deficient and functionally obsolete.

Amendment: Additional Design and Construction Funding **Approved on: 4/3/2015**
 Adding design funding to reflect new regionally significant system preservation project including \$921,000 (NHPP) and \$231,000 (State) to FY 2015 and \$1.1 million (NHPP) and \$280,000 (State) to FY 2016. Adding construction funding to reflect new regionally significant system preservation project including \$4.6 million (NHPP) and \$1.1 million (State) to FY 2016 and \$4.6 million (NHPP) and \$1.1 million (State) to FY 2017.

Amendment: Additional Funding for Preliminary Engineering and Construction **Approved on: 9/4/2015**
 Add an additional \$0.7 million in funds for the preliminary engineering phase (\$0.6 million in NHPP funds for FY16 and \$0.1 million in State funds for FY16) and \$3.5 million in funds for the construction phase (\$2.8 million in NHPP funds for FY18 and \$0.7 million in State funds for FY18).

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

RESOLUTION ON AN AMENDMENT TO THE FY 2015-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THE JONES BRANCH DRIVE CONNECTOR AND PURCELL ROAD REALIGNMENT PROJECTS AND FOR ACQUISITION OF A CAD/AVL SYSTEM AND VRE ROLLING STOCK, 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 Moving Ahead for Progress in the 21st Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, on October 15, 2014 the TPB adopted the FY 2015-2020 TIP; and

WHEREAS, in the attached letters of August 25, 2015, VDOT has requested that the FY 2015-2020 TIP be amended to include an additional \$3.3 million in Advance Construction (AC), Highway Safety Improvement Program (HSIP) and Regional Surface Transportation Program (RSTP) funding for the Purcell Road Realignment and Added Capacity project; an additional \$19.4 million in RSTP and revenue sharing funds for the Jones Branch Drive Connector project; \$433,000 in Section 5307 funding for the Acquisition of a CAD/AVL System with Bus Voice Annunciators for the Potomac and Rappahannock Transportation Commission (PRTC); and additional \$23.6 million in Flexible STP funds for Virginia Rail Express (VRE) Rolling Stock Acquisition, as described in the attached materials; and

WHEREAS, these projects are already included in the Air Quality Conformity Analysis of the 2014 CLRP and the FY 2015-202 TIP or 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 2015-2020 TIP to include an additional \$3.3 million in AC, HSIP, and RSTP funding for the Purcell Road Realignment and Added Capacity project; an additional \$19.4 million in RSTP and revenue sharing funds for the Jones Branch Drive Connector project; \$433,000 in Section 5307 funding for the Acquisition of a CAD/AVL System with Bus Voice Annunciators for PRTC; and additional \$23.6 million in Flexible STP funds for VRE Rolling Stock Acquisition, as described in the attached materials.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

August 25, 2015

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

RE: National Capital Region FY 2015-2020 Transportation Improvement Program Amendment for
Jones Branch Drive Connector, VDOT UPC# 103907.

Dear Chairman Mendelson:

The Virginia Department of Transportation requests an amendment to the FY 2015-2020 Transportation Improvement Program (TIP) to add funding for construction of the Jones Branch Drive Connector. The proposed connector is intended to provide a connection between Route 123 and the I-495 Express Lane ramps. This project will ultimately connect Route 123 to Jones Branch Drive.

The amendment provides RSTP, Revenue Sharing and Advance Construction funding for the Jones Branch Drive Connector as included in recent allocations by the Commonwealth Transportation Board as part of VDOT's FY 2015-2020 Six Year Improvement Program. The total funding allocations provide full funding for the estimated project cost of \$56 million. VDOT's staff has entered the amendment into the TPB's iTIP data base.

While the proposed funds are new to the TIP, they are part of the total Federal and State funding estimates included in VDOT's financial plan for the 2010 CLRP update. This amendment will not impact the regional air quality conformity analysis, since the project is already included in the approved conformity analysis for the CLRP.

VDOT requests that this TIP Amendment be approved by the Transportation Planning Board's Steering Committee at its meeting on September 4, 2015. VDOT's representative will attend the meeting and be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,

A handwritten signature in black ink that reads "Helen Cuervo".

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

cc: Ms. Dianne Mitchell, VDOT
Ms. Maria Sinner, P.E., VDOT-NOVA
Ms. Lauren C. Mollerup, P.E., VDOT-NOVA
Mr. Norman Whitaker, AICP, VDOT-NOVA



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

August 25, 2015

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

RE: National Capital Region FY 2015-2020 Transportation Improvement Program Amendment for Purcell Road Realignment and Safety Improvements, VDOT UPC# 90499.

Dear Chairman Mendelson:

The Virginia Department of Transportation requests an amendment to the FY 2015-2020 Transportation Improvement Program (TIP) to add funding for improvements to Purcell Road in Prince William County. The amendment is needed to reflect the latest planned funding obligations for this project. The project consists of a realignment of the roadway and related safety improvements. VDOT will realign Purcell Road within proffered right of way between Route 234 and Vista Brooke Drive and provide safety and drainage improvements at curve just east of Vista Brooke Drive on an existing two-lane section of road.

The amendment adds approximately \$ 3.3 million in Federal funds and State matching to the TIP. The total cost estimate is approximately \$8.2 million. The proposed funds are included in recent allocations by the Commonwealth Transportation Board as part of VDOT's FY 2015-2020 Six Year Improvement Program. While the proposed funds are new to the TIP, they are part of the total Federal and State funding estimates included in VDOT's financial plan for the 2010 CLRP update. This amendment will not impact the regional air quality conformity analysis because the project consists of safety and alignment improvements only.

VDOT requests that this TIP Amendment be approved by the Transportation Planning Board's Steering Committee at its meeting on September 4, 2015. VDOT's representative will attend the meeting and be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,

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

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

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



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

August 25, 2015

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

RE: National Capital Region FY 2015-2020 Transportation Improvement Program Amendments for
VRE Rolling Stock and CAD/AVL System Acquisitions

Dear Chairman Mendelson:

On behalf of the Potomac & Rappahannock Transportation Commission (PRTC), the Virginia Department of Transportation (VDOT) requests amendments to the FY 2015-2020 Transportation Improvement Program (TIP) to: 1) add funding to the VRE-Rolling Stock Acquisition project (TIP ID 4534, Agency ID VRE0009); and, 2) add funding to the Procurement of 13 Replacement Buses and Acquisition of CAD/AVL System project (TIP ID 6463, Agency ID PRTC0008). The first proposed amendment, for VRE rolling stock, adds approximately \$4.725 million in Flexible STP funds in FY2016 and \$18.9 million in Flexible STP funds in FY2017 for 9 expansion railcars. The second proposed amendment, for acquisition of a CAD/AVL system with voice annunciators, adds approximately \$433,000 in Section 5307 funds in FY2015.

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

VDOT requests that these TIP Amendments be approved by the Transportation Planning Board's Steering Committee at its meeting on September 4, 2015. VDOT's representative will attend the meeting and will be available to answer any questions about the amendments.

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

Sincerely,

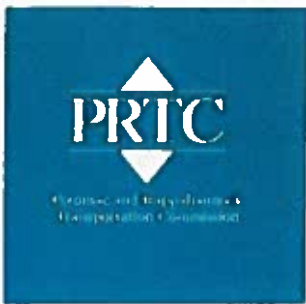
Helen Cuervo, P.E.
District Administrator
Northern Virginia District

VirginiaDot.org
WE KEEP VIRGINIA MOVING

Mr. Phil Mendelson
FY 2015-2020 TIP Amendment

August 25, 2015
Page 2

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



14700 Potomac Mills Road
Woodbridge, VA 22192

August 20, 2015

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

Dear Ms. Cuervo:

The Potomac and Rappahannock Transportation Commission (PRTC) requests a project amendment to the FY 2015-2020 Transportation Improvement Program (TIP) to reflect an update in project funding. The project is already accounted for in the current conformity analysis or is a conformity-exempt transit project for the TIP. The change we wish to be made to the FY2015-2020 TIP is indicated in boldface in the attached spreadsheet and is outlined below:

- VRE-Rolling Stock Acquisition (TIP ID 4534, Agency ID VRE0009). The proposed amendment will add \$4,725K in the construction phase of FY2016 and \$18,900 K in the construction phase of FY2017 using Flexible STP funds for the acquisition of nine expansion railcars.

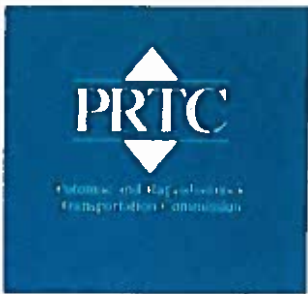
PRTC requests that the Transportation Planning Board's (TPB) 2015-2020 TIP and the Commonwealth's FY2015-2018 STIP be amended to reflect the aforementioned change as project funds must be included in an approved TIP and STIP before PRTC can access these funds through the Federal Transit Administration (FTA) grant application process.

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

Sincerely,

Eric Marx
Interim Executive Director

cc: (w/Attachments)
Betsy Massie, PRTC
Andrew Austin, MWCOG
Donna Boxer, VRE
Jan Vaughan, VDOT
Norman Whitaker, AICP, VDOT-NOVA
Andrew Beacher, VDOT
Marie Berry, VDRPT



14700 Potomac Mills Road
Woodbridge, VA 22192

August 21, 2015

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

Dear Ms. Cuervo:

The Potomac & Rappahannock Transportation Commission (PRTC) requests a project amendment to the FY 2015-2020 Transportation Improvement Program (TIP) to reflect an update in project funding. The project is already accounted for in the current conformity analysis or is a conformity-exempt transit project for the TIP. The change we wish to be made to the FY2015-2020 TIP is indicated in boldface in the attached spreadsheet and is outlined below:

- Procurement of 13 Replacement Buses and Acquisition of CAD/AVL System (TIP ID 5903, Agency ID PRTC0008). The proposed amendment will add \$433 in the construction phase of FY2015 using Federal Section 5307 formula funds for Phase II of AVL project.

PRTC requests that the Transportation Planning Board's (TPB) 2015-2020 TIP and the Commonwealth's FY2015-2018 STIP be amended to reflect the aforementioned change as project funds must be included in an approved TIP and STIP before PRTC can access these funds through the Federal Transit Administration grant application process.

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

Sincerely,

Eric Marx
Interim Executive Director

cc: with attachments: Betsy Massie, PRTC
Andrew Austin, MWCOG
Donna Boxer, VRE
Jan Vaughan, VDOT
Norman Whitaker, AICP, VDOT-NOVA
Andrew Beacher, VDOT
Marie Berry, VDRPT

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

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

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
Secondary										
Jones Branch Dr. Connector										
TIP ID: 6080 Agency ID: 103907		Title: Jones Branch Drive Connector						Complete:		
Facility: Scotts Crossing Rd	AC	93/7/0	387 a		22,216 c				22,216	
From: Dolly Madison Blvd	AC Conversion	80/20/0	387 a			7,595 c			7,595	
To: Jones Branch Dr	REVSH	0/50/50			20,000 c				20,000	
	RSTP	80/20/0	2,013 a	3,900 a 5,000 b	2,475 c				11,375	
Total Funds:									61,186	

Description: The proposed connector is intended to provide a connection between Route 123 and the I-495 Express Lane (HOV/HOT lanes) ramps. By building this connection, the project will connect ROute 123 via the extended Scotts Crossing Rd, ultimately to Jones Branch Dr since the segment between i-495 Express lane (HOV/HOT lanes) ramps and Jones Branch Dr is currently being built as part of the I-495 Express lane (HOV/HOT lanes) project.

Amendment: Add Funding **Approved on: 9/4/2015**
 Add \$3,120,000 (RSTP) FFY15 PE phase; add \$4,000,000 (RSTP) & release \$7,043,652 (AC-Other) FFY15 RW phase; add \$1,979,438 (RSTP), \$10,000,000 (REVSH), \$6,074,961 (AC-RSTP), release \$20,068,000 (AC-Other) FFY16, add \$6,074,720 (ACC-RSTP) FFY17, \$241 (ACC-RSTP) FFY18 CN phase.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
Purcell Rd Realignment & added capacity										
TIP ID: 5890 Agency ID: 90499		Title: Purcell Rd Realignment & added capacity						Complete:		
Facility:	AC	100/0/0	761 c	2,432 c					2,432	
From: VA 234 Rte 234	AC Conversion 1	80/20/0		935 b					935	
To: 0.3 Mi East of Vista Brooke Drive	EB/MG	80/20/0	20 c	21 c					21	
	HSIP	90/10/0	617 c							
	HSIP 1	100/0/0		1,311 c					1,311	
	Local	0/0/100	735 c							
	RSTP	80/20/0	923 a	511 a					1,766	
			935 b	140 b						
			1,162 c	1,115 c						
	STP	80/20/0	702 c							
	STP/E	80/20/0		703 c					703	
Total Funds:									7,168	

Description:

Amendment: Add Funding **Approved on: 9/4/2015**
 update based on actual oblig's & current estimate; add \$ 640,000 (RSTP) PREV, add \$408,971 (RSTP) FFY15 PE phase, add \$111,848 (RSTP) FFY15 RW phase, add an addit'l \$138,960 (RSTP), \$945 (STP), \$60,459 (HSIP), \$2,379,421 (AC-Other) FFY15 CN phase.

Transit										
Procurement of 13 replacement buses and acquisition of CAD/AVL system										
TIP ID: 6463 Agency ID: PRTC0008		Title: Acquisition of CAD/AVL System with Bus Voice Annunciators						Complete: 2018		
Facility:	Sect. 5307	80/16/4		433 c					433	
From:										
To:										
Total Funds:									433	

Description: Project procures bus voice annunciators under the bus & CAD/AVL acquisition project.

Amendment: Add New Project **Approved on: 9/4/2015**
 Add project to the FY 2015-2020 TIP with \$433,000 in Section 5307 funds to the FY15 construction phase for the acquisition of voice annunciators.

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

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
VRE - Rolling Stock Acquisition									
TIP ID: 4534 Agency ID: VRE0009		Title: Rolling Stock Acquisition						Complete:	
Facility: VRE Rolling Stock	Sect. 5307	80/20/0	3,574 c						
From: Systemwide	Sect. 5307 2	80/10/10	6,545 c	5,750 c	4,675 c	4,675 c	4,675 c	4,675 c	29,125
To:	Sect. 5309-FG	80/20/0	5,135 c						
	Sect. 5337 - SGR	80/10/10	13,793 c	4,146 c	1,931 c	1,931 c	1,931 c	1,931 c	13,801
	STP	80/16/4			4,725 c	18,900 c			23,625
	STP 1	80/13/7		9,023 c					9,023
Total Funds:									75,574

Description: VRE has purchased from Sumitomo 11 cab cars (base order), 50 cab and trailers (option order) and an additional 10 cars. In addition, VRE has contracted with Motive Power for 25 locomotives and will be adding additional as funding becomes available. This project includes funding plus a new procurement of up to 42 railcars. for debt service of the rolling stock, spec development and construction oversight.,plus a new procurement of up to 42 railcars.

Amendment: Add Funding	Approved on: 5/1/2015
Add \$9,023,439 Flexible STP funding in FY 2015 for expansion railcars.	
Amendment: Add Funding	Approved on: 9/4/2015
Add \$4.725 million in Flexible STP funds in FY 2016 and \$18.9 million in Flexible STP funds in FY 2017 for 9 expansion railcars.	



NATIONAL CAPITAL REGION
TRANSPORTATION PLANNING BOARD

Item #5

MEMORANDUM

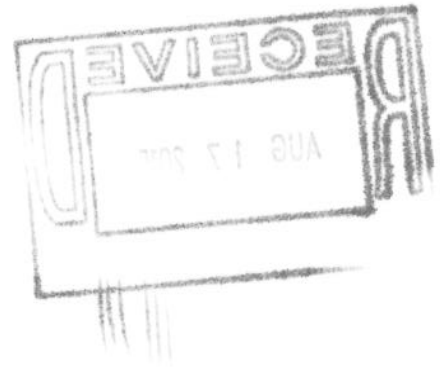
September 10, 2015

TO: Transportation Planning Board
FROM: Kanti Srikanth *Kanti*
Director, Department of Transportation Planning
RE: Letters Sent/Received Since the July 22nd TPB Meeting

The attached letters were sent/received since the July 22nd TPB meeting. The letters will be reviewed under Agenda #5 of the September 16th TPB agenda.

Attachments

CARROLL H. GEORGE
2010 Peach Orchard Dr. Apt.34
Falls Church, VA 22043
(carrollgrg@yahoo.com)



Mr. Kanti Srikanth, Director of Transportation Planning

August 20, 2015

Dear Mr. Srikanth,

Please find enclosed 45 copies of the presentation that I had planned to present to a future Board meeting, but in the 10th month of my 96th year, my developing dementia suggests that I ask that you make the arrangements for the Board to receive this totally different solution from my previously suggested unacceptable solutions that were found unacceptable because they involved a change in the long established right of way rule at the merge. There is no right of way change in this solution, only the addition of a safety feature, only the adding of a control of follow distance, directly a safety addition, not a change of existing law on right of way.

Will you please take charge of seeing what you can do with this proposal to dramatically demonstrate what is possible in solving the gigantic national problem of peak freeway congestion by a most revealing demonstration at the Washington Beltway by the implementation of a safety procedure originally in one direction of the Beltway that can reveal a dramatic difference between morning and evening peaks, a real news making demonstration that should make drivers nationwide antisapatory of a real life change in daily commuting from your action out of Washington.

Hopefully this proceedure will eliminate stopping at all entrance ramps since even one acceleration lane with stopped cars in it causes following entrance ramps sequentially to progressively accumulate stopped cars and congestion generally. Given that fact, perhaps it would be best to accomplish the entire change, all entrances should be changed during one weekend with much publicity. May your action in this matter bring you credit for horendous relief to the nation's commuters.

Sincerely,

Carroll H. George

Research & Development Mechanical Design Engineer, Ret.

Encl: Multiple copies of:

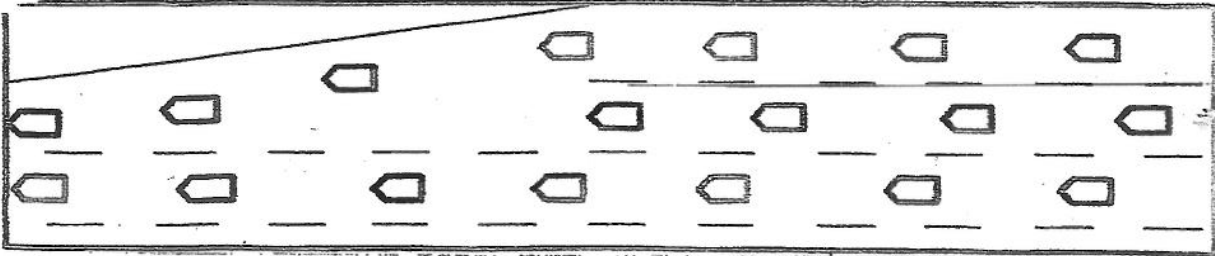
ELIMINATING GROSS CONGESTIONS ON FREEWAYS

ELIMINATING GROSS CONGESTION ON FREEWAYS

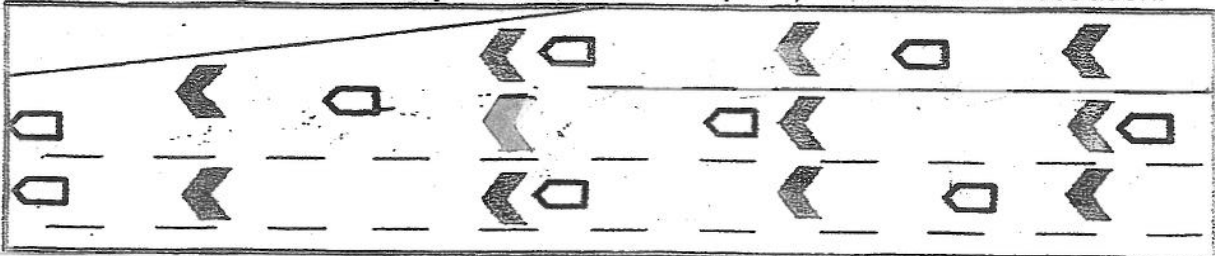
My name is Carroll George, 95 year old retired Mechanical Design Engineer, having previously made suggestions of two different ways of eliminating gross congestion on freeways at peaks, both involving change of long established right of way neither of which were accepted, I now suggest a way that does not change the right of way from the original design of the freeways, but different from the previous suggestions, require only an additional control of the safe follow distance for normal expressway speed in the area of the merge, shown by chevron markers, but specifying the follow distance between those pavement markers apply at all speeds.

Given that any test requires that there be no congestion downstream of the test, I suggest all the outerentrance ramps of the Beltway be provided with the follow distance pavement markers in the merge zone so there will be no congestion downstream of test area, and the difference in the traffic congestion in the opposite direction will be clearly demonstrated to the public.

Given that there was no action taken on my previous suggestions, perhaps a secret ballot of all the Board members would be more productive in getting action on this matter with such huge possible reward at so minisqual cost and to the great advantage of the entire nation with no direct change in the long established right of way at the merge, just a removal af any motivation for aggressive driver behavior.



Today: Entering traffic approaching ending lane seeking room to merge into right through lane that by law has the indisputed right of way. Entering drivers must under extreme pressure, depending on through driver cooperation, either be given room to merge or come to a sudden stop approaching the ending lane, with all drivers behind the stopped one also stopped resulting in an average speed in all lanes reduced to a net 15mph, all lanes, per a VTRC computer analysis. Per a two year record an average of 6 accidents per work day on the DC Beltway attributed to that stopping. Of course the congestion takes a real toll in valuable time lost, generation of pollution, fuel consumption, mountains of frustration.



Tomorrow: Freeways operating as freeways free of incoming drivers stopping as is extremely prevelant at peaks in metropolitan areas across the nation, actually a highway safety issue since a prevailing speed car strikes a stopped car with 400 times the energy of striking a car driving 5% slower than self. (kinetic energy proportional to square of velocity, and drivers have 20 times longer to take evasive action (time to travel a specific distance proportional to speed).. Drivers are very concious of these facts they learned in grade school. and that's why once a group of stopped cars are in that acceleration lane all traffic slows way down.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

4975 Alliance Drive
Fairfax, VA 22030

September 10, 2015

Dear Mr. George:

Thank you for your detailed proposal for reducing congestion on freeways. The idea of marking the pavement with chevrons to encourage drivers to space themselves so as to make merging at entrance ramps easier appears to be a simple solution to a complex problem. There has been a lot of research on this topic over the years.

Something similar was proposed in Australia to reduce rear-end collisions on freeways: http://rac.com.au/cs/idcplg?IdcService=GET_FILE&dDocName=racstg056815&allowInterrupt=1&RevisionSelectionMethod=LatestReleased&noSaveAs=1 and it was tried in Norway: <http://trid.trb.org/view.aspx?id=1100508> but both of these examples were on the mainline and in free-flow conditions, not at merging areas.

Here in the United States, your idea was tried in Atlanta, Georgia, in an experiment to see if speeds at merge points could be reduced make merging smoother, and concluded that "...chevrons have a minimal effect on vehicle speeds, with drivers adjusting back to their previous speeds as they acclimate to the treatment...": <http://transportation.ce.gatech.edu/chevron>. There are other references, these are just a few of the ones that can be found searching the Internet.

Here in Virginia, this idea was evaluated by a researcher a while ago using a computer simulation and found that when people took turns at merge points, the speeds dropped considerably, which created additional congestion instead of alleviating it. We have not tried this idea on the freeways around Washington, DC, where closely spaced ramps have downstream queues that back traffic up into the merge areas. What is likely to happen is that as soon as one driver slowed down to open up a gap, another driver would dart in to fill it.

It is very difficult to change driver behavior, especially when the change goes against the natural human instinct to compete for space on the roads. I am hopeful that in the near future, self-driving, connected cars become the norm and manage to cooperatively travel the roadways instead of competing for every last inch of space. Virginia is at the leading edge of this research: <http://www.wdbj7.com/news/local/VTTI-Automated-connected-cars-not-far-off/33553672> and [http://vasite.org/images/downloads/2014 Annual Meeting Presentations/2014_vasite_lance.pdf](http://vasite.org/images/downloads/2014%20Annual%20Meeting%20Presentations/2014_vasite_lance.pdf)

Sincerely,

Ivan M. Horodyskyj, P.E.

Program Manager
Traffic Engineering Section - VDOT Northern Regional Operations
Phone 703-259-2330



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

September 3, 2015

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

Subject: I-66 Corridor Improvements Outside the Beltway

Dear Chairman Mendelson:

Since February 2015, when VDOT submitted Alternatives 2A and 2B for air quality conformity analysis, VDOT has continued with project development activities and has substantially completed project level environmental and traffic studies. VDOT has also conducted an extensive series of public informational meetings, hearings and stakeholder consultations with local jurisdictions in Northern Virginia. Based on the results of the analyses and in response to input from local jurisdictions, the public, and stakeholders, VDOT has developed a draft locally preferred alternative for the I-66 multi-modal improvements outside the Capital Beltway. Robust transit services are key elements of both Alternative 2A and Alternative 2B. Both alternatives include the same array of transit services, which have been developed in collaboration with transit providers. The same robust transit services are a component of the draft locally preferred alternative. Similarly, the bicycle and pedestrian improvements and Transportation Demand Management (TDM) programs developed for Alternatives 2A and 2B are included in the draft locally preferred alternative.

We are writing to request that the Transportation Planning Board (TPB), upon completion of its public comment period and review of the 2015 Constrained Long Range Plan (CLRP) Air Quality Analysis, approve the analysis and adopt the 2015 CLRP amendment with the inclusion of Alternative 2B for the I-66 Corridor Improvements Outside the Beltway project. This action by the TPB is needed to allow the Virginia Department of Transportation (VDOT) to complete its environmental assessment study and secure federal approval before proceeding to the design and programming stages of project development. Any difference between Alternative 2B and the final design of the project will be reflected in a future update of the TPB's CLRP.

The draft locally preferred alternative draws on the most promising elements of alternatives 2A and 2B, which will collectively provide the most benefit for safe and efficient travel in the I-66 corridor. To date, the draft locally preferred alternative differs from Alternative 2B as originally

submitted in three locations. At VA 234 Bypass/Gainesville and at US 50 West/north of I-66/Fairfax, ramp configurations from Alternative 2A were substituted for the Alternative 2B configurations. Additionally, at the US 28 Interchange, mainline express transition ramps connecting express lanes to general purpose lanes have been added to the locally preferred alternative. The draft locally preferred alternative most closely matches Alternative 2B in terms of traffic access and operations, but it also retains an important feature of Alternative 2A: the preservation of right-of-way in the median of I-66, so as not to preclude the future extension of the Metrorail Orange Line or other transit options in the median.

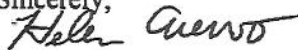
VDOT project staff has consulted with appropriate representatives of the Virginia office of the Federal Highway Administration (FHWA) regarding the draft locally preferred alternative. FHWA staff reviewed the draft locally preferred alternative relative to Alternative 2B and concurred with VDOT's plan to proceed with including Alternative 2B in the TPB's 2015 amendment to the CLRP and regional air quality conformity analysis, with the understanding that any difference between Alternative 2B and the final design of the project would be reflected in a future update of the TPB's CLRP. VDOT subsequently briefed TPB staff on elements of the draft preferred alternative, VDOT's determination that operationally it closely matches Alternative 2B, and the feedback received from the Virginia FHWA office.

VDOT will be presenting the draft preferred alternative to the Commonwealth Transportation Board (CTB) on September 16, 2015. Public meetings are scheduled for October 19, 20, and 21, and the CTB is scheduled to take final action on the draft preferred alternative on October 28, 2015. Following the CTB action, VDOT plans to seek FHWA approval of the NEPA document for the project before proceeding with the design phase.

VDOT remains committed to keeping the TPB and its member jurisdictions informed about the various milestones of ongoing project development and implementation, including the finalization of the project delivery mechanism. VDOT also remains committed to working with the TPB to ensure that any differences in the operational elements of the project's final design and Alternative 2B will be reflected in subsequent amendments of the CLRP and updates of the regional air quality conformity analysis.

We thank you and the Board for accommodating VDOT's earlier request to evaluate both alternatives 2A and 2B for the I-66 Outside the Beltway project as part of the regional air quality conformity analysis, and request inclusion of Alternative 2B in the 2015 CLRP Amendment. As always, please let me know if I can be of further assistance in addressing any questions or comments members of the Board may have on this matter.

Sincerely,



Helen Cuervo, P.E.

District Administrator - VDOT Northern Virginia

Cc: Rene'e Hamilton
Deputy District Administrator, VDOT Northern Virginia



NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD

MEMORANDUM

September 10, 2015

To: Transportation Planning Board

From: Kanathur Srikanth
Director, Department of Transportation Planning

Re: Announcements and Updates

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



NATIONAL CAPITAL REGION

TRANSPORTATION PLANNING BOARD

MEMORANDUM

TO: Transportation Planning Board

FROM: Eric Randall
Department of Transportation Planning

SUBJECT: Update on the Implementation of the TPB Regional Priority Bus Project under the Transportation Investments Generating Economic Recovery (TIGER) Program

DATE: September 10, 2015

This memorandum provides an update on the status of the projects funded by the Transportation Investments Generating Economic Recovery (TIGER) grant awarded to the TPB in February 2010 for *Priority Bus Transit in the National Capital Region*. The \$58 million grant has sixteen component projects being implemented on transit corridors across the District of Columbia, Maryland, and Virginia. There are five implementing agencies: the City of Alexandria, Virginia; the District of Columbia Department of Transportation (DDOT); the Maryland Department of Transportation (MDOT); the Potomac and Rappahannock Transportation Commission (PRTC); and the Washington Metropolitan Area Transit Authority (WMATA).

The TPB was briefed at its March 2015 meeting on the progress of the projects funded by the grant, including background on the grant and details on its implementation. At the March meeting, TPB staff was asked to providing updates every other month, either a memorandum or briefing. Staff provided a memorandum update in May and both a memorandum and a briefing in July.

[July 2015 Briefing on the TIGER Grant](#)

This update provides a report on progress since July. It is anticipated another briefing will be given to the Board at its November 2015 meeting.

Overview

The TIGER grant period of performance ends on September 30, 2016, which given invoice processing time means all of the work to be reimbursed by the grant should be completed by the end of June 2016. As of August 31, 2015 approximately \$28.7 million of the grant funds, or 49%, has been reimbursed to the implementing agencies. Approximately \$4 million of additional work has been completed by contractors and manufacturers for the implementing agencies, but this work has not yet been invoiced for federal reimbursement. Just over nine months remain in which to complete expenditure of the remaining \$26 million, followed by three months to complete invoicing and obtain federal reimbursement.

Significant Recent Accomplishments

The following projects have completed significant tasks in the recent months and appear to be on track to be completed before the June 30, 2016 construction deadline.

1. *Real Time Passenger Information (RTPI) Display Project (DC, MD, and WMATA)*: This project is largely complete, with a total of 169 displays now installed and successfully tested at locations in the District of Columbia, Maryland, and WMATA stations in Virginia. Twelve additional displays will be installed at sites in Virginia once bus shelters have been constructed. One follow-on activity is a plan to improve the display text through a software upgrade, which is currently completing testing at WMATA's offices.
2. *Georgia Avenue Bus Lane (DC)*: The notice to proceed was issued to the contractor in early July and on-site mobilization took place this past July. The contractor has begun the installation of storm water drainage structures along the corridor on the east side of Georgia Avenue. Over the course of the fall DDOT's contractor will be making streetscape improvements along the corridor. The project is on schedule to be completed in mid-2016.
3. *Takoma/Langley Transit Center (MD)*: The steel structure and concrete paving work for the transit center is essentially complete. Coordination with Washington Gas to relocate a gas main near the center is still in progress and work with Pepco to turn on power in the facility building is also ongoing. Installation of the glass paneling will begin in the next several weeks, and the transit center should be ready for handover to WMATA in October for opening preparations. It is anticipated the center will open for operations around the end of the year.

Critical Projects and Milestones

The following four projects have schedules that will take their completion close to the deadline of June 30, 2016.

1. *Transit Signal Priority (TSP) Project (DC, MD, and WMATA)*
 - A prototype intersection test on VA-7 (Leesburg Pike) took place in the City of Alexandria in mid-August, and the test results are still under review. Installation of the traffic signal hardware proceeded and is complete at 20 of 25 planned locations. The other five planned locations are in the City of Falls Church, and plans to procure necessary hardware upgrades are in discussion and may take the rest of the year to conclude. Options for partial implementation of TSP along the corridor pending complete implementation are being considered.
 - The TSP projects in the District and in Maryland, with their respective, different wayside traffic signal technologies, are now in progress. DDOT has procured one of two contracts, which will fund the installation of 94 signals with TSP across the city. Options for Maryland and the City of Alexandria to use this contract are included. A second contract to fund another 94 signals, however, is still under internal consideration before proceeding to Council approval and procurement.

2. *Pentagon and Franconia-Springfield Station Improvements (WMATA)*

- At the Pentagon transit station, construction work began in June 2015, and will continue through the rest of the year. Construction of pedestrian access, safety, and security improvements took place. Concrete work for the station bus pads had some impacts on bus circulation and traffic at the center this past summer, but this work was just completed over the Labor Day weekend. The safety technology projects, CCTV cameras and a PA system, have had vendors selected and work should be initiated shortly.
- For improvements at the Franconia-Springfield transit station, the construction contract was awarded in June. The intention is for construction to start this month with concrete work completed by November. Installation of the bike cage and bus canopies will take place through the winter, with work completed by March 2016.

3. *Alternative Bus Bays at Army Navy Drive (WMATA)*

- This project WMATA is developing a revision request to the FTA to remove this project for a bus bay facility at the Hayes Parking Lot off Army Navy Drive from the TIGER Grant (though it would still be completed through other funding). Instead, the funds (approximately \$650,000) would be used to provide additional improvements at the Franconia-Springfield station and also information signs, security cameras, and a public address system at the Takoma-Langley Transit Center. FTA review and approval is necessary before this can occur.

4. *Maryland Corridors' Queue Jump and TSP Projects (MD):*

- Queue Jumps final design is being completed by WMATA's Contractor, which will then lead to procurement of the equipment. TSP design is also being completed by WMATA which will enable the traffic signals at the queue jump locations. The TSP technology for these projects is being procured through an option in the DDOT TSP contract. Delay in design and in completing the TSP projects is affecting the planned construction schedule. Delay into the winter season may mean the construction work could not begin until spring 2016, putting completion of these projects at risk.

Staff will update the Board on the status of the above projects and highlight any potential issues associated with the timely completion and utilization of the grant funds at the November 2015 meeting.