

National Capital Region Transportation Planning Board


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

Item #5

MEMORANDUM

September 13, 2012

To: Transportation Planning Board

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

Re: Steering Committee Actions

At its meeting on September 7, 2012, the TPB Steering Committee approved the following resolutions:

- SR2-2013: Resolution on an amendment to the FY 2013- 2018 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement to include additional funding for the MD 5/MD 373/Brandywine Road interchange and Star Spangled Banner Byway Signage projects, as requested by the Maryland Department of Transportation (MDOT)
- SR3-2013: Resolution on an amendment to the FY 2013- 2018 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement to include funding for the Virginia Statewide Vehicle Fuel Conversion Program, as requested by the Virginia Department Of Transportation (VDOT)
- SR4-2013: Resolution on an amendment to the FY 2013- 2018 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement to modify funding and descriptions for the Job Access/Reverse Commute and New Freedom programs in the TPB portion of the TIP
- SR5-2013: Resolution on an amendment to the FY 2013- 2018 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement to include a project entitled "High-Impact Complete Streets Access Improvements for Rail Station Areas in the Washington Region"

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 2013- 2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE ADDITIONAL FUNDING FOR THE MD 5/MD 373/BRANDYWINE ROAD INTERCHANGE AND STAR SPANGLED BANNER BYWAY SIGNAGE 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 July 18, 2012 the TPB adopted the FY 2013-2018 TIP; and

WHEREAS, in the attached letter of August 30, 2012, MDOT has requested an amendment to the FY 2013-2018 TIP to add \$1 million in Transportation, Community & System Preservation (TCSP) funding to FY 2013 for the MD 5/MD 373/Brandywine Rd. Relocated Interchange project; and \$55,120 of National Scenic Byways Program (NSBP) funding to FY 2013 to include the Star Spangled Banner Byway Signage project in the System Preservation/Environmental Projects listing, as described in the attached materials; and

WHEREAS, these projects are already included in the conformity analysis of the 2012 CLRP 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 2013-2018 TIP to add \$1 million in TCSP funding to FY 2013 for the MD 5/MD 373/Brandywine Rd. Relocated Interchange project; and \$55,120 of NSBP funding to FY 2013 to include the Star Spangled Banner Byway Signage project in the System Preservation/Environmental Projects listing, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on September 7, 2012.



Maryland Department of Transportation
The Secretary's Office

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

Darrell B. Mobley
Acting Secretary

Leif A. Dormsjo
Acting Deputy Secretary

August 30, 2012

The Honorable Todd M. Turner, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington DC 20002

Dear Chairman Turner:

The Maryland Department of Transportation (MDOT) requests an amendment to the State Highway Administration (SHA) portion of the FY 2013-2018 Transportation Improvement Program (TIP) as described in the attached memo. The amendments outlined are needed because FHWA discretionary grants were provided for the following two projects:

TIP ID#	Project	Phase	Grant	Amount of New Funding
4882	MD 5 Brandywine Road Relocated	ROW	Transportation, Community and System Preservation (TCSP)	\$1,000,000
3038	Star Spangled Banner Byway Signage	Other	National Scenic Byways Program	\$55,120

MDOT requests that this amendment be approved by the Transportation Planning Board (TPB) Steering Committee on its September 7, 2012 meeting.

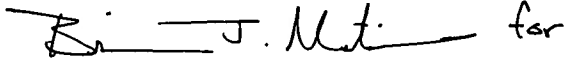
The revised funding status of these projects will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The cost does not affect the portion of the federal funding which was programmed for transit, or any allocations of state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

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

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 Todd M. Turner
Page Two

Thank You,

A handwritten signature in black ink, appearing to read "Michael W. Nixon" followed by a flourish and the word "for".

Michael W. Nixon, Manager
Office of Planning and Capital Programming

Attachment

cc: Ms. Mary Deitz, Chief, Regional and Intermodal Planning Division, SHA
Ms. Lyn Erickson, Manager, Office of Planning and Capital Programming,
Maryland Department of Transportation
Mr. Brian Martin, Assistant Director, 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

Martin O'Malley, Governor
Anthony G. Brown, Lt. Governor



Darrell B. Mobley, Acting Secretary
Melinda B. Peters, Administrator

MARYLAND DEPARTMENT OF TRANSPORTATION

MEMORANDUM

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

ATTN: Ms. Lyn Erickson, Regional Planner
Mr. Mike Nixon, Manager

FROM: Mary Deitz, Chief *MD*
Regional and Intermodal Planning Division

DATE: August 30, 2012

SUBJECT: Amendment Request to the Fiscal Year (FY) 2013 Transportation Improvement Program (TIP) for the National Capital Region

Attached are amendments for inclusion into the FY 2013 National Capital Region Transportation Improvement Programs (TIP). The amendments outlined are needed, because FHWA discretionary grants were provided for the following two projects:

TIP#ID#	Project	Phase	Amount of New Funding
4882	MD 5 Brandywine Road Relocated	ROW	\$1,000,000
3038	Scenic Byways Star Spangled Banner Byway Signage	Other	\$55,120

The revised funding status of these projects 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. If you have any questions, please do not hesitate to contact me or Mr. Roy Gothie, Assistant Regional Planner, State Highway Administration (SHA) at 410-545-5654 or via email at rgothie@sha.state.md.us.

Attachment

cc: Mr. Roy Gothie, Regional Planner, SHA
Mr. Vaughn Lewis, Regional Planner, SHA
Ms. L'Kiesha Markley, Assistant Chief, Regional and Intermodal Planning Division, SHA

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

Source	Fed/St/Loc	Previous Funding	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Source Total
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MDOT/State Highway Administration

Primary

MD 5, Branch Avenue

TIP ID: 4882	Agency ID: PG1751	Title: MD 5/MD 373/Brandywine Road Relocated Interchange	Complete: 2016						
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Facility: MD 5 at	HPP	80/20/0	4,965 a						
From: MD 373 /Brandywine Road Relocated	NHS	80/20/0	1,400 a	1,000 a	600 a				3,000
To:	TCSP	80/20/0	1,000 b						1,000
Total Funds:									4,000

Description: Construct a new interchange at MD 5, MD 373 and Brandywine Road Relocated. Bicycle and pedestrian access will be included as part of this project where appropriate. This interchange will be constructed in multiple phases. Phase 1 of this project includes widening existing MD 5 from 4 to 6 lanes from US 301 to north of MD 373 (1.07 miles). The widening will be done in the median, and will be part of the overall interchange.



Amendment - Modify Funding **Approved on:** 9/7/2012
 Add \$1,000,000 of TCSP funding in FY 2013 for right-of-way needed to widen about 4,000 feet of road, replace existing signalized intersections at Brandywine road and MD 373 with a new interchange, and provide a park-and-ride lot for commuters.

Other

System Preservation Projects

TIP ID: 3038	Agency ID:	Title: Environmental Projects	Complete:						
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Facility:	NHS	80/20/0	1,944 a	1,003 a	769 a				11,607
From:			51 b	27 b	20 b				
To:			3,729 c	2,221 c	1,843 c				
	NRT	80/20/0	172 a	172 a	172 a				1,359
			4 b	4 b	4 b				
			277 c	277 c	277 c				
	NSBP	80/20/0	55 e						55
	STP	80/20/0	3,876 a	2,110 a	1,066 a				13,931
			51 b	31 b	28 b				
			3,146 c	1,912 c	1,711 c				
Total Funds:									26,952

Description: Noise abatement, wetland replacement, reforestation and landscape planting.



Amendment - Modify Funding **Approved on:** 9/7/2012
 Add \$55,120 of National Scenic Byways Program funding in FY 2013 for the Star Spangled Banner Byway Signage. The project will install a signage system along the Battle of Bladensburg portion of the Star-Spangled Banner National Historic Trail and Byway.

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

RESOLUTION ON AN AMENDMENT TO THE FY 2013- 2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THE VIRGINIA STATEWIDE VEHICLE FUEL CONVERSION PROGRAM, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of 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 July 18, 2012 the TPB adopted the FY 2013-2018 TIP; and

WHEREAS, in the attached letter of August 29, 2012, VDOT has requested an amendment to the FY 2013-2018 TIP to add \$5.259 million in CMAQ funding over fiscal years 2014 and 2015 for the implementation of a Statewide Vehicle Fuel Conversion Program, as described in the attached materials; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2013-2018 TIP to add \$5.259 million in CMAQ funding over fiscal years 2014 and 2015 for the implementation of a Statewide Vehicle Fuel Conversion Program, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on September 7, 2012.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

GREGORY A. WHIRLEY
COMMISSIONER

August 29, 2012

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

RE: National Capital Region FY 2013-2018 Transportation Improvement Program Amendment

Dear Chairman Turner:

The Virginia Department of Transportation (VDOT) is requesting the Transportation Planning Board (TPB) amend the FY 2013-2018 Transportation Improvement Program (TIP) to include funding for the Statewide Vehicle Fuel Conversion Program. The purpose of this TIP Amendment is to provide for VDOT's Vehicle Fuel Conversion Program statewide.

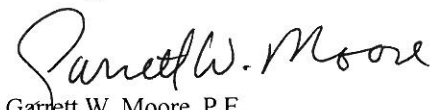
The proposed TIP Amendment adds \$2,232,788 in CMAQ and \$18,359,212 in Advanced Construction (AC) CMAQ funds in FY 2012; \$1,232,300 in AC CMAQ in FY 2014; and \$1,226,715 in AC CMAQ in FY 2015. The funding proposed in the TIP amendment is based on the Commonwealth's approved FY 2013-2018 Six Year Improvement Program. While the proposed funding is new to the TIP, the source of funding and overall funding amounts was included in the financial plan for the CLRP previously approved by the FHWA and FTA.

The statewide Vehicle Fuel Conversion Program is an ongoing statewide project and is not explicitly included in the regional air quality conformity analyses. As such, the proposed TIP amendment will not require the currently adopted regional air quality conformity analysis for the FY 2013-2018 TIP.

It is requested that this TIP Amendment be considered and acted on by the Steering Committee of the Transportation Planning Board at its September 7, 2012, meeting. A representative from VDOT will be available to answer any question on the amendment.

Thank you for your consideration of this request.

Sincerely,


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

Copy: Ms. Diane Mitchell, VDOT-PD, Richmond, VA
Ms. Renee Hamilton, VDOT -PIM, Fairfax, VA
Mr. Kanathur Srikanth, VDOT-Planning & Investment, Fairfax, VA

NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
(in 000's)

FY 2013 - 2018

TIP Amendment - 9/19/2012

	Phase	Previous Funding	Funding Source	Funding Shares			FY13	FY14	FY15	FY16	FY17	FY18	Source Total	
				Fed	State	Local								
VDOT- Miscellaneous														
TIP ID:	Agency ID: T11802			Title: Vehicle Fuel Conversion Program								Complete:2018		
Project: Vehicle Fuel Conversion Program	PE			0%	0%	0%	\$0	\$0	\$0	\$0	\$0	\$0		
From: Statewide	R/W			0%	0%	0%	\$0	\$0	\$0	\$0	\$0	\$0		
To:	CN	\$2,791	Fed-CMAQ	80%	20%	0%	\$0	\$0	\$0	\$0	\$0	\$0		
	CN	\$22,949	AC-CMAQ	80%	20%	0%	\$0	\$1,232	\$1,226	\$0	\$0	\$0	\$2,459	
Total Funds:												\$2,459		
Description: The project is for implementing the Statewide Vehicle Fuel Conversion Program Jurisdiction: Statewide Amendment: TIP Amendment to add \$2,232,788 in CMAQ funds for CN phase in FY12 and to add 18,359,212 AC-CM in FY12 . Additionally the proposed TIP Amendment adds AC-CMAQ Conversion funds of \$1,232,300 in FY 2014 and \$1,226,715 in FY 2015. Air Quality: The project is exempt from the Air Quality Conformity Analysis.														

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

RESOLUTION ON AN AMENDMENT TO THE FY 2013- 2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO MODIFY FUNDING AND DESCRIPTIONS FOR THE JOB ACCESS AND REVERSE COMMUTE AND NEW FREEDOM PROGRAMS

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 July 18, 2012 the TPB adopted the FY 2013-2018 TIP; and

WHEREAS, the Metropolitan Washington Council of Governments, as the administrative agent for the TPB, serves as the Designated Recipient for FTA's Job Access and Reverse Commute (JARC) (Section 5316) and New Freedom (Section 5317) funds for the Washington DC-VA-MD Urbanized Area; and

WHEREAS, as described in the attached memorandum dated September 5, 2012, FTA Region III staff has requested that the FY 2013 – 2018 Transportation Improvement Program (TIP) reflect the full FY2012 apportionment for JARC and New Freedom funds and that the four JARC and five New Freedom projects approved by the TPB on June 20, 2012 be detailed in the TIP; and

WHEREAS, the proposed amendment to the FY 2013-2018 TIP increases New Freedom funding from \$900,000 to \$1.145 million in FY 2013 and lists five sub-projects in the description; and to increase Job Access Reverse Commute (JARC) funding from \$1.2 million to \$1.54 million in FY 2013 and lists four sub-projects in the description, as described in the attached materials; and

WHEREAS, these project 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 2013-2018 TIP to increase New Freedom funding from \$900,000 to \$1.145 million in FY 2013 and to list five sub-projects in the description; and to increase JARC funding from \$1.2 million to \$1.54 million in FY 2013 and to list four sub-projects in the description, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on September 7, 2012.

National Capital Region Transportation Planning Board

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

MEMORANDUM

To: TPB Steering Committee

From: Wendy Klancher, Principal Transportation Planner
COG Department of Transportation Planning

Date: September 5, 2012

RE: Request for an Amendment to the FY 2013 – 2018 Transportation Improvement Program (TIP) for TPB's Job Access and Reverse Commute and New Freedom Federal Transit Administration (FTA) Funding

Federal Transit Administration (FTA) Region III staff has requested that the FY 2013 – 2018 Transportation Improvement Program (TIP) reflect the full FY2012 apportionment for Job Access and Reverse Commute (JARC) and New Freedom funds for the Washington DC-VA-DC Urbanized Area, and that the four JARC and five New Freedom projects approved by the TPB on June 20, 2012 be detailed in the TIP. None of the projects included in this amendment impact the air quality conformity analysis of the current TIP.

The Metropolitan Washington Council of Governments, as the administrative agent for the TPB, serves as the Designated Recipient for FTA's Job Access and Reverse Commute (JARC) (Section 5316) and New Freedom (Section 5317) funds for the Washington DC-VA-MD Urbanized Area.

This amendment requests an increase from \$1.2 million to \$1.54 million in JARC funding and an increase from \$900,000 to \$1.145 million in New Freedom funding in FY 2013 for the TPB portion of the TIP. These revised amounts represent the second and full Federal FY2012 apportioned funds for the Washington DC-VA-MD Urbanized Area. In addition, the nine JARC and New Freedom sub-projects recommended by a selection committee and approved by the TPB on June 20, 2012 are detailed in the project descriptions.

Please do not hesitate to contact me at wklancher@mwkog.org or (202) 962-3321 should you have any questions.

**TRANSPORTATION PLANNING BOARD
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 13	FY14	FY 15	FY 16	FY 17	FY 18	Source Total	
Human Service Transportation Coordination										
JARC and New Freedom Programs										
TIP ID: 5408	Agency ID:	Title: New Freedom Program								Complete:

Facility: Section 5317 100/0/0 1,145 e 1,145
 From: **Total Funds: 1,145**
 To:

Description: The New Freedom program provides funding for transportation programs and services that go above and beyond what is required by the Americans with Disabilities Act (ADA).

Subrecipient	Program Description	Total Project Cost (\$1,000s)	Federal Share	Location
Jewish Council for the Aging	Funding to establish the Village Rides program, a coordinated volunteer transportation program in five aging-in-place communities in Montgomery County, Maryland. The program matches volunteer drivers from the five villages with residents who need transportation to healthcare appointments, grocery stores or social outings. Volunteer drivers can be matched with residents needing rides from any of the five villages.	\$274	\$219	Rockville, MD
Columbia Lighthouse for the Blind	Funding for the continuation of a youth transportation program to transport blind and low-vision youth to the agency's recreational, community integration and career-focused programs.	\$133	\$66	Washington, DC
Columbia Lighthouse for the Blind	Funding to support continued travel training for low-vision, blind or deaf-blind individuals in the DC region and for the continuation of the Orientation & Mobility Specialist internship program. Funding to develop an audio map project in partnership with the Washington Metropolitan Area Transit Authority. The maps, which will also be made available in Braille, will be recorded, downloadable descriptions of the physical features of Metrorail stations and Metrobus transit centers.	\$553	\$442	Washington, DC
Yellow Paratransit	Funding for the expansion and continuation of rollDC, the wheelchair accessible taxicab pilot project in DC. The project was originally funded with a 2008 New Freedom grant. In the two and a half years since the service has been available, the company has experienced a seven fold increase in the number of trips provided. Funding under this grant will support the purchase of seven additional wheelchair-accessible minivans and provide additional operating funds.	\$606	\$398	Washington, DC
The Arc of Northern Virginia	Funding to develop a Train the Travel Trainer curriculum to support travel training for young adults with intellectual and/or developmental disabilities in Northern Virginia. The program would partner with public schools and various disability provider agencies to deliver the training and expand the capacity of agencies to provide ongoing travel training.	\$245	\$195	Falls Church, VA

Amendment - Modify Funding and Description	Approved on: 9/7/2012
Amendment to increase funding from \$900,000 to \$1.145 million in FY 2013 and add five sub-projects to the project description. The revised amount represents Federal FY2012 apportioned funds.	

**TRANSPORTATION PLANNING BOARD
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

		Source	Fed/St/Loc	Previous Funding	FY 13	FY14	FY 15	FY 16	FY 17	FY 18	Source Total
TIP ID: 5407	Agency ID:	Title: Job Access and Reverse Commute (JARC) Program								Complete:	
Facility:		Section 5316	100/0/0		1,540 e						1,540
From:		(JARC)									
To:											Total Funds: 1,540

Description: The goal of the JARC program is to improve access to job sites and employment-related activities for people who are transitioning from welfare to work or for others with limited incomes.

Subrecipient	Program Description	Total Project Cost (\$1,000s)	Federal Share	Location
Northern Virginia Family Service	Funding to continue the Vehicles for Change program, which provides donated vehicles to low-income working families for a program fee. The program operates throughout Northern Virginia and benefits families with limited access to transit.	\$1,369	\$999	Oakton, VA
Year Up National Capital Region	Funding to support the agency's one-year, intensive training program that offers low-income adults, aged 18 - 24, with a combination of hands-on skill development, college credit and corporate internships to help bridge the opportunity divide. Funding will support the participants' program-related transportation costs, including mileage reimbursement, car sharing and taxi vouchers. The program will operate throughout DC, Suburban Maryland and Northern Virginia.	\$315	\$157	Arlington, VA
Boat People SOS Road to Independence through Savings & Education (RISE)	Continuation of the agency's Road to Independence through Savings & Education (RISE) Employment project, which prepares Vietnamese refugees and immigrants for employment by providing job skills and other training opportunities. Project includes a taxi voucher component to assist clients in getting to jobs for the first four months after job placement.	\$392	\$256	Falls Church, VA
Skill Source Group	Funding to support the capital costs of purchasing a vehicle to provide transportation to and from job sites in Northern Virginia for low-income individuals re-entering the community after incarceration.	\$32	\$26	Falls Church, VA

Amendment - Modify Funding and Description	Approved on: 9/7/2012
Amendment to increase funding from \$1.2 million to \$1.54 million in FY 2013 and add four sub-projects to the project description. The revised amount represents Federal FY2012 apportioned funds.	

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2013- 2018 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE A PROJECT ENTITLED
“HIGH-IMPACT COMPLETE STREETS ACCESS IMPROVEMENTS
FOR RAIL STATION AREAS IN THE WASHINGTON REGION”**

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 July 18, 2012 the TPB adopted the FY 2013-2018 TIP; and

WHEREAS, the attached memo of September 5, 2012, describes the amendment to the FY 2013-2018 TIP to include a project entitled “High-Impact Complete Streets Access Improvements for Rail Station Areas in the Washington Region” with \$200,000 in Transportation, Community and System Preservation (TCSP) program funds in FY 2013, as described in the attached materials; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2013-2018 TIP to include a project entitled “High-Impact Complete Streets Access Improvements for Rail Station Areas in the Washington Region” with \$200,000 in TCSP program funds in FY 2013, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on September 7, 2012.

**TRANSPORTATION PLANNING BOARD
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 13	FY14	FY 15	FY 16	FY 17	FY 18	Source Total
Bike/Ped									
Transportation, Community, and System Preservation (TCSP) Program									
TIP ID: 6040	Agency ID:	Title: High-Impact Complete Streets Access Improvements for Rail Station Areas in the Washi						Complete:	

Facility:	TCSP	80/0/20	200 e						200
From:									
To:									
								Total Funds:	200

Description: This project will develop an inventory of small-scale, multimodal transportation projects, such as pedestrian/bicycle or other complete streets improvements, around rail stations with underutilized transit capacity.

Amendment - Add Project	Approved on:	9/7/2012
Add this project to the FY 2013-2018 TIP with \$200,000 in TCSP funding in FY 2013.		

National Capital Region Transportation Planning Board

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

MEMORANDUM

TO: TPB Steering Committee

FROM: John Swanson, Principal Transportation Planner

SUBJECT: Amendment to the FY2013-2018 TIP for new TCSP project

DATE: September 5, 2012

We are requesting an amendment to the FY2013-2018 Transportation Improvement Program (TIP) to include a new grant project funded under the federal Transportation, Community, and System Preservation (TCSP) program. The project is called "High-Impact Complete Streets Access Improvements for Rail Station Areas in the Washington Region." It will develop an inventory of small-scale, multimodal transportation projects, such as pedestrian/bicycle or other complete streets improvements, around rail stations with underutilized transit capacity. The project will be funded for a total of \$200,000, with \$160,000 in federal funding and a COG match of \$40,000. An abstract of the project is attached.

We look forward to initiating this important project in the near future.

High-Impact Complete Streets Access Improvements for Rail Station Areas in the Washington Region

Grant Application to the
FHWA Transportation, Community, and Systems
Preservation (TCSP) Discretionary Grant Program

Submitted by the National Capital Region Transportation Planning Board
January 6, 2012

Project Abstract

The Washington region has over 100 rail stations with varying levels of development, including inner core stations surrounded by high density mixed use development, suburban commuter rail stations with nearby housing, and underutilized station areas with significant potential for both housing and employment development. The National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington region is seeking TCSP funding to identify strategic recommendations for bicycle and pedestrian access improvements using a complete street approach that will complement housing and employment development close to rail. The project will seek to moderate demand pressures on the transportation system by identifying improvements around stations that will encourage rail ridership in reverse-commute directions on trains that are currently operating with plenty of available capacity, or by selling the same seat twice in peak commute directions (where one group of commuters alights at a mixed-use suburban location and another group boards). The final product of the TCSP project will be an inventory of up to 25 rail stations with high promise for housing and employment development, and an accompanying list of high-impact transportation capital projects to improve complete streets access to these stations to be quickly implemented.

Transportation, Community, and System Preservation Program (TCSP)**PROGRAM FY 2012 GRANT APPLICATION****PART A. PROJECT INFORMATION**

Project Title:	High-Impact Complete Streets Access Improvements for Rail Station Areas in the Washington Region
Project Location (Include City/County, State):	Rail station areas in the National Capital Region (District of Columbia, Suburban Maryland, and Northern Virginia)
State Priority (to be completed by State DOT):	
GRANTEE CONTACT INFORMATION	
Grantee Contact Name:	Ronald F. Kirby, Director
Agency/Tribal Government:	National Capital Region Transportation Planning Board (MPO for the Washington Region)
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STATE DOT CONTACT INFORMATION	
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FHWA DIVISION OFFICE CONTACT INFORMATION	
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CONGRESSIONAL INFORMATION	
Congress Member:	Eleanor Holmes Norton
Congressional District No.:	District of Columbia At-Large
Congress Member:	Donna Edwards
Congressional District No.:	Maryland District 4
Congress Member:	Chris Van Hollen
Congressional District No.:	Maryland District 8
Congress Member:	Steny Hoyer
Congressional District No.:	Maryland District 5
Congress Member:	Roscoe Bartlett
Congressional District No.:	Maryland District 6
Congress Member:	James Moran
Congressional District No.:	Virginia District 8
Congress Member:	Gerald Connolly
Congressional District No.:	Virginia District 11
Congress Member:	Frank Wolf
Congressional District No.:	Virginia District 10
Congress Member:	Robert Wittman
Congressional District No.:	Virginia District 1
TCSP Program Funds:	\$160,000.00
Matching Funds/In-kind Services Value:	\$40,000.00
Matching Funds/In-kind Services Source:	MWCOG Membership Contributions
Total TCSP-Related Project Costs:	\$200,000.00
TO BE COMPLETED BY THE FHWA DIVISION OFFICE	
State Administered?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Division Administered?	<input type="checkbox"/> Yes <input type="checkbox"/> No

“Transfer” TCSP funding for Project Administration?		Yes		No
If yes, which Federal Agency				
Will the project be obligated by September 30, 2012?		Yes		No
Date grant application approved by FHWA Division Office				

Part B. Project Abstract

The Washington region has over 100 rail stations with varying levels of development, including inner core stations surrounded by high density mixed use development, suburban commuter rail stations with nearby housing, and underutilized station areas with significant potential for both housing and employment development. The National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington region is seeking TCSP funding to identify strategic recommendations for bicycle and pedestrian access improvements using a complete street approach that will complement housing and employment development close to rail. The project will seek to moderate demand pressures on the transportation system by identifying improvements around stations that will encourage rail ridership in reverse-commute directions on trains that are currently operating with plenty of available capacity, or by selling the same seat twice in peak commute directions (where one group of commuters alights at a mixed-use suburban location and another group boards). The final product of the TCSP project will be an inventory of up to 25 rail stations with high promise for housing and employment development, and an accompanying list of high-impact transportation capital projects to improve complete streets access to these stations that could be quickly implemented.

Part C. Project Narrative

The 126 rail station areas in the National Capital Region are critical regional assets. The TPB’s scenario planning over the last decade has emphasized the value of promoting development closer to transit station areas, locating jobs and housing closer together, and improving multimodal transportation options. The TPB has also found that local, small-scale, actions are often necessary to make these principles truly come to life. The TPB’s Transportation/Land-Use Connections (TLC) Program was established in 2006 to help jurisdictions plan small improvements – such as pedestrian facilities, safety and access improvements, or multimodal concepts for intersections or streets – to make activity centers function more effectively as vibrant, mixed-use places. Many of the planning efforts

completed under the TLC Program have suggested capital improvements that would further the ability of all modes to support dense areas with both jobs and housing. However, the TLC Program has not had the resources to conduct a comprehensive study of all of the region's rail station areas to identify opportunities for access improvements that could support additional development and best utilize the regional rail system.

The TPB is seeking \$160,000 in TCSP funding to develop a list of small-scale, multimodal transportation projects, such as pedestrian/bicycle or other complete streets improvements, around rail stations with underutilized transit capacity. This inventory of improvements will provide local planners, local and state departments of transportation, and developers with a "go-to" list of small-scale, low-cost, high-impact transportation improvements that jurisdictions may reference when working with developers, preparing grant applications, or allocating local funding with the ultimate goal of increasing rail connectivity within the Washington region.

The TCSP project will build on previous planning efforts, particularly the "Metrorail Bicycle and Pedestrian Access Improvements Study," which the Washington Metropolitan Area Transit Authority (WMATA) recently conducted. The study identified strategies to enhance pedestrian and bicycle access and connectivity in and around Metrorail stations. It also provides recommendations for a range of physical infrastructure improvements, as well as policies and programs to encourage multimodal trips. The TPB will work in close partnership with WMATA during the implementation of this TCSP project.

The project will serve a variety of regional goals that are grounded in the *TPB Vision*, the region's transportation policy framework, and recently reaffirmed in MWCOG's *Region Forward* comprehensive policy plan. These goals include reducing auto dependency, supporting multi-modal travel options, and promoting the development of employment centers and housing in locations already served by transit. In particular, the project will seek to relieve demand pressures on the transportation system by focusing capital recommendations around stations with additional ridership potential, encouraging rail ridership in reverse-commute directions on trains that are currently operating with plenty of available capacity, or by selling the same seat twice in peak commute directions (where one group of commuters alights at a mixed-use suburban location and another group boards).

Looking beyond transportation measures, this project will recommend small-scale transportation improvements that will improve flexibility of existing infrastructure to support and encourage a more balanced allocation of job and household growth that will benefit the entire region in numerous other ways – for example, by promoting robust economic development in all jurisdictions, inner and outer, east and west. The project will also emphasize the need to provide access for people of all income levels. The findings in a recent Brookings study "Missed Opportunity: Transit and Jobs in Metropolitan America," which measured the effectiveness of transit in helping workers reach jobs within their regions, demonstrates that it is not sufficient to have significant regional transit coverage. In

order for the transit system to be effective, the transit network must provide connections to jobs for a population with varying levels of job skills.

Work Scope Elements

The project will include the following components:

1. ***Conduct employment and household analysis for rail station areas*** – The project will conduct an analysis of employment and housing opportunities for each Metrorail and commuter rail station area in the National Capital Region. The data will provide a breakdown of the varying skill levels of jobs within a half-mile of each station, household income levels of workers who can fill jobs in targeted growth areas, and review and consideration of environmental justice and other equity issues.
2. ***Identify rail capacity*** – For each rail station area, the project will identify where there is capacity on trains during peak commute times. The regional analysis will review projected rail capacity figures and indicate where capacity exists on the region’s rail systems, including off-peak reverse commute opportunities and opportunities to “sell the same seat twice” in the peak.
3. ***Identify up to 25 most opportune locations*** – Drawing from the entire list of regional rail stations, the study will identify station areas that present the greatest opportunities to support housing and employment development which can take advantage of existing rail capacity. The identification of these locations will be based upon: a) the regional technical analysis conducted under steps 1 & 2 above, and b) input from the TPB’s member jurisdictions.
4. ***Identify high-impact complete streets access improvements*** – For each opportune location, the project will identify challenges that commuters face in walking or bicycling from rail stations to their jobs or from their homes to rail stations, and opportunities for improvement. Many rail station areas around the region have been studied extensively and already have a list of capital improvements for access improvement. For those opportune areas that have not yet undergone this level of analysis, this project will conduct that analysis. Area plans and development proposals for each location will be reviewed to assess how local jurisdictions are planning to address these challenges. The project will also identify regional success stories in creating public-private partnerships to implement accessibility improvements.
5. ***Develop a regional inventory of projects*** – The final product will comprise a list of small, high-impact capital projects that would improve pedestrian and bicycle access to the opportune rail station areas throughout the region, taking advantage of existing rail infrastructure. The recommended improvements will also be presented in station area, jurisdiction and regional maps. Among other things, this product will provide a resource

for future funding opportunities, including private investment and federal, state, and local public funding.

Project Schedule

It is anticipated that work on the project would commence in June 2012 and that the project would be completed within one year.

Work Scope Elements:

1. Conduct employment and household analysis for rail station areas (months 1-2)
2. Identify rail capacity (month 3)
3. Identify up to 25 most opportune locations (month 4)
4. Identify high-impact complete streets access improvements (months 5-8)
5. Develop a regional inventory of projects (months 9-10)

It is anticipated that work scope elements one through three would be completed by COG/TPB staff and that the services of a consultant would be procured for elements four and five. Based on this schedule, a presentation of results to the TPB likely would occur in June 2013.

Project Administration

The project will be implemented by the TPB. Project implementation will occur through the structure of the TPB's Transportation/Land-Use Connections Program, which has an established administrative system and staffing plan, including over 30 pre-qualified consultants specializing in multimodal transportation and planning specialties.

TPB member agencies will be included in the project process and will be asked to provide insight at several points in the process, including the development of the list of opportune rail station areas. Members of the TPB include representatives of the transportation agencies of the State of Maryland, Commonwealth of Virginia, and the District of Columbia; local governments, the Washington Metropolitan Area Transit Authority (WMATA), and non-voting members from the Metropolitan Washington Airports Authority, National Park Service, and other federal agencies. Many of the state, regional, and local governments and agencies directly involved in decision-making for these systems are already represented on the TPB.

Through the TCSP project effort, the TPB will work closely with WMATA and complement the work completed under the "Metrorail Bicycle and Pedestrian Access Improvements Study."

Amount of Federal TCSP Funds Requested

The TPB's proposal will cost a total of \$200,000. The TPB is requesting \$160,000 in TCSP funding for this project concept.

Commitment of Other Funds

\$40,000 will be provided from the MWCOG local membership contributions. These dues are collected annually from COG member jurisdictions based on population.

Previous TCSP Funding

The TPB received a TCSP funding grant for \$380,000 in FY 1999. The project was to implement the adopted transportation vision for Metropolitan Washington by developing circulation systems and green space. The total project budget was \$480,000.

Part D. Project Eligibility

The TPB's TCSP proposal to identify High-Impact Complete Streets Access Improvements for Rail Station Areas in the Washington Region falls within the purview of Chapter 53 of Title 49 of the United States Code. The inventory developed through the proposal would promote safer access to regional rail stations, leading to more efficient use of the existing transportation infrastructure. Not only will the product serve the mobility needs of residents, but it will support economic development around underutilized rail stations, thus minimizing transportation-related fuel consumption and air pollution.