

# 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

## Item #5

### MEMORANDUM

**February 15, 2012**

**TO:** Transportation Planning Board

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

**RE:** Letters Sent/Received Since the January 18<sup>th</sup> TPB Meeting

The attached letters were sent/received since the January 18<sup>th</sup> TPB meeting. The letters will be reviewed under Agenda #5 of the February 15<sup>th</sup> TPB agenda.

Attachments

# 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:** Transportation Planning Board

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

**SUBJECT:** Progress towards development of a Regional Complete Streets Guidance and Policy Template, TPB Work Session on Complete Streets

**DATE:** February 7th, 2012

This memorandum provides a status report on the response to the request to the TPB by the Citizens Advisory Committee on a regional Complete Streets policy. Staff has worked over the past several months with a number of the relevant Subcommittees and key stakeholders on this issue.

To bring all the stakeholders together, a Complete Streets Workshop was held on January 30<sup>th</sup>. Over forty people attended the workshop, including members of the Citizens Advisory Committee, the Bicycle and Pedestrian Subcommittee, the TPB Technical Committee, the TPB, and citizen advocates. Speakers from VDOT, MDOT, DDOT, WMATA, Prince George's County, Montgomery County, and Arlington County presented on their Complete Streets activities. The stakeholders then discussed the most recent draft of the regional *Complete Streets Policy Guidance and Template*.

The stakeholder's group generally supported the language of the draft *Guidance*. It was agreed to provide additional time to clarify definitions of the facilities for which "Complete Streets" would be applicable, and the frequency of documentation and reporting. A draft will go to the TPB Technical Committee for review at its March meeting.

A Transportation Planning Board work session on Complete Streets in the Washington Region is proposed prior to the March 21<sup>st</sup> meeting, which would provide an opportunity for the Board to be briefed on a wide range of Complete Streets activities going on in the region.



National Capital Region  
Transportation Planning Board

# COMMUNITY LEADERSHIP INSTITUTE

March 29 & 31, 2012



Discussion at the workshops focuses on how to integrate regional transportation topics in issue-specific community meetings.

## The Transportation Planning Board

The Transportation Planning Board (TPB) is the federally designated Metropolitan Planning Organization charged with coordinating transportation planning and funding for the Metropolitan Washington Region. Members of the TPB include representatives of local governments, state transportation agencies, state and D.C. legislatures, and WMATA. Staffing for the TPB is provided by the Metropolitan Washington Council of Governments.

### TPB Member Jurisdictions

Alexandria	Loudoun County
Arlington County	Manassas
Bowie	Manassas Park
Charles County	Montgomery County
College Park	Prince George's County
District of Columbia	Prince William County
City of Fairfax	Rockville
Fairfax County	Takoma Park
Falls Church	Maryland House and Senate
City of Frederick	Virginia House and Senate
Frederick County	Maryland DOT
Gaithersburg	Virginia DOT
Greenbelt	District of Columbia DOT

## What is the TPB Community Leadership Institute (CLI)?

The CLI is a two-part workshop that aims to encourage successful community leaders to get involved in transportation-related decision-making.

### What do participants learn?

Over the course of two half-day sessions, participants learn about how, where, and when transportation decisions are made in the Washington region. Sessions include information about the various planning processes at the state, regional and local levels for transportation project selection and development.

The CLI uses case studies and interactive discussion to emphasize key themes for successful involvement in decision-making. Through experiential learning, the CLI provides basic facts on regional planning procedures, and illustrates how transportation projects can either be propelled forward or stalled by such factors as funding availability and political circumstances.

At the CLI, leaders and activists also learn to connect the interests of their local communities with the planning issues facing the entire metropolitan Washington region. In particular, the CLI curriculum helps participants better understand the relationship between land use, jobs, housing, and transportation. The CLI curriculum includes real-world examples to illustrate the inter-relationships between the regional and local levels for significant transportation and land use issues.

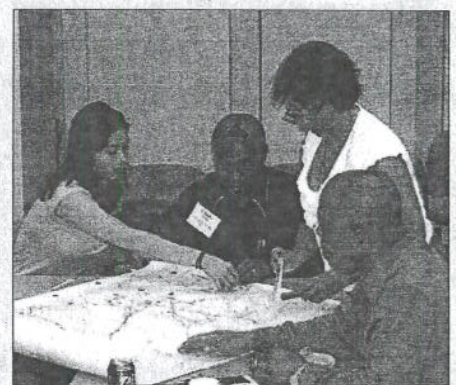
### Who participates in the CLI?

The TPB is committed to investing in the knowledge of community leaders across the region. Approximately 20 individuals will be invited to register for the CLI. Participants represent organizations that have been recognized as forces for change in their communities. Elected officials from throughout the region, as well as interest groups, are invited to nominate individuals for upcoming sessions.

The CLI is facilitated by former TPB Chair and former Mayor of the City of Takoma Park Kathy Porter, who brings to the program her wealth of leadership and transportation planning experience.



Participants are encouraged to share their experience with the TPB.



Participants learn key concepts through interactive methods and discussion.

### Spring CLI Workshop: March 29 and 31, 2012

Metropolitan Washington Council of Governments  
777 North Capital Street, NE, Washington, DC 20002

Visit the Transportation Planning Board's CLI website:  
[www.mwcog.org/transportation/activities/cli](http://www.mwcog.org/transportation/activities/cli)

For more information, contact Deborah Kerson Bilek of TPB  
staff: 202-962-3317 or [dbilek@mwcog.org](mailto:dbilek@mwcog.org)







## COMMONWEALTH of VIRGINIA

OFFICE OF TRANSPORTATION PUBLIC-PRIVATE PARTNERSHIPS  
600 EAST MAIN STREET, SUITE 2120  
RICHMOND, VIRGINIA 23219

**Tony Kinn**  
Director

January 31, 2012

Ron Kirby  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, Suite 300  
Washington, DC 20002-4201

**RE: Meeting to discuss Candidate PPTA Project Pipeline and Stakeholder Outreach**

Dear Mr. Kirby:

In December 2010, the Commonwealth of Virginia established a new Office of Transportation Public Private Partnership (OTP3) to facilitate identification, development, and implementation of priority transportation infrastructure projects, via the Public-Private Transportation Act (PPTA), across all modes of transportation. Concurrently, the PPTA Implementation Manual was updated in 2010 to provide a framework for development and implementation of PPTA projects in a consistent, transparent, timely, and cost effective manner. In July 2011, I was appointed Director of the OTP3, responsible for developing and implementing a statewide program for transportation project delivery via the Virginia PPTA.

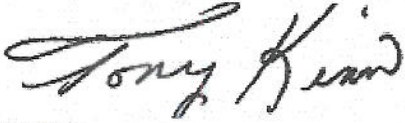
I would like to meet with you to discuss what we envision for a pipeline of candidate PPTA projects and an accompanying outreach plan with key stakeholders. This will be a significant step forward and we believe your input will play a critical role in the success of establishing a pipeline of PPTA projects. Ms. Yvonne Allen will be calling to identify a date / time in the next three weeks that works with your schedule.

As you know, PPTA projects are an integral component of the Commonwealth's long term strategy of addressing transportation challenges. Since the legislation was enacted in 1995, Virginia has successfully implemented nearly \$1.0 billion in major transportation projects under the PPTA. Virginia currently has approximately \$2 billion worth of active PPTA construction projects and nearly \$3.0 billion under agreement advancing as public-private partnerships. Defining a pipeline of candidate PPTA projects is the next critical step forward.

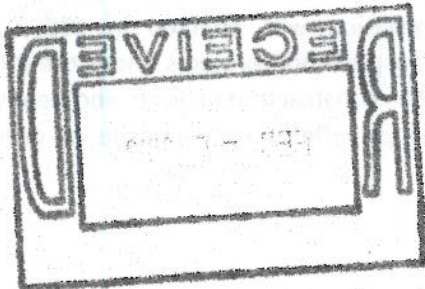


Please feel free to contact me (804-786-0456) or Dusty Holcombe, Deputy Director (804-786-3173) with any questions.

Sincerely,



Tony Kinn







## COMMONWEALTH of VIRGINIA

OFFICE OF TRANSPORTATION PUBLIC-PRIVATE PARTNERSHIPS

600 EAST MAIN STREET, SUITE 2120  
RICHMOND, VIRGINIA 23219

**Tony Kinn**  
Director

November 22, 2011

Dear Virginia Planning Partners:

In December 2010, the Commonwealth of Virginia established a new Office of Transportation Public Private Partnership (OTP3) to facilitate identification, development, and implementation of priority transportation infrastructure projects, via the Public-Private Transportation Act (PPTA), across all modes of transportation. Concurrently, the PPTA Implementation Manual was updated in 2010 to provide a framework for development and implementation of PPTA projects in a consistent, transparent, timely, and cost effective manner. In July 2011, I was appointed Director of the OTP3, responsible for developing and implementing a statewide program for transportation project delivery via the Virginia PPTA.

PPTA projects are an integral component of the Commonwealth's long term strategy of addressing transportation challenges. Since the legislation was enacted in 1995, Virginia has successfully implemented nearly \$1.0 billion in major transportation projects under the PPTA. Virginia currently has approximately \$2 billion worth of active PPTA construction projects and nearly \$3.0 billion under agreement advancing as public-private partnerships. Defining a pipeline of candidate PPTA projects is the next critical step.

The OTP3 is seeking your input to identify feasible candidate transportation projects to advance under the PPTA. The candidate projects submitted to the OTP3 must support the Commonwealth's transportation objectives and meet the high-level screening criteria outlined in the PPTA Implementation Manual (2010). The screening criteria include:

- Project complexity offering ability to effectively leverage private sector innovation and expertise
- Accelerate project development via use of PPTA delivery method
- Transportation Priorities identified in appropriate transportation plans and programs
- Project efficiencies fostered through appropriate transfer of risk over project lifecycle
- Ability to transfer risk to the private sector on a long-term basis
- Funding potential through revenue generation
- Ability to raise capital



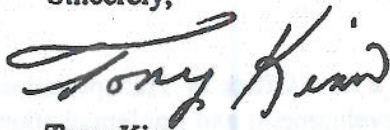
[www.vappta.org](http://www.vappta.org)  
VIRGINIA'S P3 PROGRAM

November 22, 2011  
Page Two

The attached Frequently Asked Questions (FAQ) will answer questions you may have in considering your priorities and potential candidate PPTA projects. Our website ([www.vappta.org](http://www.vappta.org)) also contains information for your use. We will also be attending the Governor's Transportation in early December 2011.

We look forward to beginning a successful partnership with you as we move forward identifying and delivering the Commonwealth's priority transportation projects in a timely and cost effective manner.

Sincerely,



Tony Kinn

Enclosure



## PPTA Frequently Asked Questions

**1. *What is the Office of Transportation Public-Private Partnerships and what does the OTP3 do?***

The Commonwealth of Virginia's Office of Transportation Public-Private Partnerships (OTP3) is responsible for developing and implementing a statewide program for project delivery via the Virginia Public-Private Transportation Act (PPTA) of 1995.

The OTP3 works in coordination with the Secretary of Transportation, all seven Virginia transportation agencies, and focuses on the development of public-private projects across all modes of transportation. Public-private partnerships offer an important tool for delivering transportation infrastructure by leveraging relationships with the private sector.

**2. *What is the PPTA and how is it different than traditionally delivered transportation projects?***

The Public-Private Transportation Act (PPTA), enacted by the General Assembly in 1995, is the legislative framework that allows private entities to enter into agreements with responsible public entities to construct, improve, maintain, and operate transportation facilities in Virginia. The PPTA encourages private sector innovation and investment in transportation projects, offers cost efficiencies through risk transfer, and expedites delivery of critical infrastructure projects.

**3. *What PPTA projects has the Commonwealth of Virginia advanced?***

Since the PPTA was enacted in 1995, Virginia has successfully implemented nearly \$1.0 billion in major transportation projects under the PPTA. Virginia currently has approximately \$2 billion worth of active construction projects and nearly \$3.0 billion under agreement advancing as PPTA projects. For a complete project listing and location map see [www.vappta.org/projects](http://www.vappta.org/projects).

**4. *Why is the OTP3 asking Transportation Agencies, MPO's, and PDC's to help identify candidate PPTA projects?***

The OTP3 is responsible for developing and implementing a statewide program for project delivery via the PPTA. However, each transportation agency, Metropolitan Planning Organization (MPO) and Virginia Planning District Commission (PDC) are best able to identify their specific priority projects and assist the OTP3 in assessing whether a project is a good candidate for procurement via the PPTA delivery method.

**5. *What makes a "good" candidate PPTA project?***

The PPTA Implementation Manual identifies several high-level project screening criteria that assist in assessing whether a project is a potential candidate for procurement via the PPTA delivery method. The high-level screening criteria include whether a project is of sufficient complexity, has the potential to accelerate project development, will advance overall transportation priorities, can foster efficiencies, has the potential to transfer risks and future responsibilities to private sector, the ability to generate revenue



or otherwise meet funding requirements, and the ability to raise capital. Conversely, projects that may not be suitable for procurement via the PPTA delivery method include projects with inconsistent support from local/state elected officials.

**6. How many candidate PPTA projects can be identified by each Agency, MPO or PDC?**

There is no predetermined number of projects that can be advanced via the PPTA delivery method. However, only those projects that meet the high-level project screening criteria identified in the PPTA Implementation Manual will be advanced.

**7. Is there a recommended minimum project dollar amount for a PPTA project, i.e. mega projects?**

No. Large and/or complex projects may be more likely to offer sufficient complexity, ability to transfer risks, and ability to raise capital when delivered as PPTA projects. However, there may be smaller individual projects that, when bundled together into one PPTA contract provide a regional transportation benefit and meet the same criteria as a larger project.

**8. How should the Agency, MPO's, or PDC's provide candidate PPTA project information to the OTP3?**

The PPTA Candidate Project form should be used to submit project information to the OTP3. The PPTA Candidate Project form and submittal information is available at [www.vappta.org/project\\_delivery\\_framework.asp](http://www.vappta.org/project_delivery_framework.asp).

**9. How will the PPTA Candidate Project information be evaluated?**

The OTP3 will review PPTA Candidate Project forms received against the high-level screening criteria in the PPTA Implementation Manual to determine feasibility of delivering a proposed project via the PPTA delivery method.

**10. When will the Agency, MPO, or PDC hear if their project will be advanced?**

The OTP3 will review the PPTA Candidate Project form and supporting information and provide a response to the entity originally providing the information, with a copy to the Sponsor agency as well. The Sponsor agency will be identified by transportation mode (e.g. VDOT would be the Sponsor agency for PPTA roadway project submitted by PDC). The timeframe for response from OTP3 to the submitting entity will vary depending on the level of detail provided and the complexity of the potential PPTA project being considered.

**11. What background information will help to advance a project under the PPTA?**

The PPTA Candidate Project form outlines the basic information necessary to consider feasibility of delivering a project via the PPTA. Any supplemental information that demonstrates why a project meets the high-level screening criteria would be beneficial.

**12. Is there a value to providing letters of endorsement from localities and local officials?**

The OTP3 will assess potential candidate PPTA projects against the high-level screening criteria when determining feasibility of delivering a project via the PPTA. Letters of support are not required; however, support of localities and local officials can be demonstrated via appropriate transportation plans and programs (SYIP, etc.).

**13. Is there greater consideration for a project if a locality will contribute funding?**

All criteria will be considered – funding is only one element. With state and federal transportation revenues increasingly challenged by needs, financial support of candidate projects by localities is encouraged.

**14. If I submit a candidate PPTA project from the SYIP, and it's not advanced as a PPTA project, what is the impact to that project?**

There is no impact. If a project is not feasible for delivery via the PPTA delivery method, it may still advance to construction through traditional funding mechanisms.

**15. How will candidate PPTA projects compete for funding or advancement?**

Candidate PPTA projects that meet the high-level screening criteria for advancement via the PPTA delivery method may be advanced to a detailed-level screening. For projects that advance through the high-level and detail-level screenings, a Steering Committee will consider all issues, including resources to prioritize projects with other potential PPTA projects. For additional information see the PPTA Implementation Manual.

**16. Is the OTP3 looking mostly for tolling projects?**

Tolling is only one of several options used to generate revenue to pay for transportation improvements (Capital Beltway). Projects may also be funded from taxing district revenues (Route 28), or project specific synergies created through partnership with the private sector (Coalfields Expressway).

**17. Do I prioritize my candidate PPTA projects?**

Yes. Before submitting candidate PPTA projects, priorities already established in transportation plans should be considered. When a PPTA Candidate Project form is submitted, the OTP3 will then assess feasibility of delivering the project via the PPTA delivery method.