



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: October 15, 2015

The attached materials include:

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions
DATE: October 15, 2015

At its meeting on October 2, the TPB Steering Committee approved the following resolutions:

- SR7-2016: 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 MD 355/Urbana Pike Bridge Replacement Project, as requested by the Maryland Department of Transportation (MDOT)
- SR8-2016: 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 Potomac Heritage Trail in the Recreational Trails Project Grouping and the Army Navy Drive Complete Street Bicycle/Pedestrian Improvements in the Federal Lands Highway Project Grouping, 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 THE MD 355/URBANA PIKE BRIDGE REPLACEMENT PROJECT, 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 September 23, 2015, MDOT has requested that the FY 2015-2020 TIP be amended to add \$1.863 million in Bridge Replacement and Rehabilitation Program (BR) and \$4.989 million in state funding for the MD 355/Urbana Pike 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 \$1.863 million in BR and \$4.989 million in state funding for the MD 355/Urbana Pike Bridge Replacement project in Frederick County, as described in the attached materials, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on October 2, 2015



Maryland Department of Transportation
The Secretary's Office

Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

Pete K. Rahn
Secretary

September 25, 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 one amendment 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 for this project are available due to an increase in federal aid obligational authority. This action does not impact air quality conformity.

TIP ID#	Project	Phase	Amount of New Funding	Comment
6486	MD 355 Urbana Pike Bridge Replacement	PE CO	\$2,352,000 \$4,500,000	Add funding for Preliminary Engineering and Construction.

MDOT requests that this amendment be approved by the Transportation Planning Board (TPB) Steering Committee at its October 2, 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.

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 ksnyer3@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: Mr. Eric Beckett, Division Chief, Regional and Intermodal Planning
Division, SHA
Ms. Heather Murphy, Director, Office of Planning and Capital Programming
Maryland Department of Transportation
Ms. Kari Snyder, Regional Planner, Office of Planning and Capital Programming
Maryland Department of Transportation

MEMORANDUM

TO: Ms. Heather Murphy
Director
Office of Planning and Capital Programming

ATTN: Ms. Lyn Erickson
Ms. Kari Snyder

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

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: September 23, 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 one project in the National Capital Region as summarized below and detailed in the attached TIP report. This amendment reflects:

- 1) The addition of \$2.4 million for the preliminary engineering phase and \$4.5 million in funds for the construction phase for a new project, MD 355 Urbana Pike Bridge Replacement (TIP 6486);

TIP	Project	Phase	New Funding	Comments
6486	MD 355 Urbana Pike Bridge Replacement	PE CO	\$2,352,000 \$4,500,000	Add an additional \$2.4 million in funds for the preliminary engineering phase (\$0.8 million in BRR funds for FY 15, \$0.2 million in State funds for FY 15, \$1.0 million in BRR funds for FY 16, and \$0.3 million in State funds for FY 16). Add an additional \$4.5 million in State funds for the construction phase (\$1.2 million for FY 17, \$1.8 million for FY 18, and \$1.5 million for FY 19).

410-545-5675/1-888-204-4828

My telephone number/toll-free number is

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

Ms. Heather Murphy
Page Two

The additional funds are available due to 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 SHA Regional Planner, Mr. David Rodgers, 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

Other

System Preservation Projects

TIP ID: 6486	Agency ID: FR5591	Title: MD 355 Urbana Pike Bridge Replacement	Complete: 2019	Total Cost: \$6,852
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Facility: MD 355 over CSXT Railroad	BR	100/0/0	825 a	1,038 a					1,863
From:									
To:	State	0/100/0	226 a	263 a	1,195 c	1,825 c	1,480 c		4,989
Total Funds:								6,852	

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



Amendment: Additional funding for Preliminary Engineering and Construction **Approved on: 10/2/2015**
 Add an additional \$2.3 million in funds for the preliminary engineering phase (\$0.8 million in BRR funds for FY15, \$0.2 million in State funds for FY15, \$1.0 million in BRR funds for FY16, and \$0.3 million State funds for FY16). Add an additional \$4.5 million in State funds for the construction phase (\$1.2 million for FY17, \$1.8 million for FY18, and \$1.5 million for FY19).

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 POTOMAC HERITAGE TRAIL IN THE
RECREATIONAL TRAILS PROJECT GROUPING AND THE ARMY NAVY DRIVE COMPLETE STREET
BICYCLE/PEDESTRIAN IMPROVEMENTS IN THE FEDERAL LANDS HIGHWAY PROJECT GROUPING,
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 September 22, 2015, VDOT has requested that the FY 2015-2020 TIP be amended to include \$750,000 in Federal Lands Access Program (FLAP) funds in FY 2015 for the new Recreational Trails Project Grouping to include the Potomac Heritage Trail in Prince William County; and an additional \$700,000 in FLAP funding in FY 2015 to the Federal Lands Highway Project Grouping for the inclusion of Army Navy Drive Complete Street Bicycle/Pedestrian Improvements in Arlington County, 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 include \$750,000 in FLAP funds in FY 2015 for the new Recreational Trails Project Grouping to include the Potomac Heritage Trail in Prince William County; and an additional \$700,000 in FLAP funding in FY 2015 to the Federal Lands Highway Project Grouping for the inclusion of Army Navy Drive Complete Street Bicycle/Pedestrian Improvements in Arlington County, as described in the attached materials, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on October 2, 2015.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

September 22, 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 to add
Army Navy Drive Complete Street Bicycle/Pedestrian Improvements, UPC# 106496

Dear Chairman Mendelson:

The Virginia Department of Transportation requests an amendment to the FY 2015-2020 Transportation Improvement Program (TIP) to add funding for the Army Navy Drive Complete Street project. The amendment is needed to reflect the latest planned funding obligations for this project. This locally administered Arlington County project will add bicycle and pedestrian improvements to Army Navy Drive between South Joyce Street and 12th Street South.

VDOT is programming \$700,000 in Federal Lands Access Program (FLAP) funds for the preliminary engineering phase of this project. The project is included in the Construction: Federal Lands Highway TIP grouping. 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 2014 CLRP update. This amendment is not regionally significant for the purposes of air quality conformity analysis.

VDOT requests that this TIP Amendment be approved by the Transportation Planning Board's Steering Committee at its meeting on October 2, 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,

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

cc: Ms. Dianne Mitchell, VDOT
Ms. Maria Sinner, P.E., VDOT-NOVA
Ms. Lauren Mollerup, P.E., VDOT-NOVA
Ms. Jan Vaughan, VDOT-NOVA
Mr. Norman Whitaker, AICP, VDOT-NOVA VirginiaDot.org
WE KEEP VIRGINIA MOVING



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

September 22, 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 to add a new Recreational Trails Project Grouping to the TIP, and to include the Potomac Heritage Trail (UPC# 106490) in this Grouping

Dear Chairman Mendelson:

The Virginia Department of Transportation requests an amendment to the FY 2015-2020 Transportation Improvement Program (TIP) to add a project grouping for Construction: Recreational Trails to the TIP, and to include the Potomac Heritage Trail at Featherstone Wildlife Park in this new grouping. The amendment is needed to reflect the latest planned funding obligations for this project.

VDOT proposes to add \$750,000 in Federal Lands Access Program (FLAP) funds to the TIP. The project involves engineering and construction of several segments of an accessible boardwalk through Featherstone Wildlife Refuge in Woodbridge, Prince William County.

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 2014 CLRP update. This amendment is not regionally significant for the purposes of air quality conformity analysis.

VDOT requests that this TIP Amendment be approved by the Transportation Planning Board's Steering Committee at its meeting on October 2, 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,

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

cc: Ms. Dianne Mitchell, VDOT
Mr. Dic Burke, VDOT-NOVA
Mr. Norman Whitaker, AICP, VDOT-NOVA

Ms. Maria Sinner, P.E., VDOT-NOVA
Ms. Jan Vaughan, VDOT-NOVA

VirginiaDot.org
WE KEEP VIRGINIA MOVING

**NORTHERN VIRGINIA
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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Bike/Ped

Project Grouping for Construction: Recreational Trails

TIP ID: 6485	Agency ID:	Title: Project Grouping: Construction: Recreational Trails	Project Cost:	Complete:
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Facility:	FLAP	100/0/0	65 a	750
From:			685 c	
To:				Total Funds: 750

Description: Project Grouping for construction of recreational trails that do not impact the Air Quality Conformity Analysis.

Amendment: Add New Project **Requested on: 10/2/2015**
 Add grouped project to FY 2015-2020 TIP with \$750,000 in Federal Lands Access Program funds for PE and Construction in FY 2015

Federal Lands Highway Program

Construction : Federal Lands Highway

TIP ID: 6441	Agency ID:	Title: Project Grouping: Constuction : Federal Lands Highway	Project Cost: \$905	Complete:
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Facility:	FLAP	100/0/0	700 a	904
From:			204 c	
To:				Total Funds: 904

Description: Grouping for federally funded transportation improvements on federal lands.
 TIP AMD to add Federal Lands grouping - add \$163,363 (PB - FLAP) FFY15 CN phase (lco 05/27/15)

Amendment: New Project **Approved on: 6/5/2015**
 TIP amendment to add Federal Lands grouping - add \$163,363 (PB - FLAP) FFY15 CN phase

Amendment: Add Funding **Requested on: 10/2/2015**
 Add \$700,000 in Federal Lands Access Program funds to FY 2015



MEMORANDUM

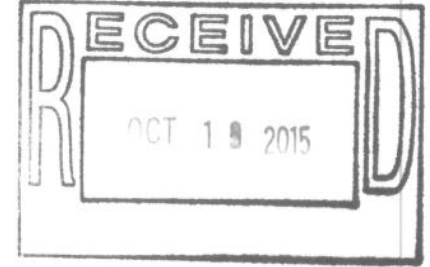
TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received Since the September 16th TPB Meeting
DATE: October 15, 2015

The attached letters were sent/received since the September 16th TPB meeting. The letters will be reviewed under Agenda Item 5 of the October 21 TPB agenda.



City of Bowie

15901 Excalibur Road
Bowie, Maryland 20716



October 9, 2015

Mr. Kanti Srikanth, Director
Department of Transportation Planning
Metropolitan Washington Council of Governments
National Capital Region Transportation Planning Board
777 North Capitol Street N.E. Suite 300
Washington, DC 20002-4290

RE: Freight Railroad Discussions
Transportation Planning Board

Dear Mr. Srikanth:

The City has become aware that members of the Transportation Planning Board (TPB) have been discussing the National Capital Planning Commission's Rail Relocation Study. We are aware that the TPB will be meeting on October 21, 2015 to engage in further discussion. I wanted to bring to your attention the position of the Bowie City Council regarding the use of the existing CSX Pope's Creek Line railroad tracks, which run the entire length of our 18 square mile city. Any intensification, beyond the current usage of the CSX railroad tracks by coal trains, is unacceptable to the City. The attached letter dated September 11, 2011, sent to the National Capital Planning Commission, details the City's concerns with increased train traffic.

If you have any questions about the City Council's policy position, please contact Mr. Joseph M. Meinert, Director of Planning and Economic Development, at 301-809-3045 or me at 301-809-3030.

Sincerely,

David J. Deutsch
City Manager

Enclosure



City of Bowie

15901 Excalibur Road
Bowie, Maryland 20716

September 20, 2011

Mr. L. Preston Bryant, Jr., Chairman
National Capital Planning Commission
401 9th Street, NW
North Lobby
Suite 500
Washington, DC 20004

RE: Freight Railroad Realignment NEPA Studies
Draft Proposed Federal Capital Improvement Program for the
National Capital Region, Fiscal Years 2012-2017 (NCPC File No. 1485)

Dear Chairman Bryant:

Thank you for forwarding a copy of the Draft Proposed Federal Capital Improvement Program (FCIP) for the National Capital Region, Fiscal Years 2012-2017 to the City of Bowie for our review. We have again noticed that the Draft Proposed FCIP continues to include, and the National Capital Planning Commission (NCPC) continues to recommend, a full National Environmental Policy Act (NEPA) evaluation for the above-referenced project (Page 112).

As you will likely remember, the City of Bowie previously expressed its strong opposition to any aspect of this project and requested that it be deleted from Proposed Federal Capital Improvement Program for the National Capital Region. Your FY 2012-2017 Draft document, while shifting the NEPA evaluation from "Recommended and Strongly Endorsed" to "Recommended for Future Programming", still encourages the Freight Railroad Realignment, which is contrary to the City's intentions.

We would like to go on record this time as opposing inclusion of the NEPA study process for the Freight Railroad Realignment proposal, despite its apparent lower priority ranking in the FCIP within the "Recommended for Future Programming" category. As we have stated previously, implementation of the CSX National Gateway project would avoid creation of a heavily-used freight corridor that would disrupt vehicular traffic and the overall quality of life for residents in eastern Prince George's County, as well as Charles County. The CSX National Gateway proposal will reduce bottlenecks by enabling double stack trains to be used along the alignment running through the District of Columbia and then up either the Camden Line or Brunswick Line, thereby eliminating the need for using the Pope's Creek Branch. We therefore find the recommended NEPA evaluation for the Freight Railroad Realignment to be unnecessary.

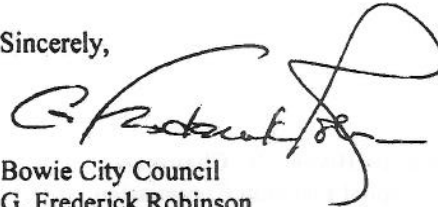
Should any further consideration of the Pope's Creek corridor be entertained, for the above reasons, the Bowie City Council will continue to oppose and strongly object to any specific funding or examination of a freight railroad realignment that will result in freight trains carrying hazardous and/or toxic materials through the City of Bowie.

MAYOR G. Frederick Robinson MAYOR PRO TEM James E. Marcos

COUNCIL: Dennis Brady ♦ Henri Gardner ♦ Diane M. Polongra ♦ Isaac C. Trouth ♦ Todd M. Turner CITY MANAGER David J. Deutsch
City Hall ♦ 301-262-6200 FAX ♦ 301-809-2302 TDD ♦ 301-262-5033 WEB www.cityofbowie.org

Thank you for your consideration of these updated comments and for the opportunity to make recommendations on the Draft FY 2012-2017 Federal CIP.

Sincerely,



Bowie City Council
G. Frederick Robinson
Mayor

cc: The Honorable Benjamin L. Cardin, United States Senate
The Honorable Barbara Mikulski, United States Senate
The Honorable Steny H. Hoyer, United States House of Representatives
The Honorable Donna Edwards, United States House of Representatives
The Honorable Martin J. O'Malley, Governor, State of Maryland
The Honorable Anthony G. Brown, Lieutenant Governor, State of Maryland
The Honorable Douglas J.J. Peters, Maryland State Senate
The Honorable Marvin E. Holmes, Maryland House of Delegates
The Honorable James W. Hubbard, Maryland House of Delegates
The Honorable Geraldine Valentino-Smith, Maryland House of Delegates
The Honorable Rushern L. Baker, III, Prince George's County Executive
The Honorable Ingrid M. Turner, Prince George's County Council
The Honorable Elizabeth M. Hewlett, Prince George's County Planning Board
Dr. Fern Piret, Prince George's County Planning Director
Dr. Haitham Hijazi, Prince George's Director of Public Works
Mr. Marcel C. Acosta, Executive Director, NCPC
Mr. Stacy Wood, Community Planner, NCPC

From: **Stewart Schwartz** <stewart@smartergrowth.net>
Date: Tue, Sep 1, 2015 at 8:32 AM
Subject: For TPB Letters Packet -- Responses to Texas Transportation Institute Report
To: "Mendelson, Phil (COUNCIL)" <pmendelson@dccouncil.us>
Cc: tim.lovain@alexandriava.gov, TPBComment@mwkog.org, bnewton@rockvillemd.gov

Chairman Mendelson. First Vice Chair Lovain, Second Vice Chair Newton, and members of the TPB:

You probably saw the Washington Post story about the semi-regular Texas Transportation Institute Study (TTI study is now funded by INRIX). However the Post story failed to note the many critiques of TTI's methodology and narrow focus. The TTI report ignores changing demographics and the benefits of smart growth, transit, and TDM investments. It ignores the nearly one million trips per day on Metro rail and bus in the DC area.

We believe it would be helpful to include a full package of information about the TTI report in the September meeting packet including the following:

Post: http://www.washingtonpost.com/local/trafficandcommuting/the-us-is-choking-on-its-traffic/2015/08/25/17fe4e7a-4b35-11e5-902f-39e9219e574b_story.html

WAMU: [Pro-Transit Group Attacks D.C. Traffic Congestion Report As Deeply Flawed](#)

WTOP: [Not Everyone Thinks DC Traffic is the Worst](#)

NBC4: <http://www.nbcwashington.com/news/local/DC-Drivers-Spend-the-Most-Time-in-the-Car-Study-322923281.html>

CSG Press Release: <http://www.smartergrowth.net/news-parent/press-releases/annual-congestion-report-is-flawed-biased-and-ignores-smart-growth-solutions/>

Blog Posts:

Transportation for America: <http://t4america.org/2015/08/26/new-traffic-congestion-report-raises-more-questions-than-it-answers/>

Greater Greater Washington: <http://greatergreaterwashington.org/post/27908/hey-look-that-flawed-texas-am-traffic-study-is-back-and-grabbing-the-usual-headlines/>

Expert critiques:

Brookings - Robert Puentes:
<http://www.brookings.edu/blogs/the-avenue/posts/2015/08/27-urban-traffic-congestion-puentes#.Vd8lQ1HjloY.twitter>

Victoria Transportation Policy Institute - Todd Littman:2015:
<http://www.planetizen.com/node/80588/2015-urban-mobility-scorecard-still-measuring-urban-travel-conditions-incorrectly>
and 2013: <http://www.planetizen.com/node/61087>

Joe Cortright (economist): His April Fools 2015 take on
TTI: <http://cityobservatory.org/cappuccino-congestion-index/>
and see also is report for CEO's for Cities called Driven Apart (I have an electronic copy)

Finally,

Tim Lomax in the WAMU story admits limitations of his measure:

In response to the coalition's criticism, Lomax conceded the report's methodology does not take into account non-car commuting modes.

"They have some good points," Lomax said. "And they are points that we have included not only in our proposed solutions, but also in terms of our methodology."

"We have backed away from trying to make estimates of what is happening on the transit side because we don't have very good transit data. We don't have good data about how people are walking. So we concentrated on where we have the data," he said.

Sincerely,

Stewart Schwartz
Executive Director
Coalition for Smarter Growth



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: October 15, 2015

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Eric Randall, TPB Transportation Engineer
SUBJECT: Updating the Board on follow up actions related to the January 12, 2015 Metrorail L'Enfant Plaza smoke incident.
DATE: October 14, 2015

SUMMARY

This memorandum provides an update on activities taken subsequent to the January 12, 2015 Metrorail L'Enfant Plaza smoke incident.

BACKGROUND

During its January 21, 2015 meeting the Transportation Planning Board (TPB) engaged in a brief discussion of the fatal incident on the Yellow line of the Metrorail at the L'Enfant Plaza station on Jan. 12, 2015. Given the Board's association with regional transit projects and its interest in and long standing support for the Metrorail system it was decided that the TPB's Steering Committee would stay engaged in monitoring the developments related to this incident. The Steering Committee was charged with keeping the Board apprised of: (1) the developments related to the Jan. 12, 2015 event, (2) any recommendations for actions that the Transportation Planning Board (TPB) would have to take, and (3) any information needed to inform the TPB as to how it can remain engaged with or offer support for the Metrorail system.

Memorandum updates were provided to the Board in February, March, June, and July. In April, the Board was briefed by Mr. Stuart Freudberg, COG's Deputy Executive Director, and by Mr. Robert Troup, WMATA Deputy General Manager for Operations, on the actions WMATA and COG Committees had taken to date.

[April 2015 Briefing to the Board on Actions subsequent to the January 12 incident](#)

RECENT ACTIVITIES

NTSB SAFETY RECOMMENDATIONS AND USDOT RESPONSE

On September 30, the National Transportation Safety Board (NTSB) issued a pair of urgent safety recommendations to the US Department of Transportation (USDOT). The NTSB recommended that 1) WMATA be listed as a commuter authority under Title 45 of the United States Code, which would place WMATA under the regulatory oversight of the Federal Railroad Administration (FRA); and 2) for the FRA Administrator to develop and implement a plan to take over WMATA safety oversight within six months. The NTSB Letter is available at: <http://www.nts.gov/safety/safety-recs/reclatters/R-15-031-032.pdf>

On October 9, USDOT Secretary Anthony Foxx responded to the NTSB, agreeing with the NTSB's finding that an enhanced and more effective safety oversight of WMATA's rail system is needed most urgently but stating that instead of the FRA the Federal Transit Administration (FTA) would be assuming the leadership of the state safety oversight agency (SSOA) function from the Tri State Oversight Committee (TOC), though the TOC will continue to assist the FTA. The TOC has been the federally certified SSOA for WMATA's rail operations.

Secretary Foxx noted in the letter that through the Moving Ahead for Progress in the 21st Century Act (MAP-21) legislation, Congress provided the Federal Transit Administration (FTA) with greatly enhanced, independent safety oversight authority, which if necessary, allows FTA to assume those same authorities in the absence of an effective SSOA. FTA's leadership of the TOC means that FTA will now directly enforce and investigate the safety oversight of WMATA Metrorail until the District of Columbia, Maryland, and Virginia establish a fully functioning and capable SSOA.

The letter notes that this expanded FTA enforcement effort will: include orders and directives pursuant to rail safety; require WMATA to spend Federal funds to address safety deficiencies; and amend the Corrective Action Plan (CAP) to include previous TOC notices of deficiencies, the implementation of which will be overseen directly by FTA with assistance from the TOC. The FTA investigation efforts will include unannounced facility inspections and issuance of directives as necessary to address safety deficiencies.

The USDOT response to the NTSB is available at:

<https://www.transportation.gov/sites/dot.gov/files/docs/Outgoing%20Letter%20to%20Chairman%20Hart%20re%20NTSB.pdf>

TRI-STATE OVERSIGHT COMMITTEE AND COG

The District of Columbia, the State of Maryland and the Commonwealth of Virginia (the TOC member jurisdictions) created the TOC as the SSOA in 1997 to oversee the safety of WMATA's Metrorail system. MAP-21 legislation requires the existing SSOAs to be reconstituted as independent legal entities to assume the enhanced responsibilities of a State Safety Oversight Agency to oversee the safety of urban rail operations consistent with FTA requirements, including adequate authority and resources to review and approve the rail transit system's safety plans, and to oversee, through investigations and enforcement, the safety of the rail transit system.

The TOC member jurisdictions have initiated the work to reconstitute the existing TOC into a MAP-21 compliant SSOA (being referred to as the Metro Safety Commission, or MSC) to oversee the safety of WMATA's rail system. The member jurisdictions and the FTA requested COG to serve as the designated recipient of FTA funds available to the SSOAs until the MSC is stood up and becomes an eligible direct recipient of FTA state safety oversight funds. At its April 8 meeting, the COG Board of Directors approved entering into a memorandum of understanding with the District of Columbia, the State of Maryland, and the Commonwealth of Virginia for this purpose.

COG has been providing decision support services to the member jurisdictions working to stand up the MSC. Working with COG the member jurisdictions have had the FTA certify a work plan to complete the reconstitution of the TOC as an MSC. In September, the FTA approved COG's grant application for \$1.6 million in SSO funds from federal fiscal year 2013. COG is working closely with the three member jurisdictions to implement the various actions outlined in the FTA certified work plan.



National Capital Transportation Planning Board (TPB) Enhanced Mobility Grant Solicitation-at-a-Glance August 14 to November 2, 2015

Program Background

The Federal Transit Administration's (FTA's) Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) is a new program created under the MAP-21.

The program purpose is to enhance mobility for seniors and persons with disabilities by providing matching grants to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

The TPB will conduct a solicitation for FTA's Enhanced Mobility of Seniors and Individuals with Disabilities grant program from August 14 to November 2, 2015. Some key information about the solicitation is provided here.

Funding Amounts

Approximately **\$5 million** in federal funds are available for this solicitation; funds must be matched by the applicant. 20% for capital or mobility management grants¹ and 50% for operating grants.

Matching Funds must be clearly identified and secured at the time of application (In-kind contributions **are not an** allowable source of match).

Eligibility

Non-profit agencies, local governments, private providers and transit agencies are eligible for the grant funding. Examples of eligible projects include travel training, mobility managers, taxi and shuttle services, and door-through-door escorted transportation service.

On-Line Application and Deadline

Applications must be submitted on-line by 2pm on November 2; **late or incomplete applications will not be considered for funding.** The application is available at www.tpbcoordination.org.

For the application
and more information:
www.tpbcoordination.org

¹ FTA defines mobility management as short-range planning and management activities and grants for improving coordination among public transportation and other transportation service providers.

Pre-Application Conferences

Applicants MUST attend a pre-application conference; the conferences provide instructions on completing the on-line application and a review of Federal program requirements. Four pre-application conferences have occurred to date; however, TPB staff can schedule additional conferences by request: contact Lynn Winchell-Mendy, lmendy@mwkog.org or 202-962-3253

Priority Projects

Priority Projects have been identified to address significant gaps in transportation for people with disabilities and older adults. The [list](#) of priority projects includes travel training, mobility managers and taxi and shuttle services among others; descriptions can be found under “Resources” on the website. Priority projects are not weighted more heavily than other eligible projects and are subject to the same competitive selection criteria.

Competitive Selection Process

An independent selection committee will make recommendations for funding to the TPB based on the six selection criteria. The selection criteria are available on the website under “Resources” and include:

- Responsiveness to the four strategies in the TPB’s [Coordinated Human Service Transportation Plan](#);
- Demonstration of coordination among agencies and/or jurisdictions; and
- Institutional capacity of the applicant to manage and administer an FTA grant including prior grant performance (if applicable).

Staff Contacts for Questions and Technical Assistance

Lynn Winchell-Mendy, Grants Manager
lmendy@mwkog.org or 202-962-3253

Sergio Ritacco, Website and Application Support
sritacco@mwkog.org or 202-962-3232

Alternative Formats and Accommodations

Alternative formats of the application and this document are available upon request. Please contact Sergio Ritacco at sritacco@mwkog.org or 202-962-3232. TDD (202)-962-3213.