



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** December 11, 2015

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There were no Steering Committee actions in December.

The attached materials include:

- Letters Sent/Received
- Announcements and Updates





**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Letters Sent/Received Since the September 16<sup>th</sup> TPB Meeting  
**DATE:** December 11, 2015

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The attached letters were sent/received since the November 18 TPB meeting. The letters will be reviewed under Agenda Item 5 of the December 16 TPB agenda.



**Commission Members**

**Presidential Appointees**

L. Preston Bryant, Jr., Chairman  
Elizabeth A. White

**Mayoral Appointees**

Arrington Dixon  
Geoffrey Griffis

**Ex Officio Members**

Secretary of Defense  
The Honorable Ashton Carter

Secretary of the Interior  
The Honorable Sarah Jewell

Acting Administrator  
General Services Administration  
The Honorable Denise Roth

Chairman  
Committee on Homeland Security  
and Governmental Affairs  
United States Senate  
The Honorable Ron Johnson

Chairman  
Committee on Oversight  
and Government Reform  
U.S. House of Representatives  
The Honorable Jason Chaffetz

Mayor  
District of Columbia  
The Honorable Muriel Bowser

Chairman  
Council of the District of Columbia  
The Honorable Phil Mendelson

**Executive Director**

Marcel C. Acosta

November 17, 2015

The Honorable Phil Mendelson  
Chair  
Transportation Planning Board  
777 North Capitol Street, NE, Suite 300  
Washington, DC 20002

Re: 50<sup>th</sup> Anniversary of the Transportation Planning Board

Dear Chairman Mendelson:

On behalf of the National Capital Planning Commission, it is with great pleasure that I congratulate the Transportation Planning Board (TPB) on the occasion of its 50<sup>th</sup> anniversary. NCPC applauds the work of the TPB, and in particular, the elected and appointed officials and staff that have dedicated their time and energy to develop coordinated regional transportation approaches.

The TPB plays a critical role in bringing together multiple stakeholders with diverse interests and issues to work towards shared goals for transportation, recognizing the importance of mobility and access. As the federal government's central planning agency for the National Capital Region, we are keenly aware of the importance (and challenge!) of regional coordination, as well as the relationship of transportation to land use, environmental, and development outcomes.

Looking forward, rapidly changing technology, preferences, and growth patterns are reshaping not only our transportation systems, but how we work and live our day to day lives. The TPB is instrumental in providing good information, best practices, and strategic, thoughtful approaches that ensure that our local actions and decisions respond to these changes and work towards commonly held regional goals.

The Honorable Phil Mendelson  
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We value the close working relationship that NCPC has with the Metropolitan Washington Council of Governments and the Transportation Planning Board, and look forward to continuing this work into the future.

With warm regards,

A handwritten signature in black ink, appearing to read "L. Preston Bryant, Jr.", written in a cursive style.

L. Preston Bryant, Jr.  
Chairman

Cc: Chuck Bean, Executive Director, MWCOG  
Kanti Srikanth, Director of Transportation



National Capital Region  
**Transportation Planning Board**

November 20, 2015

Ms. Therese McMillan  
Acting Administrator, Federal Transit Administration  
US Department of Transportation  
1200 New Jersey Ave, SE  
Washington DC, 20590

Re: FTA Grant Application for Low or No Emission Vehicle Deployment Program

Dear Administrator McMillan:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB) for the District Department of Transportation's application for federal funding under the Low and No Emission Vehicle Deployment (LoNo) Program to support the purchase of electric buses and to expand transit services. This award would be administered by the District Department of Transportation as the designated FTA recipient.

The TPB as the metropolitan planning organization (MPO) for the national capital region has long supported increased investment of transportation dollars to support improvements in the environment and the region's bus system. New buses using zero emissions systems will provide benefits to the region's citizens through cleaner and higher quality transportation service.

The Transportation Planning Board supports these goals and appreciates your strong consideration of this application as it directly responds to regional transportation goals and priorities adopted by the Transportation Planning Board and identified in the Washington region's long-range transportation plan. I understand that upon successful grant award, the region's transportation improvement program (TIP) will be amended to include the grant funding within 6 months of award.

Sincerely,

A handwritten signature in blue ink, appearing to read "Phil Mendelson".

Phil Mendelson  
TPB Chairman

cc: Mr. Sam Zimbabwe, Associate Director, District Department of Transportation







## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Announcements and Updates  
**DATE:** December 11, 2015

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





## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Proposal to form a working group to determine a process for evaluating new project submissions for the CLRP  
**DATE:** December 10, 2015

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The TPB has been discussing the projected system performance outcomes of the 2015 CLRP in the past few monthly meetings. Some members of the Board have stated that the system-wide performance of the CLRP is less than satisfactory and suggested that the Board should consider enhancements to the process by which the CLRP is developed.

One of the outcomes of this general sentiment is the recently established Unfunded Capital Needs Work Group which is working to identify a limited set of regionally significant multi-modal projects that are currently unfunded but have the greatest potential to help improve the performance of the region's transportation system if funded and added to the CLRP.

A couple of members of the Board have suggested that the TPB establish a Task Force made of interested members of the Board to explore other enhancements to the TPB's CLRP development process and recommend enhancements that the TPB would consider adopting for future updates to the CLRP.

A work session of the Board is being proposed to be held in January (tentatively on Wednesday, January 20, 2016 from 10:30 to 11:45 at COG) to discuss the matter. The purpose of the TPB work session will be to identify the issue that is to be addressed by the Task Force and develop a consensus-based charge for the Task Force. The charge for the Task Force would include the specific issue the Task Force is to address and the framework for any recommendations it would develop for the Board to consider. Discussions from the work session will form the basis of a resolution for the TPB to adopt that would create a Task Force with a specific charge decided by the Board.

A couple of members of the Board have developed draft resolutions suggesting the charge for this Task Force and these are provided as attachments to this memo. Discussion of this topic during the December 4 TPB Technical and Steering Committee meetings generated additional questions and suggestions about the issue to be addressed as well as suggestions for the Task Force's charge. Given the policy oriented nature of the topic and the proposals made to date, strong participation of members of the Board in the January 20, 2016 work session and a deliberative discussion of the topic will be important. Board members and their alternatives are encouraged to participate in the work session.



## **PROPOSED DRAFT**

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

**RESOLUTION TO CREATE A WORKING GROUP  
TO ADVANCE REGIONAL TRANSPORTATION AND CLIMATE GOALS**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the National Capital Region (Region), has the responsibility under the provisions of Moving Ahead for Progress in the 21st Century (MAP-21) to carry out continuing, cooperative and comprehensive transportation planning for the Region; and

**WHEREAS**, the Region's Constrained Long Range Plan (CLRP) accomplishes federal requirements by tracking proposed transportation projects with a reasonable likelihood of funding, but does not track the impacts of individual component projects; and

**WHEREAS**, the TPB's Regional Transportation Priority Plan (RTPP), in association with the Metropolitan Washington Council of Governments' (COG) Region Forward plan, lays out a shared vision of the Region's future, and establishes Regional planning priorities that include, among others, environmental sustainability and clustering of future growth into transit-accessible activity centers; and

**WHEREAS**, the TPB, in association with the Metropolitan Washington Council of Governments (COG), has endorsed aggressive greenhouse gas reduction goals, including an 80 percent reduction below 2005 levels by 2050, via COG resolutions R60-08 and R9-10, and TPB resolution R10-2015; and

**WHEREAS**, the COG Multi-Sector Working Group on Greenhouse Gas Emissions (MSWG) has identified implementable local, regional and state actions to reduce greenhouse gas emissions in the hopes of achieving that 80 percent reduction goal; and

**WHEREAS**, failing to meet the Region's greenhouse gas reduction goals will have dire consequences to the Region's economic well-being and environmental quality; and

**WHEREAS**, other Regional entities such as the Virginia Department of Transportation (VDOT) and the Northern Virginia Transportation Authority (NVTA) have existing project analysis processes, which support goals related to but distinct from those within RTPP and Region Forward, which involve significant costs and time to produce, and which TPB has no need to duplicate;

**NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD:**

Establishes a working group composed of elected officials, TPB members, and technical staff, to begin meeting in January, 2016, to:

1. Develop by autumn 2016 an action plan for implementing the near-term and stretch transportation and land use recommendations described in the MSWG report, as well as recommendations for establishing legally-permissible and binding greenhouse gas reduction targets; and

## *PROPOSED DRAFT*

2. Develop a methodology to analyze major individual projects proposed during future CLRP updates, according to the goals embedded in the RTPP and Region Forward. Such methodology shall:
  - a. Result in a points-based score for major projects on an individual project-by-project basis; and
  - b. Be practical to implement as part of every CLRP update going forward, and therefore shall not require the use of comprehensive traffic modeling; and
  - c. Be for informational purposes only, and therefore shall not constitute a screen for determining inclusion of projects into the CLRP; and
  - d. Be finalized by summer 2016, in time to be implemented for major projects proposed within the 2016 update to the CLRP.

To the extent practical, such working group may coordinate with the COG greenhouse gas reduction working group created by COG resolution R59-2015.

**DRAFT**

*Distributed by Peter Schwartz - TPB BOARD MEMBER*  
November 18, 2015  
**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**  
777 NORTH CAPITOL STREET, N.E.  
Washington, D.C. 20002

**RESOLUTION**

**TO CREATE AN "UNCONSTRAINED" WORKING GROUP TO EXPLORE "OUTSIDE-THE-BOX" SOLUTIONS TO LONG RANGE REGIONAL CONGESTION AND ACCESSIBILITY CHALLENGES**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB) was created in 1965 by the region's local and state governments to respond to federal highway legislation that required the establishment of a "continuing, comprehensive and coordinated" transportation planning process in every urbanized area in the United States; and

**WHEREAS**, the TPB's 50th anniversary this year provides an opportunity to look back at the Board's role, accomplishments and disappointments with respect to the region's transportation challenges and goals; and

**WHEREAS**, the TPB's 50<sup>th</sup> anniversary also provides an opportunity for the Board to look ahead to the future of regional transportation in the National Capital Region, and to consider new and creative approaches to the region's transportation challenges, including "outside-the-box" approaches that have not heretofore been considered or even imagined; and

**WHEREAS**, despite massive investments in transportation infrastructure over the preceding 50-year period, traffic congestion throughout the region has increased dramatically to the dismay of our citizens, businesses, and local and state governments; and

**WHEREAS**, citizens, businesses, and local and state governments within the region also have expressed related concerns regarding accessibility to efficient transportation networks and infrastructure within the region, as well as the appropriate balance of prospective infrastructure investment on a regional basis; and

**WHEREAS**, projections prepared by TPB staff as part of its ongoing analysis of the Constrained Long Range Plan (CLRP) and the annual amendments thereto show that congestion will continue to increase substantially in the future despite the anticipated \$244 billion additional funding for regional transportation over the 25-year life of the CLRP as currently approved; and

**WHEREAS**, the TPB is concerned that a "business as usual" approach to future regional transportation planning and investment will not adequately address the identified congestion and accessibility challenges; and

**WHEREAS**, the TPB has the ultimate responsibility under federal law, including the "Moving Ahead for Progress in the 21<sup>st</sup> Century Act" (MAP-21), for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the entire metropolitan area;

**NOW, THEREFORE, BE IT RESOLVED, THAT** the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD hereby creates a working group entitled the "Fresh Look for the Next Fifty Working

**DRAFT**

Group” specifically tasked and empowered to imagine, create and develop potential “outside-the-box” solutions to the region’s transportation challenges; that such Working Group be comprised of individuals selected by the Chairman on or before December 15, 2015 based on voluntary expressions of interest in participating, and with a chair designated by the Working Group at its first meeting; that such Working Group shall be expected report on its progress and ideas at the June , 2016 meeting of the TPB, and that the TPB staff shall be expected to participate in the Working Group and assist the Working Group as needed with administrative and analytic assistance from time to time;

**AND BE IT FURTHER RESOLVED, THAT** the TPB challenges the “Fresh Look for the Next Fifty Working Group” to put aside “business as usual” thinking, and to return to the Board with new and innovative approaches that are intended to dramatically reduce traffic congestion and enhance accessibility to transportation options throughout the National Capital Region.





## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Eric Randall, TPB Transportation Engineer  
**SUBJECT:** Update on the Implementation of the TPB Regional Priority Bus Project under the Transportation Investments Generating Economic Recovery (TIGER) Program  
**DATE:** December 10, 2015

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This memorandum provides a report on the implementation status and grant funding drawdown on the group of projects funded with federal Transportation Investments Generating Economic Recovery (TIGER) funds awarded to the TPB in February 2010. Also included in the memorandum is a summary status report of the ongoing activities of projects underway and scheduled to be completed in the next months.

The \$58 million TIGER grant program has sixteen component projects being implemented on transit corridors across the District of Columbia, Maryland, and Virginia. There are five implementing agencies: the City of Alexandria, Virginia; the District of Columbia Department of Transportation (DDOT); the Maryland Department of Transportation (MDOT); the Potomac and Rappahannock Transportation Commission (PRTC); and the Washington Metropolitan Area Transit Authority (WMATA). Table 1 lists the individual projects along with the estimated cost and the lead agency responsible for project implementation and Figure 1 displays the Regional Priority Bus Network created by the TIGER component projects.





### **IMPLEMENTATION AND FUNDING DRAWDOWN**

As of December 1, 2015, four of the 16 projects are essentially complete. As of November 30, 2015 approximately \$33.3 million of the grant, or 57%, has been invoiced and reimbursed. Approximately \$3.5 million of additional work has been completed by contractors and manufacturers for the implementing agencies, but invoices have not yet been submitted to COG for federal reimbursement. As of December 1, 2015, the 12 remaining projects are underway for a combined amount of about \$21.9 million in reimbursable expenses.

The grant expires in September 30, 2016, and unused funds will be returned to the US Treasury. With the time needed for final invoicing and processing of the reimbursement from the Federal Transit Administration (FTA), all construction and implementation work must essentially be completed by June 30, 2016.

### **MAJOR PROJECTS AT RISK CHART**

Of the twelve projects currently underway, the following four major projects are scheduled to be completed close to the desired deadline of June 30, 2016 or have construction work to be completed during the winter months. While design, procurement and permitting work for all four projects have been completed unforeseen implementation or construction issues could pose the risk of delayed completion and impact the ability to fully drawdown the funds by September 2015.

<i>Project (Agency)</i>	<i>Total Budget</i>	<i>Remaining Funds</i>	<i>Est. Completion Date</i>
Georgia Avenue Bus Lane (DDOT)	\$3.5 million	\$1.5 million	May 2016 
Takoma Langley Transit Center (MDOT/MTA)	\$13.3 million	\$4.6 million	February 2016 
Transit Signal Priority (DDOT, City of Alexandria and WMATA)	\$8.0 million	\$6.5 million	July 2016 
Pentagon and Franconia Springfield Stations (WMATA)	\$9.7 million	\$8.7 million	June 2016 

**PROPOSED REVISIONS**

As projects have reached final design and procurement processes have moved forward, some elements of several projects are no longer feasible to complete due to lack of cost-effectiveness or the time remaining in the grant. In order to accelerate expenditure and more effectively use the grant funds, the following project revision requests are being developed for submittal to the FTA. Of the 12 projects currently underway, revisions to the planned work for the following three projects are being requested. The proposed revision totals around \$1 million and the funds would be used to fund other elements of the same project OR other TIGER projects. FTA review and approval of the revisions is necessary before this can occur.

**US-1 Corridor Enhancements (MDOT/SHA)**

MDOT/SHA have requested the Queue Jumps and the TSP components planned for this project be cancelled and the funds used for the Takoma Langley transit center. The funds are proposed to be used for real-time information signs, security cameras, and a public address system at the Takoma-Langley Transit Center.

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

WMATA is developing a revision request to remove this project for a bus bay facility at the Hayes Parking Lot adjacent to Army Navy Drive, near the Pentagon. The TIGER grant funds would be used to provide additional improvements at the Franconia-Springfield station.

**Van Dorn-Pentagon Rapid Bus (Alexandria)**

The City of Alexandria is developing a revision request to eliminate the SuperStop component of this project, due to increased costs and right-of-way issues. The City plans to use the funds to install TSP components at traffic signals in preparation for future use.

**STATUS REPORT UPDATE**

The TPB was briefed at their March and July 2015 meetings on the progress of the projects funded by the grant, in response to a request for periodic updates. A memorandum update was provided in May and September 2015, and a memorandum update is provided for this December 2015 TPB meeting. The following is an update to the September 2015 Status Report of the ongoing activities of projects underway and scheduled to be complete in the next six months.

Staff anticipate again briefing the Board on the status of the above projects and highlighting any potential issues associated with the timely completion and utilization of the grant funds at the February 2016 meeting.

## **MAJOR PROJECT PROGRESS REPORT**

### **Real Time Passenger Information (RTPI) Display Project (WMATA):**

This project is largely complete, with a total of 169 displays now installed and successfully tested at locations in the District of Columbia, Maryland, and WMATA stations in Virginia. Twelve additional displays will be installed at sites in Virginia once bus shelters have been constructed. Display software was updated this fall to improve the text presentation for bus arrival times.

### **Georgia Avenue Bus Lane (DDOT):**

Construction mobilization began in July. The contractor has begun the installation of storm water drainage structures along the corridor on the east side of Georgia Avenue. Over the course of the fall DDOT's contractor installed curbs and gutters, ADA sidewalk ramps, and electrical infrastructure. The contractor will shortly begin placement of new sidewalks. This project is expected to be completed in May 2016.

### **Takoma/Langley Transit Center (MDOT/MTA):**

The steel structure and concrete paving work for the transit center is essentially complete. The center's final electrical power has been connected. Work to relocate a gas main by Washington Gas is underway, which will allow final construction elements to proceed. Completion of the center for handover to WMATA is anticipated around February 2016.

### **Transit Signal Priority (TSP) Project (WMATA, City of Alexandria and DDOT)**

Transit Signal Priority (TSP) installation on VA 7 (Leesburg Pike) is complete at 20 locations in Fairfax County and the City of Alexandria. The City of Falls Church requires a signal upgrade at the 5 intersections in the city prior to finalizing an MOU with WMATA and is working to finalize the installation by February. A WMATA bus fleet of 8 buses has been equipped with the onboard equipment and began initial field testing in November. WMATA anticipates completing the project in March 2016.

In September, DDOT completed installation of TSP wayside devices at 94 locations throughout the District. Onboard bus equipment is being installed by WMATA on 116 Metrobuses which will continue through February. Operational testing will take place through June 2016. Development of a second phase contract for another 101 TSP devices is in progress, with the goal of completing all work by July 2016.

Also in September, the City of Alexandria received new traffic signal controllers to serve the Van Dorn-Pentagon corridor in preparation for TSP upgrades. The City's TSP contractor completed the basic programming of the controllers, and is testing TSP at the eight locations along the corridor.

### **Pentagon and Franconia-Springfield Station Improvements (WMATA)**

At the Pentagon transit station, work began in June 2015, with construction of pedestrian access, safety, and security improvements, station bus pads, lighting installed in October and security bollards in November. Two security technology projects, CCTV cameras and a PA system, have had vendors selected and pre-installation work is underway. WMATA anticipates completing all work by January 2016.

At the Franconia-Springfield transit station, construction work started in October with site clearance, utilities work, and foundation excavation, followed by concrete work in November. The fabrication of

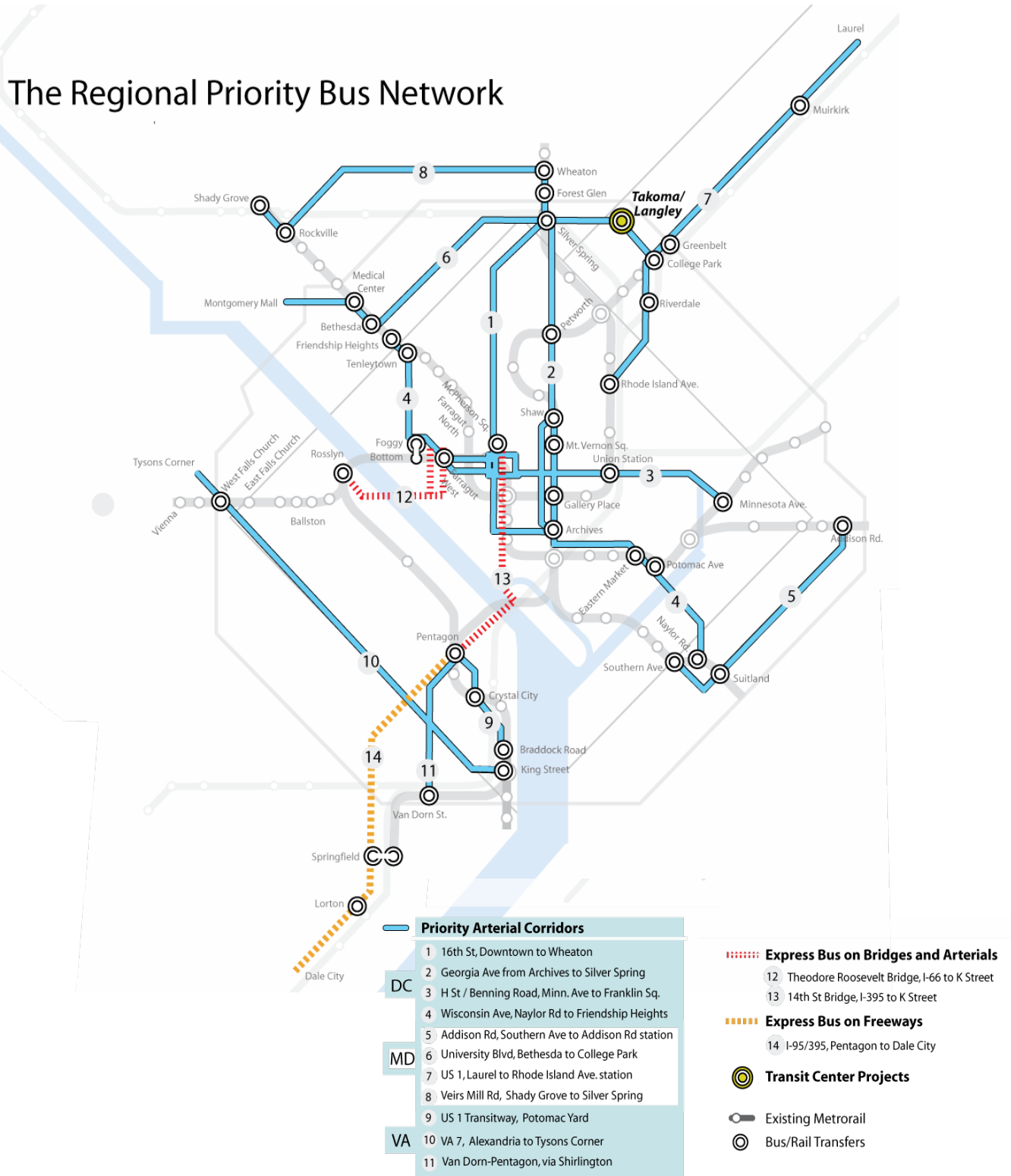
bus shelter canopies is taking place at the factory. The first bus canopy was installed on November 21, and installation will take place through the winter with work completed by March 2016. The remaining component is the construction of a bike cage, which has been delayed due to negotiations with the manufacturer and may be reevaluated.

**Table 1: NCR TIGER Priority Bus Transit Grant Project Component Descriptions**

#	Project Components (As Revised January 15, 2015)	Lead Agency	Budget
1	<b>16th Street Bus Priority Improvements:</b> Capital improvements include a queue jump lane, bus stop improvements, real time passenger information (RTPI) displays at up to 17 stop locations, and transit signal priority/traffic system management (left turn phase for bus) at 31 intersections.	DDOT	\$1,292,317
2	<b>Georgia Avenue Bus Priority Improvements:</b> Improvements include a short bus-only lane that will be constructed on Georgia Avenue to alleviate current bus delays. Additionally, improvements include transit signal priority, bus stop improvements, queue jumps, and real time passenger information (RTPI) displays will be installed.	DDOT	\$5,442,000
3	<b>H Street/Benning Road Bus Priority Improvements:</b> This project will implement RTPI displays and install security cameras at select locations.	DDOT	\$434,000
4	<b>Wisconsin Avenue Bus Priority Improvements :</b> Capital improvements include transit signal priority and RTPI displays deployed to a number of express service stop locations.	DDOT	\$1,490,000
5	<b>Addison Road Improvements :</b> This is a WMATA priority bus corridor that connects the Addison Road and Southern Avenue Metrorail stations. The project includes the replacement of bus shelters along with installation of real-time passenger information displays at select locations.	WMATA	\$214,000
6	<b>University Boulevard Bus Priority Improvements:</b> Planned improvements include installation of RTPI displays and a series of bus stop enhancements along the corridor.	MDOT	\$235,864
7	<b>US 1 Bus Priority Improvements:</b> Improvements include queue jump lanes and transit signal priority.	MDOT	\$476,250
8	<b>Veirs Mill Bus Priority Improvements:</b> Improvements include deployment of RTPI displays.	MDOT	\$98,479
9	<b>US 1 Transitway:</b> A bus transitway in the median of US 1 within the city limits will provide exclusive right of way for buses.	City of Alexandria	\$8,202,500
10	<b>VA 7 (Leesburg Pike) Bus Priority Improvements:</b> A WMATA Priority Corridor that connects the Cities of Alexandria and Falls Church with the commercial center of Tysons Corner, the TIGER grant funds improvements that include transit signal priority at up to 25 intersections along the corridor.	WMATA	\$1,084,000

#	Project Components (As Revised January 15, 2015)	Lead Agency	Budget
11	<p><b>Van Dorn-Pentagon Rapid Bus:</b> The project will provide runningway improvements to support a future rapid bus service in the City of Alexandria from the Van Dorn Metrorail Station in the City of Alexandria to the Pentagon in Arlington County. TIGER funding will support signal prioritization technology, two super stops, and two queue jump lanes. These improvements will enhance transit service along three current bus routes in addition to a future new BRT route.</p>	City of Alexandria	\$646,550
12	<p><b>Theodore Roosevelt Bridge to K Street Bus Priority Improvements:</b> Implementation of an integrated transit signal priority and traffic signal optimization system along E Street, northbound 18th Street, and southbound 19th Street. Additionally, uninterruptable power supply installation will take place at select traffic lights will prevent traffic signals outages following power interruptions.</p>	DDOT	\$1,703,683
13	<p><b>14th Street to K Street Bus Priority Improvements:</b> Implementation of an integrated transit signal priority and traffic signal optimization system along 14<sup>th</sup> Street from the bridge to K Street. Additionally, uninterruptable power supply installation will take place at select traffic lights.</p>	DDOT	\$2,729,190
14a	<p><b>Pentagon and Franconia-Springfield Station Improvements:</b> Station improvements at Pentagon Station and Franconia/Springfield Station, including bus bays, real time bus information, and traffic circulation/access/security improvements. Major technology improvements include real-time bus information displays.</p>	WMATA	\$9,770,550
14b	<p><b>PRTC Buses and ITS Technology:</b> This component includes the replacement of 13 buses, with new vehicles using state-of-the-art clean-fuel technology. The project also includes security cameras outfitted on 15 buses and the procurement of computer-aided dispatch and automatic vehicle location (CAD/AVL) technology.</p>	PRTC	\$9,650,000
TC	<p><b>Takoma/Langley Transit Center:</b> This transit center at the intersection of University Boulevard and New Hampshire Avenue will consolidate the bus stops at the intersection into one facility (although some existing bus stops will still remain in order to prevent requiring pedestrians to cross busy roads to their final destinations). The transit center will provide a safe, attractive, comfortable and efficient facility for passengers and improve pedestrian safety and accessibility.</p>	MDOT	\$13,309,287
<b>TOTAL FROM 16 COMPONENT PROJECTS</b>			<b>\$56,778,670</b>

FIGURE 1: MAP OF THE 16 COMPONENT PROJECTS OF THE NCR TIGER GRANT









## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Wendy Klancher, Principal Transportation Planner  
**SUBJECT:** Overview of “Fixing America’s Surface Transportation” (FAST) Act  
**DATE:** December 10, 2015

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On December 4, the President signed the “Fixing America’s Surface Transportation” (FAST) Act after a joint House and Senate conference committee agreed to a five-year, \$305 billion surface transportation authorization with wide bipartisan support. This is the first bill to provide funding for more than two years since SAFETEA-LU was passed in 2012; SAFETEA-LU provided funding for the traditional six-year period. The passage of the FAST Act with five years of funding is important in that it provides more certainty for states and local governments to plan and invest in improvements to roadway, bridge, and transit systems.

In April of this year the TPB adopted a set of [Policy Principles](#) on the Reauthorization of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and transmitted these principals to the regional Congressional delegation in a letter dated April 27. The FAST Act is consistent with some of these Policy Principles, including multi-year funding, increased funding for transportations infrastructure, a national freight program, retaining and allowing time for MAP-21 performance measures to take effect before changes are made, and streamlining federal planning and environmental review processes to ensure timely project delivery.

This memorandum will provide a broad overview of the new law based on a summary from the Association of Metropolitan Planning Organizations (AMPO). A more detailed briefing on the FAST Act with an emphasis on metropolitan planning will be scheduled at a future date.

## FUNDING OVERVIEW

**Spending:** FAST provides \$280.9 billion through the Highway Trust Fund (HTF) from federal fiscal year (FY) 2016 through 2020: \$225.2 billion for highways, \$48.7 billion for transit, and \$7.0 billion for highway and motor carrier safety. FAST provides an immediate 5% increase to highways in FY2016 (\$2.1 billion over FY 2015) and an 8% increase to transit in FY2016 (\$753 million over FY 2015). Highway spending will grow by 2.1 to 2.4 percent per year after FY2016, while transit spending will grow at about 2.1 percent per year. Two new programs to specifically address the needs of the national freight systems have been created: the Nationally Significant Freight and Highway Projects program with \$4.5 billion through discretionary grants and the National Highway Freight Program with \$6.3 billion apportioned to the states, both over five years.

While funding for metropolitan transportation planning prior to MAP-21 was a fixed percentage of the total apportionments, under MAP-21 and now with FAST, metropolitan planning funds are based on a share of select apportionments (or program categories). The method to calculate the metropolitan planning funds is further complicated under the FAST Act in that the funds will be apportioned after the amounts are set-aside for the new National Highway Freight Program (both the planning funds and

this new freight program are apportioned to the States). A slight increase is expected in total transportation planning funds under the FAST Act, with a 4% increase over FY2015 levels, from \$443 million to \$460 million in FY2016 (this includes both planning funds allocated under FHWA and FTA).

**Revenue:** Issues related to how a reauthorization bill would be paid for in the past carried over into the deliberations for FAST. The major issue is the solvency of the HTF which is not taking in enough revenue from fuel taxes to keep up with inflation nor the need for transportation investment. The U.S. Congress has relied on transferring general fund revenues to the HTF to balance expenditures and revenues. The FAST Act does not appear to have addressed this structural imbalance between revenue and needs in a systemic manner. The FAST Act instead addresses the revenue shortfall by providing funding for only five years instead of the traditional six and continuing to transfer general fund revenues to the HTF (\$70B) using a combination of eight “pay for” provisions. These provisions include the transfer of funds from the Federal Reserve surplus account, a Federal Reserve dividend payment reduction, the sale of 66 million barrels of crude oil and increased tax collections by allowing the IRS to hire private tax collectors.

## **METROPOLITAN TRANSPORTATION PLANNING**

FAST adds emphasis on several new items for metropolitan planning, listed below. However, the requirements for the TPB, as a metropolitan planning organization (MPO), remain largely unchanged from SAFETEA-LU and MAP-21. One of the most significant changes occurred under MAP-21 regarding performance-based planning, which involves setting short-term targets in consultation with the State DOT’s related to safety, infrastructure condition, congestion, and system reliability. FAST does not change these requirements. Final regulations for MAP-21 planning requirements are forthcoming from the U.S. DOT. The U.S. DOT will also have to issue planning guidance or requirements for FAST before the TPB will be expected to address the new provisions as part of the Unified Planning Work Program activities.

In general, the FAST Act makes the following changes to metropolitan planning:

1. The Transportation Improvement Program (TIP) and Long-range Transportation Plan must include the consideration of “intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities, and commuter vanpool providers.”
2. The Plan should include strategies to reduce vulnerability due to natural disasters.
3. An optional Congestion Management Plan may be developed that includes projects and strategies that reduces congestion and increases job access opportunities for low-income households.
4. MPO’s are encouraged to consult with State agencies that plan for tourism and natural disaster risk reduction.
5. Participation in the planning process should also include public ports, intercity bus operators, and commuter vanpool providers.
6. A new planning factor to consider when the TIP and Long-Range Transportation Plan are developed: “Improve the resilience and reliability of the transportation system”.
7. FAST clarifies that a representative from a public transportation provider may also serve as a representative for a local municipality.

## **FURTHER INFORMATION**

As stated earlier, the TPB will be briefed at a future date on more detail regarding FAST provisions, including the Enhanced Mobility of Seniors and Individuals with Disabilities Grant formula program, the Surface Transportation Block Grant program (which will replace the former Surface Transportation Program and Transportation Alternatives Program but retains a set-aside for metropolitan areas) and the new freight programs.

For further information, the U.S. House of Representatives Transportation and Infrastructure Committee has summary information available on FAST, as well as a link to the text of law, at: <http://transportation.house.gov/fast-act/>.