

National Capital Region Transportation Planning Board

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

Item #5

MEMORANDUM

December 12, 2013

TO: Transportation Planning Board

FROM: Gerald K. Miller
Acting Co-Director, Department of
Transportation Planning

RE: Letters Sent/Received Since the September 18th TPB Meeting

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

Attachments

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3315 Fax: (202) 962-3202

DRAFT December 12, 2013

The Honorable Peter Rogoff
Administrator
Federal Transit Administration (FTA)
U.S. Department of Transportation (USDOT)
1200 New Jersey Avenue, SE
Washington, DC 20590

SUBJ: Comments on The National Public Transportation Safety Plan, the Public Transportation Agency Safety Plan, and the Public Transportation Safety Certification Training Program; Transit Asset Management [Docket No. FTA-2013-0030]

Dear Administrator Rogoff:

The National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the metropolitan Washington, DC area, greatly appreciates your efforts and those of FTA staff to provide opportunities for input and consultation on the development of rulemaking for the new Public Transportation Safety Program (National Safety Program) and transit asset management provisions (National TAM System), as authorized under the Moving Ahead for Progress in the 21st Century (MAP-21) legislation. The TPB looks forward to working closely with the FTA in the development of the metropolitan planning process to consider and integrate public transportation provider Transit Asset Management (TAM) and Safety Plans and targets into the decision-making process.

The TPB staff has coordinated with our transit agency partners, including the Washington Metropolitan Area Transit Authority (WMATA), the Maryland Transit Administration (MTA), and the Potomac and Rappahannock Transportation Committee (PRTC), as well as state and local agencies that are recipients and sub-recipients of FTA funds, in developing the following comments on the Federal Register advanced notice of proposed rulemaking (ANPRM) of October 3, 2013. Specifically, the TPB is responding to the questions (numbers 116 to 121) posed in Section IX. *Coordination of Targets and Plans with Metropolitan, Statewide and Non-Metropolitan Planning.*

116. What procedures or requirements should FTA establish to ensure that Transit Agency Safety Plan and TAM Plan goals, measures, and targets from individual transit systems are integrated into the metropolitan transportation planning process?

The TPB is charged with producing long-range transportation plans and transportation improvement programs (TIPs) for the National Capital Region, which includes the District of Columbia as well as portions of the States of Maryland and Virginia. The TPB fulfills responsibilities for the federally required metropolitan planning process, as well as providing a forum for regional coordination and technical resources for decision-making. As part of the MAP-21 metropolitan planning process, with its adoption of performance goals, measures and targets for surface transportation, the TPB recognizes the need to collect, analyze, and report on performance data, on either a regional basis or through the summation of local data as appropriate. The TPB would welcome guidance from USDOT and FTA in the specification of adequate data collection, analysis, and reporting processes and mechanisms, while recognizing that these requirements could easily pose considerable administrative requirements with modest benefit or worthwhile use for the effort of the data process. Accordingly, the TPB suggests that procedures or requirements for Safety and TAM Plans be as general as possible, and be process-oriented or outcome-oriented rather than administratively or quantitatively prescriptive.

117. Should MPO's be required to set a region-wide target for transit state of good repair, or should MPO's be required to incorporate the both safety and transit state of good repair targets from each transit system within their jurisdiction into the performance-based planning process, or should have MPO's have discretion to choose between these two approaches?

The National Capital Region has thirteen providers of public transportation, three of which are Section 5307 recipients. These providers operate a wide range of services, ranging from urban bus to commuter bus, and also heavy rail, commuter rail, and - in the very near future - streetcar. These providers face different situations of infrastructure condition, age, and ownership; of rolling stock types and use; and of external road and rail traffic use. Accordingly, the TPB considers that it may be impractical to set region-wide targets for safety or state of good repair and asset management. Depending upon the performance measures that are established by the FTA for state of good repair, as well as the final requirements for data collection and reporting, the TPB would prefer to have the

discretion to set either region-wide or individual transit provider targets for any specific proposed measure of safety or state of good repair.

118. What procedures or requirements should FTA establish to ensure that Transit Agency Safety Plan and TAM Plan goals, measures, and targets from individual transit systems are integrated into the statewide and nonmetropolitan transportation planning process? Since States are already setting the transit SGR performance targets for rural area grants received by the State, are any additional steps needed for integration into the planning process?

One of the Section 5307 providers of public transportation in the National Capital Region is the Maryland Transit Administration (MTA), which operates commuter buses and the (locally funded) MARC commuter rail system. The MTA’s services primarily provide public transportation between locations outside the TPB planning area and the metropolitan core. Accordingly, the TPB would endorse an option for Safety Plan and TAM Plan goals, measures, and targets associated with the operations, rolling stock, and facilities of state-wide or extremely large area providers to be incorporated into the statewide transportation planning process, rather than the metropolitan planning process.

119. Should FTA establish procedures or requirements to ensure that Transit Agency Safety Plan and TAM Plan goals, measures, and targets from individual transit systems are integrated into other metropolitan planning products, such as the Unified Planning Work Program (“UPWP”) and Congestion Management Process (“CMP”)?

The Unified Planning Work Program (UPWP) coordinates all federally assisted state, regional, and local transportation planning activities proposed to be undertaken in the metropolitan region. The TPB makes use of the annual UPWP to coordinate the fulfillment of its responsibilities for the federally required planning process, as well as to provide a forum for regional coordination and technical resources for decision-making. To meet the MAP-21 requirements for metropolitan planning organizations, public transportation providers, and states to establish and use a performance-based approach to transportation decision-making, the TPB intends to use the UPWP to provide the resources for collecting, analyzing, and reporting the performance measure data requested by USDOT. The TPB recommends that general language to this effect, including the maximum flexibility for fulfillment of these responsibilities, be included as a required element for the UPWP. Besides a listing of relevant

rules, however, the TPB does not see the need for greater specification in addressing transit agency safety plans and TAM plans in the UPWP.

The Congestion Management Process (CMP) is required to address congestion management through the safe and effective integrated management and operation of the multimodal transportation system based on a cooperatively developed and implemented metropolitan-wide strategy utilizing travel demand reduction and operational management strategies. While safety and good state of repair are fundamental to effective operation of public transportation services, it is not clear how long-term Safety and TAM Plans, based respectively on internal management procedures and training and on asset condition management and investment, would be directly relatable in a significant way to travel demand reduction and operational management at a metropolitan level. Accordingly, the TPB does not see the need for inclusion of any specifics of transit agency safety and TAM plans in the CMP.

120. FTA is interested in hearing recipient and stakeholder perspectives on how the investment priorities set forth in can be most-effectively reflected in the prioritization of projects, strategies, and resources – including Federal, state, and local funds – in MPO Plans and Transportation Improvement Programs, as well as the Long-Range Transportation Plans of States and Statewide Transportation Improvement Programs. Specifically, how should transit state of good repair needs identified in be addressed alongside other investment goals in these financially-constrained plans?

The eight planning factors of Title 23 which guide metropolitan transportation improvement programs and long-range transportation plans already include an emphasis on safety and state of good repair which embraces transit needs (specifically factors 2. *Increase the safety of the transportation system for motorized and non-motorized users*, and 8. *Emphasize the preservation of the existing transportation system*.) The TPB's Transportation Improvement Program (TIP), as required, includes transit, highway, bikeway, and pedestrian and ridesharing capital improvement projects as well as transit and ridesharing operating support, which can be implemented with already available and projected sources of transportation revenues while the existing transportation system is being adequately operated and maintained. State, regional and local transportation agencies in the National Capital Region update the TIP each year to reflect priority projects in the TPB's fiscally Constrained Long-Range transportation Plan (CLRP). Accordingly, the TPB considers that projects prioritizing transit safety and state of good repair needs have already been identified and selected for advancement

by their inclusion in the TIP and CLRP, and does not see the need for additional specification in any new rulemaking.

An understanding of the prioritization and impact of specific projects on safety and state of repair might be better addressed through a separate process for performance measurement and an appraisal of project selection for the TIP and CLRP in regard to observed trends and adopted targets.

121. How should safety targets be considered in the planning process by State's and MPOs? Should MPO's be required to set a region-wide safety target? Or, should MPO's be required to incorporate each of the safety targets from each transit system within their jurisdiction into the performance-based planning process? Or, should MPO's have discretion to choose between these two approaches? How would each approach make the planning process easier or more difficult for transit agencies?

As per the TPB's response to question 117 (above), the providers of public transportation in the National Capital Region operate a multitude of transportation services under varying conditions. As with asset management targets, depending upon the performance measures that will be established by the FTA, as well as the supporting data collection and reporting requirements, the TPB would prefer to have the discretion to set either region-wide or individual provider targets for any specific proposed measure of transit safety.

In summary, the TPB believe that the requirements for incorporation of TAM and Safety Plans for transit agencies in the metropolitan planning process should be: 1) outcome-oriented; 2) offer the maximum flexibility between regional and individual provider measurement, target-setting, and reporting, and 3) make use of current procedures and documents as much as possible. The TPB also feels that requirements and specifications should be based on the collection and reporting of practical, useful information, rather than overly detailed data collection. With many types of MPOs and transit providers across the country, there is a need for simple, broad guidelines when incorporating transit safety and state of good repair goals into the metropolitan planning process to meet the intent of MAP-21 legislation.

Thank you for considering these comments on the development of development of the metropolitan planning process to consider and integrate public transportation provider TAM and Safety

Plans and targets into the decision-making process. Please feel free to contact me or Eric Randall on my staff, at erandall@mwcog.org or (202) 962-3254, if we can provide any additional information.

Sincerely,

Gerald Miller
Acting Co-Director
Department of Transportation Planning
National Capital Region
Transportation Planning Board



GREATER WASHINGTON DC

November 14, 2014

Chairman Scott York
National Capital Region Transportation Planning Board
777 North Capitol Street N.E. Suite 300
Washington, DC 20002

Dear Chairman York,

I would like to take this opportunity to thank you and the National Capital Transportation Planning Board (TPB) Bicycle and Pedestrian Subcommittee for co-hosting the Safe Routes to School Regional Meeting on October 29th. This was the first meeting on Safe Routes to School held at the regional level.

Safe Routes to School programs are increasing across the region, and the school commute is a factor in regional transportation planning. More than 70 persons attended the meeting. Meeting feedback and preliminary evaluation indicate the meeting was a huge success. Several people noted that they appreciated the TPB's interest in Safe Routes to School and have requested the meeting be held annually.

I especially would like to thank the TPB staff that made this meeting possible. Special thanks to Deb Kerson Bilek, Michael Farrell and John Swanson who were part of the regional meeting planning team. They recognized the need to bring professionals and interested parties together to discuss how to promote and keep students safe walking and bicycling to school.

Regional Meeting Synopsis

The meeting kicked-off with presentations from the four Safe Routes to School coordinators in the region with long-running programs. The coordinators shared their expertise in how to implement walking and bicycling to school. They were joined by a parent leading the Safe Routes to School effort in his community and an educator implementing bicycle curriculum.

The next portion of the meeting focused on the benefits of Safe Routes to School to include the benefits of Safe Routes to School as part of school transportation demand management; ensuring all communities, especially low-income and minority communities receive the benefits of and are safe while walking and bicycling; reducing congestion; and improving health through increased physical activity. Special thanks to the Commuter Connections program for

Greater Washington DC Safe Routes to School Regional Network

Christine Godward Green, Regional Policy Manager

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presenting their SchoolPool tool that allows parents to organize walking school buses and bike trains.

After hearing about the great work from existing Safe Routes to School programs and learning the benefits, funding was discussed. We would especially like to thank TPB member Supervisor Michael May and his aid Brian Lee for presenting on their recent successful Safe Routes to School application and Sarah Crawford, TPB staff for explaining the new MAP-21 process.

While I do not have any quantitative data on the connections resulting from the regional meeting, I have heard many stories that the regional meeting resulted in new connections and people beginning to learn from each other and work more closely together across the region.

Why Safe Routes to School Matters

The recent draft of the Regional Transportation Priorities Plan includes several near-term, ongoing and long-term strategies to increase walking and bicycling as a form of transportation. Safe Routes to School takes cars off the road and educates the next generation to be safe pedestrians and bicyclists. Through the trip to school, Safe Routes to School fosters the ability to take more trips by bicycling and walking therefore changing the travel patterns of entire families. Activity Centers present the perfect opportunity to encourage the trip to school on foot or by bike and change behaviors for other trips too.

Safe Routes to School spans many existing goals of the TPB and the Metropolitan Washington Council of Governments including the TPB Vision and Region Forward.

The TPB Vision specifically addresses convenient bicycle and pedestrian access and reduced reliance on the automobile in the regional core and activity centers. Regional Forward goals include increasing the share of walking and bicycling trips, making communities safe for walking and bicycling and reducing greenhouse gases. The Region Forward goal to reach the Healthy People 2020 obesity goal highlights the diverse nature of Safe Routes to School. Safe Routes to School encourages physical activity and therefore helps to reduce obesity.

Next Steps

The regional meeting ended with a facilitated discussion about what was needed to strengthen Safe Routes to School in all communities throughout the region. We heard that there is a lack of data on the trip to school, yet communities feel the impact of those trips during the morning and afternoon drop-off and pick-up. Money is being spent on busing and teachers to control pick-up and drop-off but potential savings could be realized with a Safe Routes to School approach which would also alleviate traffic in neighborhoods. There was also interest in development standards that include walking and bicycling access to school, lessons learned

Greater Washington DC Safe Routes to School Regional Network

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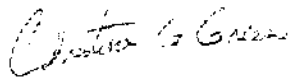
www.saferoutesgreaterwashington.wordpress.com

from Activity Centers may be a good place to start to look at the intersection of land use, transportation and the trip to school.

The Greater Washington Safe Routes to School Regional Network looks forward to continuing the discussion about the trip to school to learn how it impacts overall transportation and how the region can capitalize on the multitude of Safe Routes to School benefits from reduced traffic congestion to increased physical activity through walking and bicycling.

Thank you again for TPB's support of the regional meeting which definitely moved the discussion forward and unified a diverse group of key players.

Sincerely,



Christine Green
Greater Washington DC Regional Policy Manager
Greater Washington DC Safe Routes to School Regional Network



November 7, 2013

Honorable Scott York
Chair, Transportation Planning Board
Metropolitan Washington Council of Government
777 North Capital Street, NE, Suite 300
Washington, DC 20002

Dear Chairman:

On behalf of the White Flint Partnership, in support of the strategy and focus of the draft Transportation Priority Plan dated October 10, 2013; we believe that the vision for Rapid Transit in the Washington region is exemplified in the White Flint Sector Plan dual dedicated center lane Rapid Transit vehicle system within Rockville Pike. The strategies called for in the plan recognizes three priorities of which Priority Two recommends focus on transit options and needed funding in the coming years. It also correctly recognizes the major role that cost-effective bus rapid transit systems can play in the near term.

We have partnered with Montgomery County on the transportation and development vision approved for in the White Flint Sector. Essential to this vision is a Rapid Transit Vehicle (RTV) system that will connect the federal, residential, retail, office, business communities along Rockville Pike with our urban, sustainable, mixed use transit oriented development which is at the fulcrum of the full RTV system.

The Transportation, Infrastructure, Energy and Environment Committee of Montgomery County have unanimously recommended that the Countywide Transit Corridors Functional Master Plan be moved to full council. This will set the framework for a county-wide RTV system. We are enthusiastic to have the White Flint/Rockville Pike corridor adopted as the next regional pilot of a bus rapid transit system. We are now working with COG staff, as well as Montgomery County, SHA and MTA, to advance the adoption of this project in the near term, as a part of the implementation of COG's Transportation Priorities Plan.

We ask for your support and leadership in this regard. We are appreciative of the excellent support and advice that the COG TPB staff has provided to the White Flint Partnership thus far in this important effort. Thank you for your consideration of this request.

Sincerely,

A handwritten signature in black ink, reading "Francine E. Waters". The signature is fluid and cursive, with the first name being the most prominent.

Francine E. Waters
Executive Director
White Flint Partnership

cc: Roger Berliner, Montgomery County Council
Thomas J. Street, Assistant Chief Administrative Officer, Montgomery County



November 7, 2013

National Capital Region Transportation Planning Board
The Honorable Scott York, Chair
777 North Capitol Street NE, Suite 300
Washington, DC 20002-4239

Dear Chairman York:

The purpose of this letter is to provide comments on the revised draft of the Regional Transportation Priorities Plan (RTPP) dated October 10, 2013. The effort by the Transportation Planning Board (TPB) to develop the RTPP is an important, comprehensive undertaking to identify key transportation strategies that address regional challenges and which are not fiscally-constrained. Yet we also acknowledge that "the ultimate purpose of the RTPP is to highlight priorities that should be funded and included in the region's Constrained Long-Range Transportation Plan (CLRP)." Understanding this duality and the importance of the RTPP to next year's update of the CLRP and future TPB initiatives, the partners of Washington Union Station's 21st Century Redevelopment - Amtrak, Akridge and the Union Station Redevelopment Corporation (USRC) - would like to submit the following comments for consideration.

We would like to start by saying that we fully agree with the comments made by others, including the Virginia Railway Express, District Department of Transportation and DC Office of Planning, that there should be more emphasis in the RTPP on maintaining and expanding the regional transit network and the importance of commuter rail in achieving that objective. Amtrak's Master Plan for Union Station, released in 2012, recognizes the renewed growth in rail travel in the U.S. along with the fact that Union Station is operating well beyond its capacity, especially during rush hours and peak travel times. Amtrak's Plan envisions a high-functioning and well-integrated multimodal transportation hub that provides for a tripling in rail passenger capacity and a doubling in train service for both intercity and commuter rail.

Amtrak proposes building four new passenger concourses and improving the existing main concourse adjacent to the historic station, widening rail platforms and adding better pedestrian connections to the surrounding neighborhoods. These improvements to existing rail and transit infrastructure would require little to no new land acquisition, and can facilitate hundreds of thousands of non-auto commuting trips annually both into and out of the core for decades to come. Upgrades at Union Station would also unlock the potential for dozens of major transit oriented development sites within the District, Maryland and Virginia, all of which rely upon Union Station as the region's rail and transit hub.

We also agree that the RTPP should include recommendations from WMATA's Momentum and Regional Transit System Plan (RTSP) for expanded Metrorail service as a necessary and critical component to an enhanced regional transit network. Specifically, we are especially supportive of Metro's plan to address forecasted ridership and congested conditions in the region's core with a new river crossing at Rosslyn and separated Blue and Yellow lines connecting southeast, southwest and Union Station. The "Large Loop Scenario" as presented in the RTSP II Round 3, would provide better connectivity to the underserved and expanding residential and employment areas of NoMa, H Street, Capitol Hill and Capitol Riverfront as well as allow a direct Metro connection from Union Station to Dulles Airport.

Amtrak's plan for Union Station, coupled with Akridge's air-rights development over the train tracks, which includes three million sq. ft. of office, residential, hotel and retail uses, will essentially create a new, vibrant activity center in the regional core. The 21st Century Redevelopment of Union Station is a transformative in-fill development and infrastructure enhancement project that should be highlighted and recognized in the RTPP as a perfect example of Scenario B: Concentrated Growth with More Transit Capacity (LT2), a long-term strategy that 1) achieves land-use and transportation efficiencies, 2) meets rising demand for transit, especially in the regional core, and 3) supports higher-density development and encourages more bicycling and walking.

With the capacity of six transportation modes at Union Station stretched to their limits, the region is facing both an incredible challenge as well as opportunity to unlock an economically sustainable growth strategy for the next several decades. Realizing this potential requires prioritization of this unique asset at the regional level. In closing, thank you for the opportunity to comment on the RTPP. We look forward to working with the TPB and others over the next 15-20 years to implement the exciting, long-term plans for Union Station.

Sincerely,



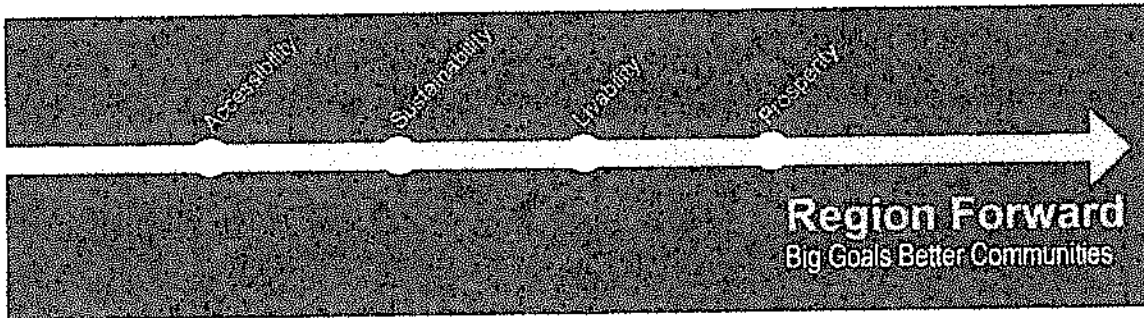
Robert LaCroix
Chief Corridor Development
Northeast Corridor Infrastructure & Investment Development
Amtrak



David Tuchmann
Vice President Development, Akridge



Beverley K. Swaim-Staley
President & CEO, Union Station Redevelopment Corporation



November 8, 2013

National Capital Region Transportation Planning Board
The Honorable Scott York, Chair
777 N. Capitol Street, NE, Suite 300
Washington, DC 20002-4239

Dear Chairman York,

We write today as the leadership of COG's Region Forward Coalition. As you know, in 2010 all 22 jurisdictions in our region endorsed the integrated goals contained in Region Forward. Since that time, the Coalition, its members, and COG staff have been developing the building blocks necessary to achieve the Region Forward vision including key performance metrics.

We appreciate the importance of TPB's 1998 Vision statement as a key building block of Region Forward. However, we believe that the RTPP must be set firmly in the integrated Region Forward Goals and targets which are broader, more comprehensive, and a more recent expression of regional consensus. To that end, we would suggest that the executive summary include and acknowledge Region Forward as the most recent expression of the region's long-term vision and that the report's section on the TPB Vision, Region Forward, Economy Forward and WMATA's Momentum be more thoroughly integrated within the framework of Region Forward.

We firmly believe that aligning the RTPP strategies to Region Forward's adopted objectives of accessibility, sustainability, livability and prosperity will put the region on a successful path. In particular, we request that the Region Forward targets for Land Use, Transportation, Climate and Energy, and the Environment be used to provide the proper, lasting context for evaluating regional transportation priorities and guiding funding decisions. The targets below are especially pertinent to analyzing the strategies contained in the RTPP:

- increase the rate of construction of bike and ped facilities
- increase the share of walk, bike and transit trips
- all activity centers have bus or rail accessibility
- reduce VMT per capita
- region's transportation system gives priority to management, performance, maintenance and safety of all transportation modes
- activity centers will be linked by transportation investments
- by 2020 H&T will not exceed 45% of AMI in activity centers

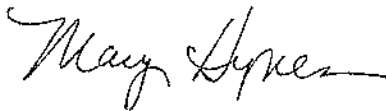
- reduce greenhouse gas emissions

Achieving the above Region Forward targets is critical to our region's vibrancy. As you know, COG has already committed to regularly monitoring these targets through a regional "report card". Since regional transportation investments are among the most costly ones our region will undertake, the region is looking to TPB to make transit and transportation facility recommendations that align the Region Forward goals with our recently enhanced transportation funding to provide cost effective, efficient regional solutions that move the "report card" targets in lasting ways.

As part of making strategic recommendations, we urge the TPB to require staff to include cost magnitudes in the RTPP, analyses of how each RTPP strategy affects the key Region Forward targets and how land-use strategies embodied in Region Forward present the possibility for lower-cost solutions to the region's mounting transportation problems. Absent those analyses it will be difficult to determine whether the funding decisions we make will actually improve the regional economy and quality of life.

Finally, we commend the TPB for using a regional survey as a component of the RTPP. We used a regional survey during development of Region Forward and we are reminded again of our residents' thoughtfulness when it comes to big planning choices. In particular we were struck by the RTPP finding that, regardless of personal mode choice, there was strong support across all groups for assuring that all modes work well for those who rely on them. Every survey done in the past 18 months consistently reported that the region cares deeply about fixing the assets we already have and expanding mobility and accessibility.

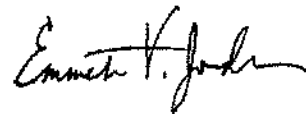
Thank you for giving this matter your attention. We appreciate all the work that you do.



Mary Hynes
Chair



Harriet Tregoning
Vice Chair



Emmett Jordan
Vice Chair

Air and Climate Public Advisory Committee

November 8, 2013

The Honorable Scott York, Chair
National Capitol Region Transportation Planning Board
777 North Capitol Street, N.E. Suite 300
Washington, D.C. 20002


Dear Chairman York,

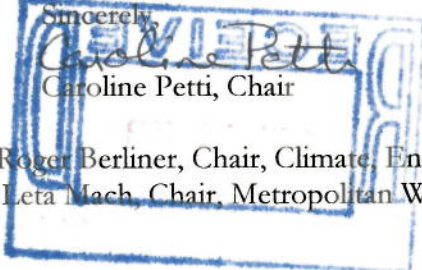
On September 16, 2013, the Metropolitan Washington Council of Government's Director of Transportation Planning Ron Kirby briefed the Air and Climate Public Advisory Committee (ACPAC) on the development of the Regional Transportation Priorities Plan (RTPP). The purpose of the RTPP is to identify regional transportation strategies and priorities that will contribute significantly to addressing regional challenges. ACPAC appreciates this opportunity to comment on the draft RTPP.

The transportation sector contributes significantly to the build-up of climate change gases and unhealthy air pollution in the National Capital Region. Encouraging less-polluting transportation strategies and alternative modes of mobility should be a high priority for regional transportation planning. The RTPP should focus on:

- Improving and expanding public transit options (e.g., Metro, commuter rail, streetcars). Metro repair and maintenance should be a top priority.
- Promoting clean commuter and transportation alternatives such as walking, bicycling, and electric vehicles.
- Improving pedestrian, bicycling, and electric vehicle infrastructure.
- Encouraging transit-oriented development and parking policies which encourage transit use to and from transit locations.
- Minimizing displacement of open and green space by minimizing the development and/or expansion of new roadways.
- Designing and maintaining roadways with Low-Impact Development techniques to accommodate healthy street trees and to reduce environmental impacts.

These priorities should be incorporated in regional near-term, on-going, and long-term transportation plans. The long-term strategy outlined in "Scenario B" of the draft RTPP best reflects these priorities.

Sincerely,

Caroline Petti, Chair



cc. Roger Berliner, Chair, Climate, Energy, and Environment Policy Committee
Leta Mach, Chair, Metropolitan Washington Air Quality Committee



SHARON BULOVA
CHAIRMAN

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November 19, 2013

The Honorable Scott York, Chairman
National Capital Region Transportation Planning Board
777 North Capitol Street, N.E. Suite 300
Washington, D.C. 20002-4239

Dear Chairman York:

On behalf of the Fairfax County Board of Supervisors, I am writing to provide you comments and recommendations on the draft Regional Transportation Priorities Plan (RTPP) for the National Capital Region. These comments were approved by the Board on November 19, 2013, and replace comments submitted by County staff on November 1, 2013. The Board commends the Transportation Planning Board's (TPB) efforts to address the impacts of growth on the National Capital Region and identify transportation strategies that best promote TPB goals through the development of the RTPP. We agree with the overall purpose of the RTPP, which is to identify and focus our region on "near-term, ongoing, and long-term regional strategies that offer the greatest potential for addressing regional challenges and that the public can support." As the TPB works to finalize the Plan, please include our suggestions attached to this letter in your deliberations.

Thank you for the opportunity to provide comments on the draft RTPP. If you need any clarification or further information, please contact Mike Lake at (703) 877-5666.

Sincerely,

Sharon Bulova
Chairman

Attachments: a/s

cc: ✓ Gerald Miller, Chief, Program Coordination, Transportation Planning Board
Members, Fairfax County Board of Supervisors
Edward L. Long Jr., County Executive
Robert A. Stalzer, Deputy County Executive
Tom Biesiadny, Director, Department of Transportation

Comments on TPB Regional Transportation Priorities Plan - Revised Draft
November 19, 2013

General Comments

Ongoing Goals #4 (OG4) Increase Roadway Efficiency:

- Intelligent transportation systems (ITS) are briefly mentioned in OG4. There continues to be significant development in ITS. ITS solutions are very cost-effective compared to the provision of additional transportation infrastructure and will compete well when performance measures are applied under MAP 21.

Ridesharing:

- The latest developments in instant ridesharing and car sharing are significant and require policies and possibly regulations by local and state jurisdictions.

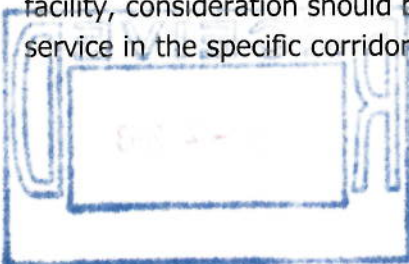
Specific Comments

Page 44 / Chapter 3, Strategies (On-Going) – Apply Bus Priority Treatments (OG3):

- Transit signal priority and queue jumps can be useful in helping buses traverse a very limited number of consecutive congested intersections. However, in a corridor with a substantial number of congested intersections, or beyond a certain level of congestion throughout a segment of a corridor, transit signal priority and queue jumps may expedite the passage of a bus through one intersection, only to reach the back of the queue for the next signal downstream. These strategies can be useful in expediting bus travel within the limitations outlined above.

Pages 53-55 / Chapter 3, Strategies (Long-Term) – Scenario A: Express Toll Lanes:

- If the Regional Transportation Plan includes managed lanes which convert existing general-purpose lanes to High Occupancy Toll lanes, care should be taken to address the impacts on parallel roadways.
- The County supports Bus Rapid Transit projects; however, in developing those projects, the details of how station facilities are provided vary greatly, as do the right-of-way impacts. Care should be taken to ensure that these facilities are compatible with surrounding communities.
- High Occupancy Toll lanes are an important tool for addressing congestion. Although the first use of revenues will be to pay the operation and debt service costs of the facility, consideration should be given to using the toll revenues to support transit service in the specific corridor as a second priority.



The TPB Citizens Advisory Committee
Metropolitan Washington Council of Governments

December 4, 2013

CAC Updated Comments on the Draft Regional Transportation Priorities Plan (RTPP)

The CAC has been engaged in the formulation and discussion of the RTPP since its conception. Most recently, the 2013 CAC has continued to have extensive dialogue on the RTPP, both in meetings and in written discussion.

The following document provided additional feedback to the TPB and staff regarding the latest RTPP draft dated November 21, 2013.

General Comments

The CAC appreciates that staff intends to diligently push forward with a RTPP final report and implementation in the next months. The sudden passing of Ron Kirby, who personally oversaw many elements of the draft RTPP, is a significant loss to the region and to the development of the RTPP. In Ron's last days he worked to make further enhancements to the Plan based on CAC, TPB and citizen inputs, and the Plan was strengthened as a result.

The latest draft does reflect improvements in various areas that the CAC has mentioned. This includes additional language on the long-term vision for the region that specifically references other important work including Region Forward, and WMATA's Momentum Plan.

There are however areas still in need of further improvement. This is particularly true with regard to implementation steps, as described below.

Implementation Shortcomings

Implementation needs to be specific, actionable, and measurable, otherwise the RTPP will be limited to an interesting policy document. The RTPP draft is still lacking in some key areas as described below.

The RTPP clearly makes a linkage to the Constrained Long Range Plan (CRLP) as the primary vehicle for implementation. The RTPP states, "The ultimate purpose of the Regional Transportation Priorities Plan is to highlight priorities that should be funded and included in the CLRP." The RTPP further states, "The release of the final Priorities Plan ...is designed to ensure that the priorities identified in the Plan are

available for consideration in developing the next four-year update of the CLRP, due by the end of 2014.”

The challenge as the Plan freely admits is that the TPB has limited influence on what projects are put forward in the CRLP to meet the priorities. “The TPB has little direct control over funding, and the actual implementation of priorities, in most cases, will occur at the state and local levels.”

Therefore, it is critical that specific direction be given to the local jurisdictions on how they can best put forward projects and funding that best serve the RTPP. So far, it appears that the direction is limited. In the November 14, 2013 “Call for Projects” on the 2014 CRLP, page 8 does have a short section on the RTPP. Mainly this is a description of the history of development of the RTPP. There is a very little in the way of specifics on how the CLRP should conform to the RTPP. The entirety of advice appears to be limited to a single sentence. **“The strategies identified in the RTPP should be considered by implementing agencies as they develop project submissions for the CLRP and TIP.”** In the check-lists for project attributes on pages 23 or 32, there is no mention of conformity to the priorities in the RTPP.

Implementation Recommendations

The CAC has continually mentioned the need to for specifics with regard to implementation. The following steps should be considered for inclusion in a broader implementation section:

- Revise the “Call for Projects” document. The list of project attributes listed on pages 23 and 32 needs to be expanded to indicate how each project advances the priorities outlined in the RTPP.
- Proactively request that jurisdictions summarize their contribution to the RTPP: Along with their 2014 CLRP project submissions, each jurisdiction should submit a letter to the TPB indicating how their CLRP submissions specifically address the priorities set forth in the RTPP. This should include broader strategies used to accomplish the priorities, as well as highlighting specific key projects that advance the RTPP.
- Allow for more frequent revisions of the RTPP: The current draft suggests that the RTPP should be updated every four years. We would expect that the first year will yield significant learnings, and a revision should be contemplated 12 month hence, at least with respect to implementation steps.
- Inclusion of measurement criteria: There is no framework suggested for measuring success. At minimum this needs to include a report from the jurisdictions how they have advanced the RTPP in the last year. In addition, TPB staff should design a means to track success against the priorities, and issue a summary report that highlights in qualitative and quantitative terms how the RTPP advanced.

In general, the RTPP should be considered a living, breathing document that should be updated and made more specific over time.

Next Steps

The CAC will again discuss the RTPP at its December 12th meeting. Comments will be provided to the TPB in the December 5th RTPP workshop as well as the December 18th TPB meeting. The CAC will continue to be active in monitoring the success of the RTPP.

John Swanson

Subject: FW: RTPP comments

From: Doug Allen [mailto:dallen@vre.org]
Sent: Monday, December 09, 2013 2:23 PM
To: Chuck Bean
Cc: John Swanson; Robert Griffiths; Gerald Miller; Christine Hoeffner; Joseph Swartz
Subject: RE: RTPP comments

Chuck – Thank you and your staff for the opportunity to review the RTPP final draft. Since this is a critically important document, we would like to ensure it reflects the role we see commuter rail serving in our growing region’s future. Noted below are a few sentences that we think communicate this. I appreciate your consideration. Please let me know if you or your staff have questions or if you need anything else from us. Thx - Doug

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P10, second to last paragraph

Suggest the addition of the following as the second to last paragraph

In addition to Momentum, both MARC and VRE are developing system-wide plans to address long-term growth in the region’s commuter rail systems. MARC’s Growth and Investment Plan Update, released in September 2013, ties together future ridership increases, rolling stock investments, and facility/parking expansions to realize MARC objectives to maintain the system in a state of good repair, increase ridership, improve service and enhance the customer experience. The plan contemplates extending MARC service to L’Enfant Plaza and Northern Virginia as a potential future (2026-2050) initiative. The VRE System Plan is under development and will be completed in early 2014. The plan identifies three major initiatives: a short-term focus through 2020 on maximizing existing service within current available capacity while maintaining the system in a state of good repair; expanding VRE service and system investment beyond 2020 in response to regional growth in employment and population and to provide expanded peak service, including opportunities for reverse-peak service; and long-term evolution of VRE service to support regional rail operations such as coordinated run-through service between Virginia and Maryland.

p.29, column 3, Suggest revision of the second to last paragraph

The region's ability to accommodate anticipated growth in freight, intercity, and commuter rail traffic in coming decades will also depend on the future of the region's only Potomac River freight crossing, a 2,500-foot span between the District of Columbia and Virginia known as the Long Bridge. The existing two-track bridge, which is shared by freight and passenger trains, is nearing its practical capacity in the AM and PM peak periods. Growing demand for freight and passenger traffic in coming decades will only worsen the capacity constraint, especially since CSX, the bridge's private owner, will retain the right to give priority to freight traffic over passenger traffic.

p.53, section "Meets rising demand for transit, especially in the regional core"

Suggest revision of the section as follows

Basic capital improvements in the Metro system, commuter rail, and the region's other transit systems are desperately needed, as are capacity improvements in key locations, especially the regional core. The Metrorail system is already operating at close to capacity in some locations during peak hours and will continue to get more crowded as the region grows. The region's commuter rail systems face similar capacity constraints that are impacting their ability to meet current travel needs as well as accommodate future growth.

These needs are acute and will require action in the short-term. According to current regional plans, there is no funding for expanding Metro capacity in the core, and as a result, the Metrorail system may be unable to handle projected ridership growth, limiting the number of people who can use Metrorail and possibly forcing more people onto already crowded roadways. That kind of constraint is exactly the wrong direction for our region and our future economic prosperity and well being, which will rely on increased transit ridership.

To respond to this challenge, the region needs to fund priority improvements for the next 10 years, including all eight-car trains during rush hour and Metro station enhancements. Critical too is initiating planning for expanding the region's commuter and passenger rail capacity for both the Potomac River crossing and other segments of the region's freight and passenger rail network to realize the full potential of the existing railroad infrastructure and enable commuter rail to play a greater role as a regional mobility solution. So much depends on whether Metro and other transit systems in the region can handle the challenges they will face over the next decade. Activity Centers – a cornerstone of our regional economic development policy – simply will not work if transit and commuter rail systems are not able to connect them and move people efficiently between them. And the new transportation systems that we have planned, including investments of \$7 billion currently in the CLRP, will not perform as expected if the existing transit system does not rise to the challenge of anticipated growth.