

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

January 16, 2008

TO: Transportation Planning Board

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

RE: Letters Sent/Received Since the December 19th TPB Meeting

The attached letters were sent/received since the December 19th TPB meeting. The letters will be reviewed under Agenda #5 of the January 16th TPB agenda.

Attachments

National Capital Region Transportation Planning Board

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MEMORANDUM

Date: January 16, 2008

To: Transportation Planning Board

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

Re: Highlights of the Transportation for Tomorrow “Report of the National Surface Transportation Policy and Revenue Study Commission”

The Transportation for Tomorrow Report of the congressionally appointed National Surface Transportation Policy and Revenue Study Commission was released yesterday, January 15, 2008. The Commission was created to examine the condition and future needs of the nation's surface transportation system as well as short and long term financing alternatives. The report includes a set of recommendations based on the Commission's findings in time for the next surface transportation bill reauthorization. The current SAFETEA-LU legislation expires on September 30, 2009. The report can be found at <http://www.transportationfortomorrow.org/>.

Staff reviewed the report and identified the following key recommendations from the Commission's report, summarized below.

1. “The current Federal surface transportation programs should not be “re-authorized” in their current form...the TEA era may be viewed as a transition from the Interstate program to a third era of renewed Federal purpose”
2. Key recommendations for “paying the bill”:
 - o “The Commission recommends that the Federal fuel tax be increased from 5 to 8 cents per gallon per year over the next 5 years, after which it should be indexed to inflation.”
 - o “The Commission recommends that a Federal ticket tax be levied on all transit trips..., a federal freight fee [and]...a portion of Customs duties to help pay the costs of freight-related improvements..., [and] a new Federal ticket tax [for intercity passenger rail service] be levied on users of the system to supplement funding from fuel taxes and general funds.”
 - o “Provide new flexibility for tolling and pricing.”
3. “Reforms include limiting the scope of programs eligible for Federal assistance to those having a true national interest, making State and local agencies receiving Federal funds accountable for meeting performance objectives, reducing unnecessary and wasteful project delivery requirements, and requiring that major projects be subject to benefit-cost analysis.”

4. “10 new programs are intended to replace the dozens of separate highway and transit funding categories in SAFETEA-LU.”

The 10 new programs are:

- i. Rebuilding America: A National Asset Management Program
 - ii. Freight Transportation: A Program to Enhance U.S. Global Competitiveness
 - iii. Congestion Relief: A Program to Improve Metropolitan Mobility
 - iv. Saving Lives: A National Safe Mobility Program
 - v. Connecting America: A National Access Program for Smaller Cities and Rural Areas
 - vi. Intercity Passenger Rail: A Program to Serve High-Growth Corridors by Rail
 - vii. Environmental Stewardship: A Transportation Investment Program to Support a Healthy Environment
 - viii. Energy Security: A Program to Accelerate the Development of Environmentally-Friendly Replacement Fuels
 - ix. Federal Lands: A Program for Providing Public Access
 - x. Research, Development, and Technology: A Coherent Transportation Research Program for the Nation
- o “The first of the 10 programs would put and keep the Nation’s infrastructure in a state of good repair in the most efficient and cost-effective manner possible.”
 - o “The Commission recommends that a distinct program be established to fund projects that reduce congestion in our largest metropolitan areas (of 1 million or more in population).”
5. “Minority views of Secretary Mary Peters, Commission Chair; Commissioner Maria Cino; and Commissioner Rick Geddes”:
- o There were three areas of agreement and seven areas of disagreement. Key views of the minority in disagreement with the Commission report are:
 - o “Federal fuel tax increases are not a solution”
 - o “Unnecessarily large Federal role”

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MEMORANDUM

January 16, 2008

TO: Transportation Planning Board

FROM: John Swanson, Senior Transportation Planner

SUBJECT: Applications received for technical assistance under the TPB
Transportation/Land-Use Connections (TLC) program.

The attached table provides information on the applications received under the FY2008 round of technical assistance under the TLC program.

The application deadline was January 15, 2007. It is anticipated that that the TPB on February 20, will approve the recipients of technical assistance from this pool of applications. The technical assistance projects will begin this spring and will be completed by June 30, 2008.

Transportation / Land-Use Connections Technical Assistance Program
Applications for Assistance FY 2008 - January 15, 2008

Applicant Jurisdiction	Contact Agency	Project Description
<i>District of Columbia</i>		
1	District of Columbia District Department of Transportation	Analyze data on parking management for the new ballpark area and provide recommendations for performance-based parking regulations
2	District of Columbia Office of Planning	Multimodal Takoma!: Evaluate multimodal access and potential improvements for the area surrounding Takoma Metrorail Station
3	District of Columbia Office of Planning	Assess the affordability of neighborhoods in the District using an index that amalgamates both housing and transportation costs
<i>Maryland</i>		
4	City of Bowie City Manager's Office	Conduct a charrette to gather feedback on a pedestrian link between a City revitalization area, Old Town Bowie, and the MARC commuter rail station
5	City of Frederick City Planning and Engineering	Develop a pedestrian safety plan for the Route 40 Corridor in the City of Frederick
6	City of Frederick City Planning and Engineering	Conduct a feasibility and development study to determine the need for a transit system from the Walkersville area to downtown Frederick / MARC Transit Center
7	City of Frederick City Planning and Engineering	Develop a regional travel demand model to determine the purpose and need of the "North / South Parallel Road" to link US 15, I-70 and I-270
8	City of Frederick City Planning and Engineering	Develop alternatives for a pedestrian crossing at Carroll Creek linear urban park and East Street, which will become the new gateway to the City in Fall 2009
9	City of Frederick / Frederick County City Planning and Engineering	Determine needs for transit, bicycle/pedestrian, and intersection improvements for transportation facilities around Fort Detrick in response to BRAC expansion
10	City of Frederick / Frederick Municipal Airport City Planning and Engineering	Develop a parking facilities plan for the City of Frederick Municipal Airport
11	City of Frederick / Frederick Municipal Airport City Planning and Engineering	Conduct a location and design study for a perimeter roadway in the City of Frederick Municipal Airport
12	City of Greenbelt City Manager's Office	Assess existing transit options and future transit opportunities in Greenbelt and make recommendations to ensure maximum use and efficiency of transit
13	Montgomery County Montgomery County Planning Department, M-NCPPC	Reevaluate trip generation credits for non-auto facilities to encourage and facilitate a shift in travel away from the automobile
14	Montgomery County Bethesda Urban Partnership	Study current service and route of the Bethesda Circulator to identify possible improvements and future expansion

Transportation / Land-Use Connections Technical Assistance Program
Applications for Assistance FY 2008 - January 15, 2008

Applicant Jurisdiction	Contact Agency	Project Description
<i>Maryland, continued</i>		
15 Prince George's County	Prince George's County Planning Department, M-NCPPC <i>(lead)</i> *	Recommend strategies for future development around the Landover Metro Station
16 Prince George's County	Prince George's County Planning Department, M-NCPPC	Identify pedestrian and bicycle needs and provide recommendations to "complete urban streets" in the Prince George's Plaza Transit District
17 Prince George's County	Prince George's County Planning Department, M-NCPPC	Prepare a streetcar feasibility and mobility study to support planning and economic efforts in communities along the US 1 Corridor between College Park and Port Towns
<i>Virginia</i>		
18 Arlington County	Department of Environmental Services, Transportation Division	Evaluate existing arterial streets and deficiencies to determine which projects would be the best Complete Streets candidates
19 Arlington County	Department of Environmental Services, Transportation Division	Review site plan and parking management plan approval process and recommend measures to incorporate parking management earlier in the development process.
20 Fairfax County	Department of Transportation	Conduct a regional and national parking demand analysis for parking in affordable housing developments
21 Prince William County	Planning Office / Department of Transportation	Develop strategies for transportation and land use that would accomplish the County vision for a vibrant community in Yorkshire, along the Route 28 Corridor

* Collaborative effort with the Prince George's County Economic Development Corporation and the Washington Metropolitan Area Transit Authority (WMATA)

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MEMORANDUM

TO: Transportation Planning Board

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

SUBJECT: Soliciting Nominations for the TPB's Community Leadership Institute

DATE: January 9, 2008

The purpose of this memorandum is to request your assistance in identifying participants for the next two sessions of the Transportation Planning Board's Community Leadership Institute.

The Community Leadership Institute (CLI) is intended to provide a diverse array of community leaders with information on how to promote effective involvement in transportation decision making. The participants are intended to represent organizations/communities that have been recognized as forces for change but have not, to date, been actively involved in the regional transportation planning process. This program will inform participants about transportation project selection and development, case studies, and regional planning issues through interactive learning methods and discussion.

The CLI is a workshop comprised of two half-day sessions. We are soliciting nominations for participants for the next two CLI workshops, held on February 13 and 16 and on April 3 and 5. These workshops mark the fourth and fifth occurrence of the CLI. As in the past, the workshops will be moderated by Peter Shapiro, former TPB Chair and member of the Prince George's County Council.

We are seeking recommendations from our TPB members for individuals from various populations who exemplify the term "community leader." We can accommodate approximately 20-25 people for each workshop, and are striving for diversity in location and background. We hope to build solidarity around transportation challenges faced by the region's diverse population.

We would greatly appreciate if you could recommend five leaders for participation in this program. The persons you nominate will be able to choose to participate in either the February or April CLI workshop. Participants will be selected by invitation only, through recommendations from regional elected officials.

Information about the CLI can be found on our website:

<http://www.mwcog.org/transportation/activities/cli/>.

Should you have any questions, please contact me at 202-962-3310. Please submit your nominations to John Swanson at 202-962-3295 or jswanson@mwkog.org. We look forward to hearing from you.

National Capital Region Transportation Planning Board

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December 19, 2007

Honorable Matthew Kelly
Chairman
Fredericksburg Area
Metropolitan Planning Organization
P.O. Box 863
Fredericksburg, VA 22404

RE: Allocation and Sharing of Federal Transit Administration (FTA) Section 5307
Funds for the Washington Urbanized Area

Dear Chairman Kelly:

At its September 20, 2006 meeting, the National Capital Region Transportation Planning Board (TPB) received copies of five resolutions adopted on September 18, 2006 by the FAMPO Policy Committee stating FAMPO policies with respect to the allocation of federal Section 5307 formula transit funds for the Washington urbanized area. In this letter the TPB addresses the FAMPO policy statements in each of these resolutions, and outlines its responses and recommendations on each of the topics addressed in the resolutions.

Over the past several months, TPB staff has reviewed the current procedures for allocating FTA Section 5307 formula funds within the Washington urbanized area, and has consulted with senior staff at FAMPO and other organizations potentially affected by the programming of the funds, including the Washington Metropolitan Area Transit Authority (WMATA), the Potomac and Rappahannock Transportation Commission (PRTC), the Northern Virginia Transportation Commission (NVTC), the Northern Virginia Transportation Authority (NVTA), the Virginia Department of Rail and Public Transportation (VDRPT), and the District of Columbia, Maryland, and Virginia Departments of Transportation. At its November 2 and December 7, 2007 meetings, the TPB Technical Committee was briefed on the current procedures for allocating FTA Section 5307 funds in the Washington urbanized area, the FAMPO policy statements, and proposed procedures for the allocation and sharing of these funds in the future. At its December 19, 2007 meeting, the TPB was briefed on these current procedures and the FAMPO policy statements, and approved sending this letter to FAMPO for its consideration and further discussion.

Regarding FAMPO Resolution FY 06-32b on VRE generated funds, the TPB is in agreement with FAMPO's policy position, which conforms to current practice for allocating Section 5307 and Section 5309 FTA formula funds to VRE. The TPB believes that this practice is working well and should continue.

FAMPO Resolution FY 06-32c addresses Section 5307 funds which are apportioned among small urbanized areas in the Commonwealth of Virginia by the Virginia Department of Rail and Public Transportation (VDRPT). These small urbanized area funds are in a separate category from the Section 5307 funds apportioned by the FTA formula for the Washington urbanized area, and the TPB does not intend to take any position on the apportionment of these small urbanized area funds.

Regarding FAMPO Resolution FY 06-32d with respect to the designation of urbanized areas as a result of the 2010 Census, the TPB acknowledges FAMPO's belief that the Washington and Fredericksburg urbanized areas should remain separate following the 2010 Census, with the boundary on the Prince William/Stafford County line. The TPB would be willing to discuss this question once the 2010 census results are available, but does not intend to take a position at this time.

Regarding FAMPO Resolutions FY 06-32a and FY 06-32e on the portions of FTA Section 5307 funds for the Washington urbanized area that are based on population, population density, and bus service factors, the TPB notes that FAMPO received the following guidance from the FHWA and FTA in an August 9, 2004 letter to Mr. Henry Connors, Jr., Chairman of FAMPO:

"TPB, along with the FTA designated recipients in the Washington D.C. urbanized area determine how Federal transit funds are spent in that urbanized area, which encompasses northern Stafford County. Therefore, FAMPO may wish to participate in the TPB planning process, as projects and programs serving the needs of northern Stafford County are eligible for a portion of the Federal funds apportioned to the Washington D.C. urbanized area."

Should FAMPO wish to participate in the TPB planning and programming process to identify transportation projects that are eligible for the 5307 funds, there are a number of considerations with respect to current funding commitments that should be kept in mind.

First, the bus service and related ridership in North Stafford contributes to the Washington urbanized area Section 5307 apportionment only if the north Stafford service and ridership statistics are reported as part of the National Transit Database (NTD) clearly identified as Washington D.C. urbanized area statistics, which did not happen in 2005. Consequently, the FY 2007 apportionment of Section 5307 funds does not account for the existence of bus service in north Stafford, an omission that has been brought to the Fredericksburg Regional Transit System's (FRED) attention. Correct reporting of these statistics in the future will make it possible to quantify the north Stafford County contribution to the Washington urbanized area Section 5307 apportionment.

Second, the 2006 Update to Constrained Long Range Plan (CLRP) Financial Plan for the Washington region brought the region's jurisdictions together to address funding sources for highway and transit needs, including the use of 5307 funds for transit capital improvement priorities. One current commitment of 5307 funding reflected in the 2006 CLRP update is specified in WMATA Board resolution #2000-08, adopted on January 27, 2000. This resolution states that in order to support WMATA's ability to finance projects under a TIFIA loan guarantee, "transit systems shall receive funds only if WMATA, as the designated recipient, has allocated to them Section 5307 funds directly attributable to their transit operations in the Washington urbanized area as of January 1, 2000." Any changes to the allocation of those funds would require a negotiated agreement between the region's jurisdictions. (The terms of this TIFIA loan guarantee were approved by the Federal Transit Administration (FTA), and the loan guarantee used for railcar rehabilitation is still required until the current program ends in 2010.)

Finally, I would like to bring to your attention a point made by several TPB member jurisdictions during the development of this letter: WMATA provides service to many passengers who reside outside of the WMATA Compact jurisdictions, and Compact members pay the local subsidy for operating and capital expenses generated by those passengers. Any decrease in the federal capital funds available to WMATA would require an increase in capital contributions from the local Compact jurisdictions. In 2007, residents of the FAMPO region made approximately 3,900 trips daily on Metrorail. WMATA estimates that Compact jurisdictions are currently paying approximately \$600,000 annually to subsidize the fares of FAMPO region riders.

The TPB looks forward to receiving comments from FAMPO on these recommendations on the allocation and sharing of FTA Section 5307 funds for the Washington urbanized area. Please contact Ronald Kirby, staff director for the TPB, at (202) 962-3310 if you have any questions regarding this proposal.

Sincerely,



Catherine Hudgins
Chair, National Capital Region
Transportation Planning Board