



NATIONAL CAPITAL REGION  

---

TRANSPORTATION PLANNING BOARD

**Item #5**

**MEMORANDUM**

April 10, 2014

**To:** Transportation Planning Board

**From:** Gerald Miller  
Acting Co-Director,  
Department of Transportation Planning

**Re:** Letters Sent/Received Since the March 19<sup>th</sup> TPB Meeting

The attached letters were sent/received since the March 19<sup>th</sup> TPB meeting. The letters will be reviewed under Agenda #5 of the April 16<sup>th</sup> TPB agenda.

Attachments

## National Capital Region Transportation Planning Board

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

### **M E M O R A N D U M**

**TO:** Transportation Planning Board

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

**SUBJECT:** Requests for TPB Endorsement of FY 2014 TIGER Grant Applications

**DATE:** April 10, 2014

---

A Notice of Funding Availability from the US Department of Transportation (USDOT) for the FY 2014 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program was published on March 3, 2014. Up to \$600 million is available in this year's discretionary grant program, with applications due April 28. In addition to the usual capital grants, up to \$35 million is available for planning grants (the first eligibility for TIGER planning grants since 2010).

USDOT discretionary grant applications require metropolitan planning organization (MPO) endorsement to ensure that funded projects will be incorporated into long-range plans (i.e., the CLRP) and transportation improvement programs (i.e., the TIP).

To date, the TPB has received the following requests for endorsement of their applications for TIGER Grants. Chair Wojahn has or will sign letters of endorsement.

#### **A. City of Alexandria**

The City is submitting an application for a capital grant to assist in funding the design and construction of the Potomac Yard Metrorail Station, a planned in-fill station on the Blue and Yellow Metrorail lines.

#### **B. District of Columbia DOT**

DDOT is submitting a planning grant application for the Long Bridge freight and passenger rail crossing of the Potomac River, which will fund the commencement of National Environmental Policy (NEPA) analysis for replacement of the bridge

#### **C. Loudoun County**

Loudoun County is submitting an application for a capital grant to construct three Regional Transit Hubs that will provide multimodal connectivity to the Silver Line Metrorail and employment centers throughout the region.

#### **D. Maryland DOT**

MDOT, in partnership with Montgomery County, is submitting an application for a capital grant to build the Capital Crescent Trail – Purple Line Multi-modal access improvement project, which includes the construction of a 4.3 mile shared use path between Bethesda and Silver Spring adjacent to the planned Purple Line Light Rail Project.

#### **E. Montgomery County**

Montgomery County is submitting two applications for TIGER Grants.

1. A capital grant to assist in funding the construction of the Bethesda Metrorail Station South Entrance, connecting Metrorail to the Purple Line.
2. A planning grant for study of Bus Rapid Transit (BRT) on MD 355 (Rockville Pike) in the area of White Flint.

#### **F. University of Maryland**

The University of Maryland Center for Smart Growth, in partnership with Montgomery and Prince George's Counties and the Maryland Transportation Administration, is submitting a planning grant application to study transportation improvements for economic development and access to affordable housing in the Purple Line transit station areas.

ALFRED C. CARR, JR.  
18th Legislative District  
Montgomery County

Environmental Matters  
Committee

*Subcommittees*

Land Use and Ethics

Motor Vehicles and Transportation



*Annapolis Office*  
The Maryland House of Delegates  
6 Bladen Street, Room 222  
Annapolis, Maryland 21401  
410-841-3638 • 301-858-3638  
800-492-7122 Ext. 3638  
Fax 410-841-3053 • 301-858-3053  
Alfred.Carr@house.state.md.us

*The Maryland House of Delegates*  
ANNAPOLIS, MARYLAND 21401

April 4, 2014

Mr. Robert L. Smith, Maryland Transit Administrator  
Maryland Transit Administration  
William Donald Schaefer Tower  
6 St. Paul Street, 2<sup>nd</sup> Floor  
Baltimore, MD 21202-1614

Dear Mr. Smith,

As legislators with the MARC riders in our districts, we are writing to request that MTA maintain key aspects for the MARC Growth and Investment Plan Update 2013 to 2050. These key aspects include the long-term vision for all-day, two-way service, weekend service and run-through service on the Brunswick and Camden Lines, as stated in the 2007 MARC Growth and Investment Plan.

In 2007, the Maryland Transit Administration (MTA) released the MARC Growth and Investment Plan, a document that envisioned the long-term improvement and expansion of the Penn, Brunswick and Camden Lines. The 2007 document included goals for the long-term expansion of the Brunswick and Camden Lines including all-day, two-way service and run-through service of trains beyond Union Station and on to L'Enfant Plaza and Virginia.

Unfortunately, in revising the MARC Growth and Investment Plan Update 2013 to 2050, long-term goals were removed such as all-day, two-way service, weekend service and run-through service on the Brunswick and Camden Lines. We are also concerned that the cuts to holiday service on the Brunswick and Camden Lines during the recession have not been reversed.

Efficient transportation is a priority in Maryland and MARC service serves as a critical link for our constituents. We believe there is great potential for commuter rail to improve access, mobility, economic development, and tourism within our region if we can agree on a long-term vision of expansion and improvement for the Brunswick and Camden Lines over the coming decades.

Mr. Robert L. Smith, Maryland Transit Administrator  
Maryland Transit Administration  
April 4, 2014  
Page 2

We are urging that these important aspects from the 2007 plan continue to be clearly included in the 2013 to 2050 plan update. Thank you for considering our request.

Sincerely,

Delegate Al Carr  
District 18

Delegate Kathy Afzali  
District 4

Delegate Shane Pendergrass  
District 13

Delegate Frank Turner  
District 13

Senator Karen Montgomery  
District 14

Delegate David Fraser-Hidalgo  
District 15

Delegate Aruna Miller  
District 15

Delegate Ana Sol Gutierrez  
District 18

Delegate Sam Arora  
District 19

Senator Jim Rosapepe  
District 21

Delegate Kirill Reznik  
District 39

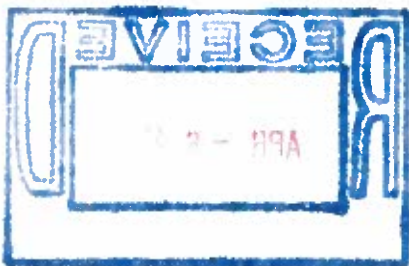
Delegate Shane Robinson  
District 39

CC: Jim Smith, Secretary of Transportation

James Knighton, Director, Office of External Affairs, Maryland Transit Administration

Diane Ratcliff, Director, Office of Planning, Maryland Transit Administration

Metropolitan Washington Council of Governments Transportation Planning Board



## Transportation: Not Either/Or



**By Patrick Wojahn**  
*TPB Chairman &  
City of College Park  
Councilmember*

Few would disagree with the premise that human progress of all sorts can be slow and frustrating. Too often, proponents of competing solutions to problems become obsessed with old arguments and miss changes already underway.

Transportation planning and the implementation of those plans in metropolitan Washington is a clear example of that tendency. As a result, I believe the old battle that pits the advocates of highway construction against supporters of public transit can and should be left behind on the pile of outgrown 20th century disputes.

In a recent paper, John McClain, a transportation policy expert, said he believes the region missed major opportunities years ago by neglecting to build some of the highways proposed then, prompting a rebuke from Stewart Schwartz, executive director of the Coalition for Smarter Growth, which prompted a rebuke from Jim Corcoran, president of the Fairfax County Chamber of Commerce.

Time out. Metropolitan Washington has grown rapidly over the last 30 years even though neither the public nor elected officials have consistently cast their lot with either camp. There is no “either/or.” The region needs to move forward with a broad mix of strategies to address our transportation challenges.

The region boasts a world-class transit system responsible for supporting economic opportunity and quality of life unparalleled in most other American cities. At the same time, critical roadway projects like the Woodrow Wilson Bridge replacement and innovative highway tolling approaches in Maryland and Virginia are also making significant contributions to our shared success. Growing interest in walking and bicycling and new transit options like streetcars and high-frequency bus service are helping to make greater transportation choice available to more people every day.

Last January, the National Capital Region Transportation Planning Board passed the Regional Transportation Priorities Plan, outlining a balanced approach rooted in three basic, commonsense strategies. It says our first priority must be maintaining the region’s existing system of roadways and transit. The second strategy must be strengthening public confidence in transportation agencies and ensuring fairness and equity. Finally, we must find more efficient ways to move people and goods by focusing on a wider variety of travel modes and concentrating growth in mixed-use “activity centers.”

Each of the strategies assumes the use of roads, mass transit, bicycling and walking. And the board is encouraging local governments to consider broader regional needs as they develop their own improvements.

I believe we now have a smarter, more coordinated approach to transportation planning that should speed up our work to maintain and build our transportation infrastructure. Let’s agree to get to work.

*This guest comment appeared in the Washington Business Journal on April 4, 2014*