

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

October 10, 2013

TO: Transportation Planning Board

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

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

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

D R A F T

October 16, 2013

The Honorable Peter Rogoff
Administrator, Federal Transit Administration (FTA)

The Honorable Victor Mendez
Administrator, Federal Highway Administration (FHWA)

U.S. Department of Transportation (USDOT)
1200 New Jersey Avenue, SE
Washington, DC 20590

SUBJ: Comments on the Proposed Policy Guidance on Metropolitan Planning Organization Representation [Docket No. FTA-2013-0029]

Dear Administrators Rogoff and Mendez,

The National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Metropolitan Washington Area, greatly appreciates your efforts and those of FTA and FHWA staff to provide opportunities for input and consultation on the guidance for representation by providers of public transportation on MPO boards, per the provision of the surface transportation reauthorization Moving Ahead for Progress in the 21st Century Act (MAP-21). The TPB already works closely with the thirteen providers of public transportation in the region, which has the second largest subway ridership and the fifth largest bus ridership among the nation's urban areas. The Washington Metropolitan Area Transit Authority (WMATA) is currently a voting member of the TPB, and other providers participate in the TPB's Technical Committee and subcommittees.

With regard to the proposed guidance provided in the Federal Register on September 30, 2013, the TPB appreciates the flexibility for each MPO to determine the best approach for incorporating a specifically designated representative for public transportation on its board. Of the thirteen providers of public transportation in the National Capital Region, three are direct recipients of the FTA Urbanized Area Funding program (Section 5307) for which representation is required. The TPB welcomes the provisions in the proposed guidance under which it may cooperatively develop a process

for selecting a specifically designated representative, along with a procedure for collective or proportional representation for the providers on the MPO board. The TPB strongly endorses this approach in the proposed FTA and FHWA guidance, and believes that it is highly preferable to more prescriptive provisions which could prove unduly onerous and difficult to adopt. Specifically, the approach in the proposed guidance will enable the TPB to carry out effective consultation with all regional public transportation providers in reaching a consensus on new MAP-21 requirements regarding measures and targets for public transportation safety, state of good repair, and other performance measures.

Please feel free to contact me at Scott.York@loudoun.gov or Ronald Kirby, staff director to the TPB, at rkirby@mwkog.org, if there is any additional information or support that the TPB can provide in the development and implementation of MAP-21 regulations.

Sincerely,

Scott K. York
Chairman
National Capital Region
Transportation Planning Board

rate of crash involvement than the general population. The diabetes rule provides that "A person is physically qualified to drive a commercial motor vehicle if that person has no established medical history or clinical diagnosis of diabetes mellitus currently requiring insulin for control" (49 CFR 391.41(b)(3)).

FMCSA established its diabetes exemption program, based on the Agency's July 2000 study entitled "A Report to Congress on the Feasibility of a Program to Qualify Individuals with Insulin-Treated Diabetes Mellitus to Operate in Interstate Commerce as Directed by the Transportation Act for the 21st Century." The report concluded that a safe and practicable protocol to allow some drivers with ITDM to operate CMVs is feasible. The September 3, 2003 (68 FR 52441), **Federal Register** notice in conjunction with the November 8, 2005 (70 FR 67777), **Federal Register** notice provides the current protocol for allowing such drivers to operate CMVs in interstate commerce.

These 16 applicants have had ITDM over a range of 1 to 28 years. These applicants report no severe hypoglycemic reactions resulting in loss of consciousness or seizure, requiring the assistance of another person, or resulting in impaired cognitive function that occurred without warning symptoms, in the past 12 months and no recurrent (2 or more) severe hypoglycemic episodes in the past 5 years. In each case, an endocrinologist verified that the driver has demonstrated a willingness to properly monitor and manage his/her diabetes mellitus, received education related to diabetes management, and is on a stable insulin regimen. These drivers report no other disqualifying conditions, including diabetes-related complications. Each meets the vision requirement at 49 CFR 391.41(b)(10).

The qualifications and medical condition of each applicant were stated and discussed in detail in the June 26, 2013, **Federal Register** notice and they will not be repeated in this notice.

Discussion of Comments

FMCSA received two comments in this proceeding. The comments are considered and discussed below.

Laurie Susan Palmer expressed concern regarding the new A1C testing regulations.

John D. Heffington requested information regarding the new A1C testing regulations.

Basis for Exemption Determination

Under 49 U.S.C. 31136(e) and 31315, FMCSA may grant an exemption from the diabetes requirement in 49 CFR 391.41(b)(3) if the exemption is likely to achieve an equivalent or greater level of safety than would be achieved without the exemption. The exemption allows the applicants to operate CMVs in interstate commerce.

To evaluate the effect of these exemptions on safety, FMCSA considered medical reports about the applicants' ITDM and vision, and reviewed the treating endocrinologists' medical opinion related to the ability of the driver to safely operate a CMV while using insulin.

Consequently, FMCSA finds that in each case exempting these applicants from the diabetes requirement in 49 CFR 391.41(b)(3) is likely to achieve a level of safety equal to that existing without the exemption.

Conditions and Requirements

The terms and conditions of the exemption will be provided to the applicants in the exemption document and they include the following: (1) That each individual submit a quarterly monitoring checklist completed by the treating endocrinologist as well as an annual checklist with a comprehensive medical evaluation; (2) that each individual reports within 2 business days of occurrence, all episodes of severe hypoglycemia, significant complications, or inability to manage diabetes; also, any involvement in an accident or any other adverse event in a CMV or personal vehicle, whether or not it is related to an episode of hypoglycemia; (3) that each individual provide a copy of the ophthalmologist's or optometrist's report to the medical examiner at the time of the annual medical examination; and (4) that each individual provide a copy of the annual medical certification to the employer for retention in the driver's qualification file, or keep a copy in his/her driver's qualification file if he/she is self-employed. The driver must also have a copy of the certification when driving, for presentation to a duly authorized Federal, State, or local enforcement official.

Conclusion

Based upon its evaluation of the 16 exemption applications, FMCSA exempts Tyler A. Benjamin (AL), Larry K. Brindle (KS), James D. Damske (MA), Manuel M. Fabela, Jr. (CA), Ryan L. Guffey (IL), Richard B. Harvey (CA), Donald F. Kurzejewski (PA), Joshua O. Lilly (VA), Steven C. Lundberg (IA),

Frank D. Marcou, Jr. (VT), Roger D. Mott (IA), Bernard K. Nixon (FL), Thomas P. Olson (WI), Steven T. Vanderburg (NC), John P. Washington (NJ), and Christopher J. Wisner (MD) from the ITDM requirement in 49 CFR 391.41(b)(3), subject to the conditions listed under "Conditions and Requirements" above.

In accordance with 49 U.S.C. 31136(e) and 31315 each exemption will be valid for two years unless revoked earlier by FMCSA. The exemption will be revoked if the following occurs: (1) The person fails to comply with the terms and conditions of the 1/exemption; (2) the exemption has resulted in a lower level of safety than was maintained before it was granted; or (3) continuation of the exemption would not be consistent with the goals and objectives of 49 U.S.C. 31136(e) and 31315. If the exemption is still effective at the end of the 2-year period, the person may apply to FMCSA for a renewal under procedures in effect at that time.

Issued on: September 20, 2013.

Larry W. Minor,

Associate Administrator for Policy.

[FR Doc. 2013-23766 Filed 9-27-13; 8:45 am]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Federal Highway Administration

[Docket No. FTA-2013-0029]

Proposed Policy Guidance on Metropolitan Planning Organization Representation

AGENCY: Federal Transit Administration (FTA) and Federal Highway Administration (FHWA), DOT.

ACTION: Proposed policy guidance; request for comments.

SUMMARY: The FTA and FHWA are jointly issuing this proposed guidance on implementation of provisions of the Moving Ahead for Progress in the 21st Century Act (MAP-21), Public Law 112-141, that require representation by providers of public transportation in each metropolitan planning organization (MPO) that serves a transportation management area (TMA) no later than October 1, 2014. The purpose of this guidance is to assist MPOs and providers of public transportation in complying with this new requirement.

DATES: Comments must be received by October 30, 2013. Any comments

received beyond this deadline will be considered to the extent practicable.

ADDRESSES: Comments. You may submit comments identified by the docket number (FTA–2013–0029) by any of the following methods:

Federal eRulemaking Portal: Go to <http://www.regulations.gov> and follow the online instructions for submitting comments.

DOT Electronic Docket: Go to <http://dms.dot.gov> and follow the instructions for submitting comments.

U.S. Mail: Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE., Room W12–140, Washington, DC 20590.

Hand Delivery or Courier: Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue, Southeast, Room W12–140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

Fax: 202–493–2251.

Instructions: You must include the agency names (Federal Transit Administration and Federal Highway Administration) and docket number (FTA–2013–0029) for this notice at the beginning of your comments. You must submit two copies of your comments if you submit them by mail. If you wish to receive confirmation that FTA and FHWA received your comments, you must include a self-addressed, stamped postcard. Due to security procedures in effect since October 2001, mail received through the U.S. Postal Service may be subject to delays. Parties submitting comments may wish to consider using an express mail firm to ensure prompt filing of any submissions not filed electronically or by hand. All comments received will be posted, without change and including any personal information provided, to <http://www.regulations.gov>, where they will be available to Internet users. You may review DOT's complete Privacy Act Statement published in the **Federal Register** on April 11, 2000, at 65 FR 19477. For access to the docket to read background documents and comments received, go to <http://www.regulations.gov> at any time, or to the Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE., Room W12–140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

FOR FURTHER INFORMATION CONTACT: Dwayne Weeks, FTA Office of Planning and Environment, telephone (202) 366–4033 or Dwayne.Weeks@dot.gov; or Harlan Miller, FHWA Office of Planning, telephone (202) 366–0847 or Harlan.Miller@dot.gov.

SUPPLEMENTARY INFORMATION:

I. Introduction

The FTA and FHWA are jointly issuing this proposed policy guidance on the implementation of 23 U.S.C. 134(d)(2)(B) and 49 U.S.C. 5303(d)(2)(B), which require representation by providers of public transportation in each MPO that serves an area designated as a TMA. The FTA and FHWA anticipate issuing a joint notice of proposed rulemaking to amend 23 CFR part 450 to implement 23 U.S.C. 134(d)(2)(B) and 49 U.S.C. 5303(d)(2)(B) as amended by sections 1201 and 20005 of MAP–21. These United States Code sections now require representation by providers of public transportation in each MPO that serves an area designated as a TMA. A TMA is defined as an urbanized area with a population of over 200,000 individuals as determined by the 2010 census, or an urbanized area with a population of fewer than 200,000 individuals that is designated as a TMA by the request of the Governor and the MPO designated for the area.¹ As of the date of this guidance, of the 384 MPOs throughout the Nation, 184 MPOs serve an area designated as a TMA.

The FTA conducted an On-Line Dialogue on this requirement from March 5 through March 29, 2013. Through this forum, FTA received input from MPOs, local elected officials, transit agencies, and the general public, with over 3,000 visits to the Web site. Over 100 ideas were submitted from 340 registered users who also provided hundreds of comments and votes on these ideas. Participants discussed the complex nature of MPOs and the advantages of providing flexibility for MPOs and transit providers to decide locally how to include representation by providers of public transportation in the MPO.

To increase the accountability and transparency of the Federal-aid highway and Federal transit programs and to improve project decision-making through performance-based planning and programming, MAP–21 establishes a performance management framework. The MAP–21 requires FHWA to establish, through a separate rulemaking, performance measures and standards to be used by States to assess the condition of the pavements and bridges, serious injuries and fatalities, performance of the Interstate System and National Highway System, traffic congestion, on-road mobile source emissions, and freight movement on the Interstate System.² The MAP–21 also

¹ 23 U.S.C. 134(k)(1); 49 U.S.C. 5303(k)(1).

² 23 U.S.C. 150(c).

requires FTA to establish, through separate rulemakings, state of good repair and safety performance measures, and requires each provider of public transportation to establish performance targets in relation to these performance measures.³

To ensure consistency, an MPO must coordinate to the maximum extent practicable with the State and providers of public transportation to establish performance targets for the metropolitan planning area that address these performance measures.⁴ An MPO must describe in its metropolitan transportation plans the performance measures and targets used to assess the performance of its transportation system.⁵ Statewide and metropolitan transportation improvement programs (STIPs and TIPs) must include, to the maximum extent practicable, a description of the anticipated effect of the program toward achieving the performance targets established in the statewide or metropolitan transportation plan, linking investment priorities and the highway and transit performance targets.⁶ These changes to the planning process will be addressed in FHWA and FTA's anticipated joint rulemaking amending 23 CFR part 450.

As part of its performance management framework, MAP–21 assigns MPOs the new transit related responsibilities described above, i.e., to establish performance targets with respect to transit state of good repair and transit safety and to address these targets in their transportation plans and TIPs. Representation by providers of public transportation in each MPO that serves a TMA will better enable the MPO to define performance targets and to develop plans and TIPs that support an intermodal transportation system for the metropolitan area. Including representation by providers of public transportation in each MPO that serves an area designated as a TMA is an essential element of MAP–21's performance management framework and will support the successful implementation of a performance-based approach to transportation decisionmaking.

The FTA and FHWA seek comment on the following proposals in this guidance: the determination of specifically designated representatives, the eligibility of representatives of providers of public transportation to

³ 49 U.S.C. 5326(b), (c), 5329(b), (d).

⁴ 23 U.S.C. 134(h)(2); 49 U.S.C. 5303(h)(2).

⁵ 23 U.S.C. 134(i)(2)(B); 49 U.S.C. 5303(i)(2)(B).

⁶ 23 U.S.C. 134(j)(2)(D); 49 U.S.C. 5303(j)(2)(D) (TIPs) and 23 U.S.C. 135(g)(4); 49 U.S.C. 5304(g)(4) (STIPs).

serve as specifically designated representatives, and the cooperative process to select a specifically designated representative in MPOs with multiple providers of public transportation. There is wide variation in transit agency representation among MPOs and in the governance structure of MPOs throughout the country. To accommodate the many existing models of transit agency representation on MPO boards, this proposed guidance proposes flexible approaches for MPOs and providers of public transportation to work together to meet this requirement.

II. Specifically Designated Representatives

MAP-21 requires that by October 1, 2014, MPOs that serve an area designated as a TMA must include local elected officials; officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation; and appropriate State officials.⁷ The requirement to include “representation by providers of public transportation” is a new requirement under MAP-21. The FHWA and FTA construe that the intent of this provision is that representatives of providers of public transportation, once designated, will have equal decision-making rights and authorities as other members listed in 23 U.S.C. 134(d)(2)(B) and 49 U.S.C. 5303(d)(2)(B) that are on the policy board of an MPO that serves a TMA. This expectation reflects the long-standing position of FHWA and FTA with respect to statutorily required MPO board members.⁸

A public transportation representative on an MPO board is referred to herein as the “specifically designated representative.” A specifically designated representative should be an elected official or a direct representative employed by the agency being represented, such as a member of a public transportation provider’s board of directors, or a senior transit agency official like a chief executive officer or a general manager.

⁷ 23 U.S.C. 134(d)(2); 49 U.S.C. 5303(d)(2).

⁸ While this guidance specifically addresses the new requirement for representation by providers of public transportation, all MPOs that serve a TMA must consist of local elected officials; officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation; and appropriate State officials by October 1, 2014. 23 U.S.C. 134(d)(2); 49 U.S.C. 5303(d)(2). Only those MPOs acting pursuant to authority created under State law that was in effect on December 18, 1991, that meet the requirements of 23 U.S.C. 134(d)(3) and 49 U.S.C. 5303(d)(3), are exempt.

III. Providers of Public Transportation

This guidance proposes that only representation by providers of public transportation that operate in a TMA and are direct recipients⁹ of the Urbanized Area Formula Funding program¹⁰ will satisfy 23 U.S.C. 134(d)(2)(B) and 49 U.S.C. 5303(d)(2)(B).

IV. Process for the Selection of Specifically Designated Representatives

The FTA and FHWA’s Metropolitan Transportation Planning rule at 23 CFR 450.314 provides for metropolitan planning agreements in which MPOs, States, and providers of public transportation cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. This guidance proposes that MPOs that serve an area designated as a TMA should cooperate with providers of public transportation and the State to amend their metropolitan planning agreements to include the cooperative process for selecting the specifically designated representative(s) for inclusion on the MPO board and for identifying the representative’s role and responsibilities.

V. Role of the Specifically Designated Representative

To the extent that an MPO has bylaws, the MPO should, in consultation with transit providers in the TMA, develop bylaws that describe the establishment, roles, and responsibilities of the specifically designated representative. These bylaws should explain the process by which the specifically designated representative will identify transit-related issues for consideration by the full MPO policy board and verify that transit priorities are considered in planning products to be adopted by the MPO. In TMAs with multiple providers of public transportation, the bylaws also should outline how the specifically designated representative(s) will consider the needs of all eligible¹¹ providers of public transportation and address issues that are relevant to the responsibilities of the MPO.

VI. Restructuring MPOs To Include Representation by Providers of Public Transportation

Title 23 U.S.C. 134(d)(5)(B) and 49 U.S.C. 5303(d)(5)(B) provide that an

⁹ A direct recipient is defined as a public entity that is legally eligible under Federal transit law to apply for and receive grants directly from FTA.

¹⁰ 49 U.S.C. 5307.

¹¹ Eligible transit agencies are those that are direct recipients of the Urbanized Area Formula Funding program, 49 U.S.C. 5307, and operate in a TMA.

MPO may be restructured to meet MAP-21’s representation requirements without having to secure the agreement of the Governor and units of general purpose government as part of a redesignation.

There are multiple providers of public transportation within most TMAs. In large MPOs that include numerous municipal jurisdictions and multiple providers of public transportation, FTA and FHWA expect that it would not be practical to allocate separate representation to each provider of public transportation. Consequently, this guidance proposes that an MPO that serves an area designated as a TMA that has multiple providers of public transportation should cooperate¹² with the eligible providers to determine how the MPO will include representation by providers of public transportation.

There are various approaches to meeting this requirement. For example, an MPO may allocate a single board position to eligible providers of public transportation collectively, providing that one specifically designated representative must be agreed upon through the cooperative process. The requirement for specifically designated representation might also be met by rotating the board position among all eligible providers or by providing all eligible providers with proportional representation. However the representation is ultimately designated, the MPO should provide specifics of the designation in its bylaws, to the extent it has bylaws.

Apart from the requirement for specifically designated representation on the MPO’s board, an MPO also may allow for transit representation on policy or technical committees. Eligible providers of public transportation not given decision-making rights on the MPO’s board may hold positions on policy or technical committees.

The FHWA and FTA encourage MPOs, State Departments of Transportation, local stakeholders, and transit providers to take this opportunity to determine the most effective governance and institutional arrangements to best serve the interests of the metropolitan planning area.

Peter Rogoff,

FTA Administrator.

Victor M. Mendez,

FHWA Administrator.

[FR Doc. 2013-23780 Filed 9-27-13; 8:45 am]

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¹² Cooperation means that the parties involved in carrying out the transportation planning and programming processes work together to achieve a common goal or objective. 23 CFR 450.104.

Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*



James T. Smith, Jr., *Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

September 26, 2013

Mr. Erkin Ozberk
City Planner
City of Takoma Park
7500 Maple Avenue
Takoma Park MD 20912

Dear Mr. Ozberk:

The State Highway Administration (SHA) has been informed by the National Capital Region Transportation Planning Board that the City of Takoma Park was approved for \$1,255,123 of Transportation Alternatives (TA) Program funds for the Ethan Allen Gateway Streetscape project and \$1,040,330 for the Flower Avenue Green Street Project. These projects will construct improvements along MD 410 and MD 787, including widened sidewalks and pedestrian refuge islands, new sidewalk connections, reduced crossing distances at major intersections, a planted median, bike lanes, pedestrian lighting and storm water management.

Since these funds are administered by the Maryland Department of Transportation (MDOT) and have Federal and State requirements, I have asked Ms. Jessica Silwick, TA Program Coordinator, SHA and her staff to follow up with you regarding the details to secure these funds. You will be contacted by Ms. Silwick shortly to set up an initial kick-off meeting.

Congratulations and thank you for your participation in this program. If you have any questions, please do not hesitate to contact Ms. Silwick at 410-545-5653, toll-free 1-888-204-4828 or via email at jsilwick@sha.state.md.us.

Sincerely,

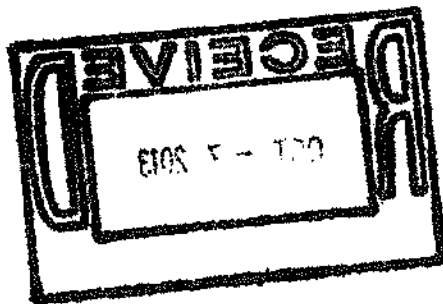
A handwritten signature in black ink, appearing to read 'D. Simmons', is written over a horizontal line.

Douglas H. Simmons
Deputy Administrator/Chief Engineer for Planning,
Engineering, Real Estate, and Environment

cc: Ms. Jessica Silwick, TA Coordinator, SHA

Mr. Erkin Ozberk
Page Two

bcc: Ms. Sarah Crawford, Transportation Planner, Metropolitan Washington Council of Governments
Mr. Ronald Kirby, Director of Transportation Planning, Metropolitan Washington Council of Governments
Ms. Jeanette Mar, Federal Highway Administration, Del Mar Office
Mr. Victor Barreira, Design Liaison, Community Design, SHA
Ms. Bonita Carter, Real Estate Liaison, Office of Real Estate, SHA
Ms. Mary Deitz, Chief, Regional and Intermodal Planning Division, SHA
Ms. Valerie Burnette Edgar, Director, Office of Customer Relations and Information, SHA
Ms. Kate Ellis, TA Program Assistant Coordinator, SHA
Mr. Dennis German, Chief, Community Design Division, SHA
Mr. Don Halligan, Director, Office of Planning and Capital Programming, MDOT
Mr. Mark Jesko, Real Estate Liaison, Office of Real Estate, SHA
Mr. Sean Johnson, Team Leader, Community Design Division, SHA
Mr. Vaughn Lewis, Regional Planner, SHA
Ms. Adriene Metzbower, Environmental Liaison, Environmental Planning Division, SHA
Ms. L'Kiesha Markley, Assistant Chief, Regional and Intermodal Planning Division, SHA
Mr. Frank Principe, Chief of Staff, MDOT
Ms. Thomasina Saxon, Administrative Assistant, SHA
Mr. Gregory I. Slater, Director of Planning and Preliminary Engineering, SHA
Mr. John Thomas, Regional Planner, SHA
Mr. Brian Young, District Engineer, SHA
Transportation Enhancement Program Executive Committee
Transportation Enhancement Program Technical Committee





COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

GREGORY A. WHIRLEY
COMMISSIONER

September 26, 2013

Mr. Chuck Bean
Executive Director
Metropolitan Council of Governments
777 N. Capitol Street, N.E., Suite 300
Washington, DC 20002

Dear Mr. Bean:

The Commonwealth Transportation Board will again conduct nine public meetings across the state in October and November 2013 to give stakeholders the opportunity to review and provide comments on projects and programs to be included in the Fiscal Year 2015-2020 Six-Year Improvement Program (FY15-20 SYIP), including highway, rail and public transportation initiatives. The Virginia Department of Transportation (VDOT) will co-host this meeting with our local CTB representative(s) and the Department of Rail and Public Transportation. We want to build on the efforts during last year's fall meetings, and it is important that we hear from you and your constituents about those projects you feel are the highest priority for the state's limited transportation funds.

As we did last year, these meetings will consist of an open house format beginning at 6:00 p.m. where attendees can review materials produced by agency staff and discuss specific projects or issues. To encourage public comment, we have extended the open house time period until 7:00pm. Following the open house, an opportunity will be provided for comments from the public and transportation stakeholders. Written comments may also be submitted during this informal session, or they may be mailed or e-mailed until December 6, 2013. Meeting materials will be available on the web at <http://www.virginiadot.org/2013fallmeetings> starting October 22, 2013. The Fall Transportation Meeting Schedule is attached.

Representatives from the Virginia Department of Transportation, Virginia Department of Rail and Public Transportation, Office of Intermodal Planning and Investment, and Office of Transportation Public Private Partnerships have been invited to attend and provide information on current initiatives.

Mr. Chuck Bean
September 26, 2013
Page 2

In addition, all Metropolitan Planning Organizations (MPOs) and Planning District Commissions (PDCs) are invited to participate in the meetings in their region. Space will be reserved at each meeting location for the respective MPO and PDC staffs to display presentation materials regarding regional initiatives and priorities.

You are invited to come and speak with our transportation agency representatives. If you cannot attend the meetings, you may send your comments to Diane Mitchell, VDOT, 1401 E. Broad Street, Richmond, VA 23219 or e-mail them to Six-YearProgram@vdot.virginia.gov by December 6, 2013. Comments on rail and public transportation may be sent to DRPT Public Information Officer at 600 East Main Street, Suite 2102, Richmond, VA 23219 or e-mail them to drptpr@drpt.virginia.gov. Your attendance will be truly appreciated at this session.

If you have any questions prior to the meeting, please contact Richard "Dic" Burke, our Programming Director, at (703) 259-2966.

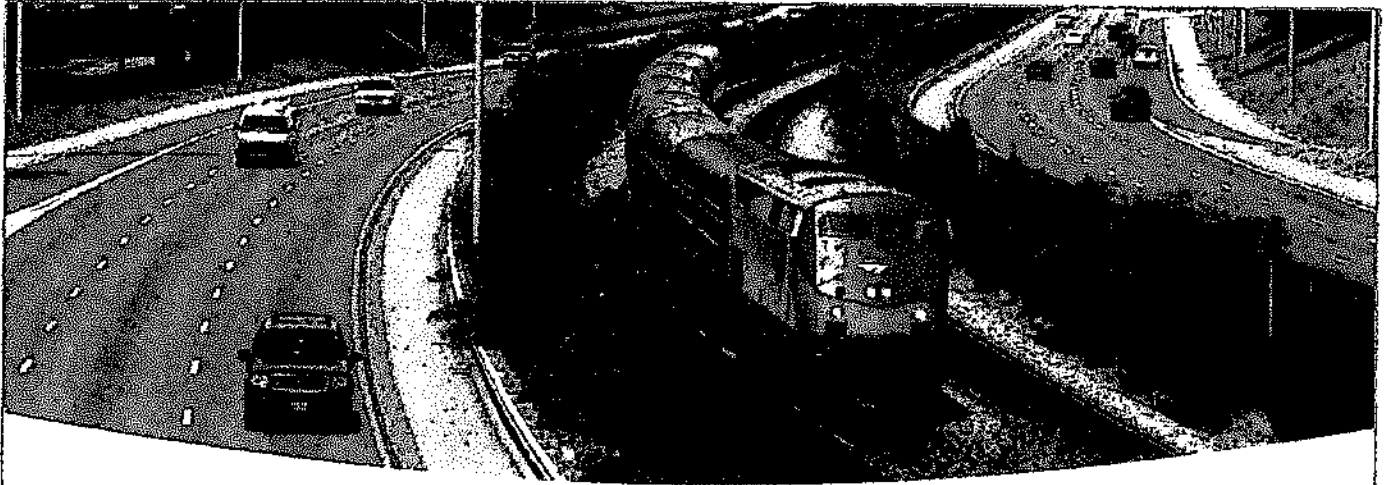
Sincerely,



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

Attachment

Copy: Richard "Dic" Burke



Investing in Virginia's Transportation Future

<http://www.virginiadot.org/2013fallmeetings>

Fall Transportation Meeting Dates and Locations

Tuesday, October 22, 2013

VDOT Northern Virginia District Office
4975 Alliance Drive
Fairfax, VA 22030

Tuesday, October 29, 2013

Hampton Roads Planning District Commission
723 Woodlake Drive
Chesapeake, VA 23320

Wednesday, October 30, 2013

Northside High School
6758 Northside High School Road
Roanoke, VA 24019

Wednesday, November 6, 2013

VDOT Central Office Auditorium
1221 E. Broad Street
Richmond, VA 23219

Wednesday, November 13, 2013

University of Mary Washington
Stafford Campus – University Hall (North Building)
125 University Boulevard
Fredericksburg, VA 22406

Thursday, November 14, 2013

Holiday Inn Staunton Conference Center
152 Fairway Lane
Staunton, VA 24401

Monday, November 18, 2013

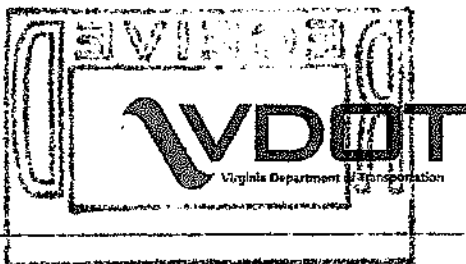
Germanna Community College
Daniel Technology Center
18121 Technology Drive
Culpeper, VA 22701

Tuesday, November 19, 2013

Holiday Inn Hotel & Suites
Bristol Convention Center
3005 Linden Drive
Bristol, VA 24202

Thursday, November 21, 2013

Kirkley Hotel & Conference Center
2900 Candler's Mountain Road
Lynchburg, VA 24502



September 26, 2013

Scott York, Chair
 National Capital Region Transportation Planning Board
 777 North Capitol St., NE
 Washington, DC 20002

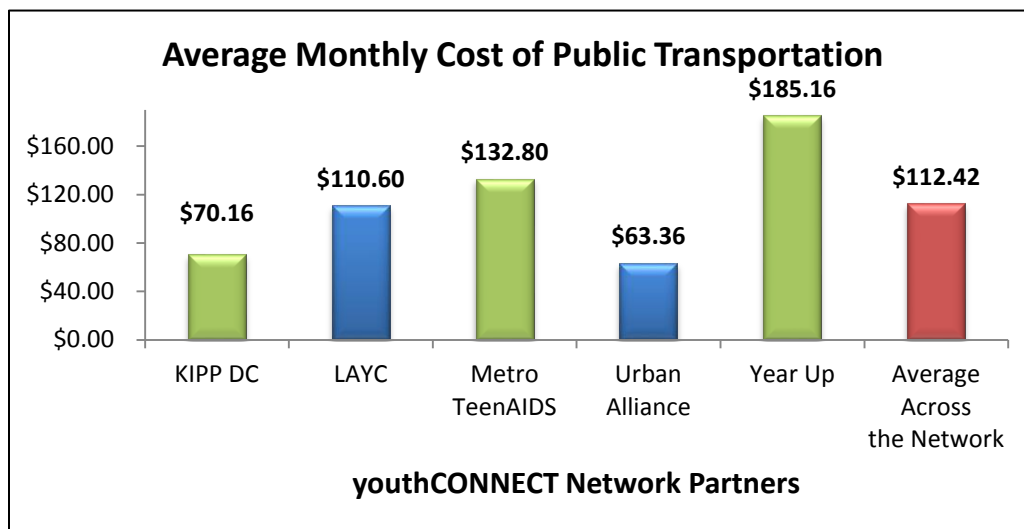
Dear Chairman York:

The youthCONNECT network is pleased to provide comments on the draft of your 2013 Regional Transportation Priorities Plan (RTPP). In reading through the RTPP the network noticed there were no references to students and youth, and the recognition that transportation can be an obstinate barrier to their success. Youth, particularly those from low-income backgrounds, are among the most adversely impacted by the lack of accessibility and affordability of public transportation across the region.

Youth Transportation

youthCONNECT, a network of innovative nonprofits, seeks to demonstrate that the complex education, employment, and health-related challenges of low-income youth can be addressed through an integrated approach that has the potential to be replicated. Over the past year, the network identified transportation as a major barrier facing students and disconnected youth in our network and the region, generally. Through background research, a youth development “hackathon”, and primary data collection, we know that youth in our network struggle to take full advantage of youthCONNECT’s core services and opportunities due to the challenges inherent in the region’s public transportation system.

In fact, out of the nearly 100 youthCONNECT network youth surveyed, ages 16-24, the average youth spent over \$100 per month on public transportation (see chart below). This is particularly problematic for youth from low-income families, and coincides with the U.S. Bureau of Labor Statistics’ June 2013 consumer spending report which shows that low-income families spend approximately 16% of their annual household income on transportation.



Suggested Approaches

1. The RTPP could identify youth transportation as a barrier to achieving its first goal (G1C5), recognizing its critical importance to the success of the region's students and economic growth.
2. The Metropolitan Washington Council of Governments and its Transportation Planning Board (MWCOG/TPB) could establish youth transportation as a priority issue for 2014 and beyond for member jurisdictions to address.
3. There are numerous youth transportation subsidy programs within each jurisdiction across the National Capital Region. None is more prominent at this moment than D.C. Councilmember Muriel Bowser's *Kids Ride Free* legislation – which acknowledges transportation as an obstacle for children and youth to travel to school and internships – and allows DC residents enrolled in school up to age 22 to ride MetroBus for free. While the legislation is temporary, and does not eliminate the barriers, the youthCONNECT network applauds the effort as a crucial first step. Suggested actions include:
 - a. Increase the student eligibility age across the region to 25 years for those in adult charter schools and approved “credential-earning” programs.
 - b. Eliminate DC's “summer youth employment penalty” which precludes D.C. youth with paid summer internships from qualifying for transit subsidies.
 - c. Research the economic impact of standardizing transportation subsidies for students and youth across all MWCOG member jurisdictions to make public transportation more accessible and affordable for all.

Conclusion

The RTPP's first goal of “providing a comprehensive range of transportation options” will not be achieved unless it first acknowledges the costly nature of public transportation for students and youth across the region; establishes it as a priority issue for future transportation planning; and focuses on aligning subsidies across the region to bring greater cost predictability for families, especially low-income families.

Thank you for the opportunity to submit our thoughts on this important issue. We look forward to continued dialogue with you, and welcome the opportunity to share the youthCONNECT network's transportation work with you to inform your deliberations in the future.

Sincerely,

Carol Thompson Cole
President and CEO, Venture Philanthropy Partners

Veronica Nolan
CEO, Urban Alliance Foundation

Allison Fansler
President and COO, KIPP DC

Ronda Thompson
Executive Director, Year Up NCR

Lori Kaplan
President and CEO, LAYC

Adam Tenner
Executive Director, Metro TeenAIDS

MEMORANDUM

TO: Transportation Planning Board

FROM: Taran Hutchinson, MATOC Facilitator

DATE: October 10, 2013

SUBJECT: Briefing on the Washington Metropolitan Area Transportation Operations Coordination (MATOC) Program Response during the September 16 Navy Yard Incident

Background

The District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT), and the Washington Metropolitan Area Transit Authority (WMATA), in partnership with the TPB, established the MATOC Program to conduct real-time information sharing and interagency coordinated transportation management. MATOC began operations coordination activities in 2008, led by the MATOC Facilitator with supporting staff. For extensive information on MATOC's background, see www.matoc.org.

Critical to the success of the MATOC staff is the data sharing system that has been created to serve MATOC, known as the Regional Integrated Transportation Information System, or RITIS. RITIS amalgamates automated data from many sources, fuses it together into share-able formats, and then information is shared with transportation, public safety, emergency management, military, and other agencies, as well as the media and public. Additional background on RITIS, as well as a RITIS-powered real-time traveler information page, is also available at www.matoc.org.

Core Activities

MATOC has an annual budget of \$1.2 million, now funded by DDOT, MDOT/SHA, and VDOT. Full funding was received FY2013 and has been committed for FY2014. This funding supports four core program elements: 1) Operations, 2) RITIS Operations and Maintenance, 3) RITIS Enhancements, and 4) Special Studies.

The MATOC Steering Committee is the governing body of MATOC comprising senior transportation operations officials from DDOT, MDOT/SHA, VDOT, and WMATA, with the MWCOG TPB transportation director as an ex-officio member. The MATOC Steering Committee and MATOC Program are supported by a number of advisory subcommittees, including a Roadway Operations Subcommittee, Transit Task Force, Information Systems Subcommittee, and Severe Weather Working Group.

MATOC's staff of four undertakes live coordination operations regularly Monday through Friday from 4:30 AM to 8:00 PM. MATOC can and has on a number of occasions gone to 24-hours-a-day operations on an on-call basis. MATOC operations are conducted from its recently relocated dedicated operations center, but can be accomplished from other/remote locations (see below).

Recent and Current Activities

Necessitated by circumstances at its previous leased location in Greenbelt, MATOC has moved its operations to a facility located in the University of Maryland's Technology Ventures Building in College Park; this move in the long run will achieve cost savings. The new offices and operations floor are currently under renovations to better support MATOC's needs. MATOC is continuing regional coordination / monitoring / notification activities from remote locations such as the DC Homeland Security & Emergency Management Agency with minimal impact to normal day-to-day operations during these renovations. MATOC is expected to reoccupy its completed space by the end of October.

Regular MATOC coverage continues five days a week from 4:30 AM to 8:00 PM. MATOC Staff can always be reached during afterhours and weekend should the need arise. The Regional Integrated Transportation Information System (RITIS) continues, with ongoing enhancements, as the core MATOC support technology.

MATOC operations responded to or have been expanded during a number of recent events, including the July 4th Celebrations, the March on Washington 50th Anniversary (August 28), the September 11 anniversary, and the tragic Navy Yard Incident (September 16 – see below). MATOC operations also continue to provide information and coordination on a daily basis for numerous traffic- and transit-impacting incidents.

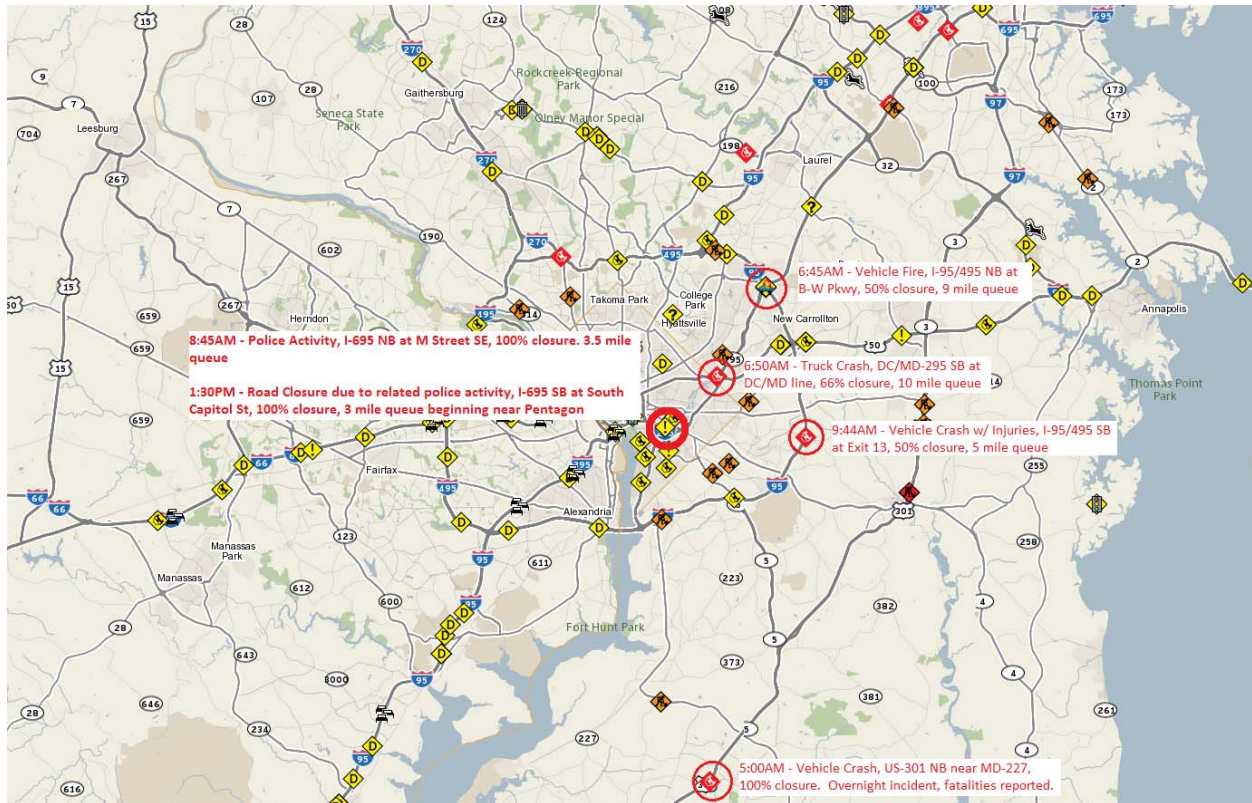
MATOC Response to the September 16 Navy Yard Incident

In response to the September 18 request from the TPB for such information, the following is a summary of MATOC's activities during the Navy Yard incident. Monday, September 16, 2013 was a very busy and complicated day for MATOC and its supporting transportation stakeholders. The combination of morning precipitation and several traffic related incidents around the region helped contribute to a slower than normal commute for some travelers, particularly to the east of the metropolitan area, in addition to the impacts of the Navy Yard incident itself.

MATOC staff notified stakeholders regarding several moderate to severe impact traffic incidents that occurred during the morning commute. These included:

- 5:00 AM – An overnight vehicle crash involving fatalities on US-301 North near MD-227 in Charles County, MD requiring a complete road closure for accident investigation.
- 6:45 AM – A vehicle fire on I-95/495 North (Outer Loop) at the Baltimore-Washington Parkway initially blocking all lanes travel lanes. Two of four lanes remained blocked for cleanup and recovery operations.
- 6:50 AM – A truck crash on DC/MD-295 South near the DC/MD line blocking two of three lanes that required an extended cleanup and response.
- 8:45 AM – Police activity on I-695 NB at M Street (related to the Navy Yard incident) requiring the morning closure of the 11th Street Bridge and subsequent afternoon closure of the outbound Southeast Freeway.

- 9:44 AM – A vehicle crash with injuries on I-95/495 South (Inner Loop) at Richie-Marlboro Road blocking two of four lanes.



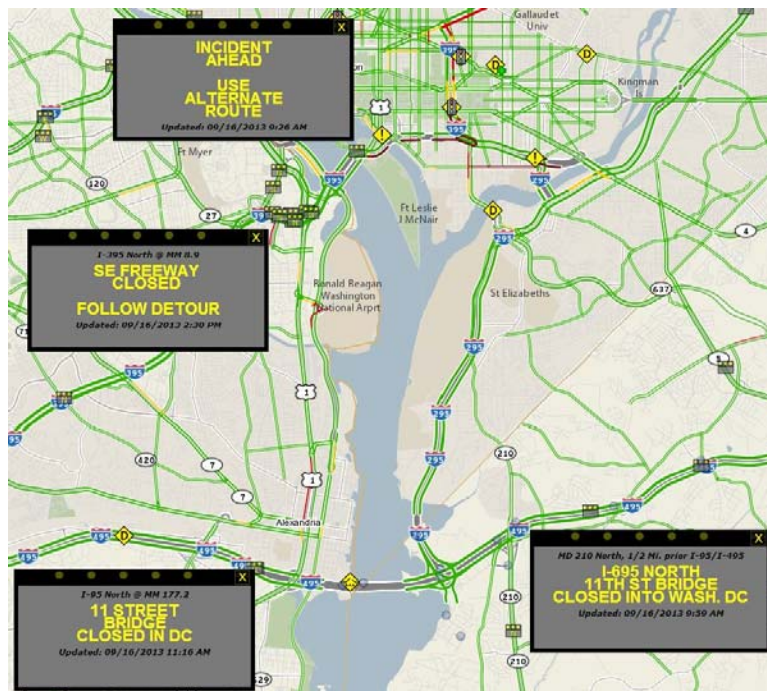
*Incidents (AM Commute) requiring MATOC action and notification for Monday, September 16, 2013
(RITIS Event Query Screen Capture)*

In all cases, MATOC staff followed predefined standard operating guidelines to detect, verify, and make notifications to affected stakeholders in the region. MATOC uses a mass notification system similar to the MWCOG RICCS notification system to send simultaneous messages to emails, cellphones, pagers and social media.

Upon learning of the severity of the Navy Yard incident, MATOC staff contacted traffic operations centers in Virginia and Maryland to request additional signage along I-395 and the Capital Beltway to alert commuters of the morning closure of the 11th Street Bridge as well as the afternoon closure of the Southeast Freeway; both related to the Navy Yard response. VDOT and MDOT traffic operations centers, with the assistance of MATOC, provide continuous roadway messaging throughout the day to support the response the Navy Yard incident.



MATOC request for roadway signage to support morning 11 St Bridge closure (RITIS Map Screen Capture)



MATOC request for roadway signage to support afternoon I-695 (Southeast Freeway) closure (RITIS Map Screen Capture)

Outlook

MATOC staff regularly conducts outreach/site visits to agencies to meet with transportation and public safety agency operations personnel. This networking with stakeholders bolsters regional information sharing, focusing both on MATOC staff interactions and RITIS use. MATOC staff is also continuing monthly web-based training seminars on use of RITIS for agency personnel. A study on MATOC's potential role in regional construction coordination/scheduling study is now underway, examining how the region's transportation agencies, in conjunction with MATOC, might better coordinate, schedule, and communicate lanes closures and service disruptions associated with planned construction activities and special events. And MATOC staff is committed to continuous improvements/enhancements to MATOC operating procedures and to RITIS features to enhance MATOC's regional coordination role.

GOVERNMENT OF THE DISTRICT OF COLUMBIA



October 10, 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,

The Transportation Planning Board (TPB) and its staff have been engaged for the last three years in the development of a Regional Transportation Priorities Plan (RTPP) that would serve as an explicit statement of regional transportation priorities and a financially unconstrained regional vision for transportation operations and investment. It is our understanding that staff is undertaking revisions to the draft presented at the July meeting, and will present a new draft for Board review and public comment in October. In light of the potential for Board action on the document by the end of the year, the DC Office of Planning (DCOP) and the District Department of Transportation (DDOT) would like to submit the following comments for consideration. It is our hope that these comments will provide input into staff's revisions, as well as inform the Board's deliberations at our October meeting.

We acknowledge the significant efforts taken thus far to develop the RTPP. The current draft represents a major step forward in establishing regional priorities, engaging the public in decision-making in transportation investments, and identifying strategies that will shape the future decisions made by the TPB and its constituent jurisdictions. We are particularly pleased to see the objectives outlined in Region Forward identified as a key part of the context for the development of this plan. The draft RTPP has already played a useful role in highlighting many of the important strategies that will be crucial to successful achievement of those objectives, including the promotion of transportation choices, ensuring maintenance of existing infrastructure, and better coordination between our economic development strategies and our transportation investments.

At the same time, we believe there is room for substantial improvement in the current draft. If the RTPP is to inform—indeed, perhaps to guide—future TPB actions, including the Constrained Long-Range Plan, then it's important to ensure that the document is as robust as possible.

Our comments can generally be divided into the following categories:

- Planning Context – How the RTPP Fits With Other Regional Planning Efforts
- Strategies and Recommendations
- Public Understanding and Communication

Planning Context

As mentioned previously, the current draft correctly cites Region Forward and the TPB Vision statement as guiding vision documents that set the overall framework and context for the RTPP. However, we believe the RTPP should give greater weight to Region Forward as the broader, more comprehensive, and updated expression of consensus on regional planning objectives. Region Forward sets goals and targets for Land Use, Transportation, Climate and Energy, the Environment, Public Safety, and Education. These goals and objectives provide the context for regional transportation priorities. If the RTPP filtered the strategies through a Region Forward lens, it is quite possible that strategies would be ranked differently. For example, Region Forward establishes as an Accessibility target that “all Regional Activity Centers will have transit access.” If strategies in the RTPP were evaluated against this target, some strategies would contribute more toward achieving the objective, and would deserve greater priority. For example, strategies related to transit expansions and transit-oriented development are consistent with the transit access objective, and presumably would be given higher priority.

In this context, it is also important to note that Region Forward has identified climate change as an important challenge facing our region. The current draft RTPP includes “Enhance Environmental Quality” as a major goal, but it should give greater emphasis to the significant efforts that will be required to achieve greenhouse gas emissions reductions. The current draft only briefly mentions greenhouse gas emissions as a major problem, and lumps together GHGs and other air pollutants, suggesting that both are expected to decline as a result of stricter federal standards and a more efficient fleet. While this is true for most criteria pollutants, the report should acknowledge that the region has adopted a goal of a 20% reduction in GHGs below 2005 levels by 2020, and the Counsel of Government’s 2008 Climate Change Report has identified just over half of that reduction through current and potential actions.

Strategies and Recommendations

The draft RTPP highlights a number of important strategies that are crucial to achieving the goals laid out in Region Forward. In particular, the report usefully articulates a need to focus on maintenance and preservation of existing transit and road systems as a first priority. It has been well-established that years of deferred maintenance in the Metrorail system, for example, are now creating major problems for the region, and may even be negatively impacting ridership. These are serious challenges that deserve full commitment from the region, and will require substantial financial investment. Many of these strategies

have been the subject of extensive regional dialogue, and there is consensus on many of them. The RTPP performs a valuable service by confirming their priority to the region.

However, we wish to express our concern that some of the strategies described in the report as “priorities” in fact require much more development and discussion before rising to that level. In particular, the long-term strategies that call for implementation of a regional network of managed highway lanes, as well as the notion of linking new toll roads to Bus Rapid Transit (BRT), are relatively new additions to the regional dialogue. These strategies have not undergone the level of refinement, deliberation, and consensus-building that other strategies have, and as described in the draft plan, are uniquely problematic.

While the region has made important strides in managing and tolling roadway capacity as a way to address congestion, provide transportation choices, and finance construction and operations, the extensive network of new tolled highway capacity described in scenarios A and A+B has never, to our knowledge, been seriously discussed as part of any regional or jurisdictional plan. As TPB staff have admitted, the shift in the description of the strategy to focus on a tolled network consisting entirely of new highway capacity was driven entirely by new restrictions in the federal MAP-21 legislation that prohibit a net loss of untolled lanes when a highway is converted to a managed-lane facility. This prohibition greatly reduces the region’s flexibility in addressing congestion, transportation choice, and financing gaps, and should be treated as an obstacle to overcome, not a condition that shifts the region’s priorities. TPB staff have also indicated that there is a significant difference in the cost-effectiveness of these strategies, compared to earlier iterations that focused on tolling existing capacity. This is an enormously important point, given the huge cost of the proposed undertaking, and deserves discussion in the document.

The land-use implications of an extensive network of new tolled highway lanes also remain uncertain—and thus, the extent to which such a strategy will help or hinder other Region Forward goals. While the managed lanes outlined in these strategies are described as providing express bus service, we do not think it likely that such transit service will have the powerful concentrative effects that BRT would have on an urban grid of streets. BRT should be studied separately and delinked from new managed lanes. What may be proposed in these strategies is an approach that will simply facilitate a more dispersed residential pattern, facilitated by a costly new set of infrastructure that eases long-distance commuting to the core and other employment centers. At best, these concerns warrant extensive study before these strategies are enshrined as priorities in a regional plan.

In contrast, WMATA’s Momentum plan has been adopted by the WMATA Board and endorsed by the governments of Maryland, Virginia, the District of Columbia, multiple local jurisdictions, and a wide range of stakeholders, from the AAA and the Board of Trade to the Sierra Club. We find it striking that the draft RTPP gives a high level of priority to an untested, not-yet-thoroughly-vetted toll lane strategy, yet never mentions Momentum, despite an extensive regional discussion of Metro’s future system needs over the past several months. The document should explicitly acknowledge and evaluate transit capacity expansion (as distinct from upgrading the system’s ability to keep up with ridership

growth and deferred maintenance) as a strategy, and should call out the strategies outlined in Momentum. The report must also clarify the level of investment in new Metro capacity required to meet regional goals. It appears that even Scenario B still limits itself to the Metro 2025 investments (just keeping up with ridership growth) and fails to include any new significant expansion in transit capacity.

Beyond expansion of the Metro system, the draft RTPP also neglects to mention other important strategies that are necessary to achieving regional goals. In particular, the current draft makes no mention of commuter rail as a strategy. Commuter rail services already carry more than 50,000 passengers on a daily basis in the Washington region. As the region considers important new modifications to regional “commuter” rail service, including weekend operations, reverse-peak service, and pass-through service between Maryland and Virginia, a Regional Transportation Priorities Plan should highlight and evaluate such strategies and present them to the public for discussion.

Similarly, jurisdictions throughout the region are engaged in detailed study—and in some cases, on the cusp of implementation—of major expansions of surface transit capacity on key travel corridors. These include the streetcar systems in DC and Arlington, the Crystal City/Potomac Yard transitway project between Arlington and Alexandria, the Purple Line in Maryland, and the BRT networks moving forward in Montgomery County and Alexandria. As with the planned and prospective enhancements to commuter rail, these surface transit expansions represent not just incremental improvements upon existing systems, but dramatic and qualitative changes in regional accessibility, mobility, and community revitalization potential. These strategies have often begun at the local level, and have been initiated to solve local problems. Yet the networks studied often have the potential to cross jurisdictional boundaries, suggesting a need for greater coordination and collaboration at the regional level. The RTPP should acknowledge this important new leap forward in thinking about surface transit, and highlight the importance of a regional approach to this strategy.

As mentioned previously, using Region Forward as the organizing framework for the RTPP would also produce a set of strategies more focused on the coordination of transportation and land use. While the current draft lays out regional goals related to this coordination problem and identifies challenges to addressing it (e.g., under-development around several Metrorail stations and housing/job location outside activity centers), the document should give greater weight to strategies that address these challenges. We are now examining approaches as part of our multimodal long range transportation plan, moveDC, that consider pricing strategies on existing lanes as well as strategies to advance transit capacity and use. The current draft’s primary strategy focusing on this set of goals and challenges is the long-term strategy “Scenario B” (Concentrated Growth with More Transit Capacity). We support this strategy and believe it deserves the highest priority. Based on the TPB’s Aspirations Scenario, the land use shifts in such a strategy have the potential to cause greater changes in Vehicle of Miles Traveled (VMT) and mode share than any new transportation infrastructure could—suggesting that these changes are the most effective (and cost-effective) strategy for achievement of our regional priorities.

Finally, the section on strategies could be greatly improved by a more thorough evaluation of the costs and benefits of each strategy. Each of the strategies is currently described primarily in terms of its benefits. While we should not lose sight of the important contributions that each strategy can make to solving our regional challenges, the TPB will not be doing the region a service if it fails to note that some strategies are more cost-effective (or costly) than others, and some strategies face significant obstacles to implementation. Indeed, some strategies may have impacts that run counter to achievement of Region Forward goals. For example, “eliminating bottlenecks” could actually reduce pedestrian and bicycle access and safety in some circumstances as well as high cumulative costs, if intersections are widened or converted to grade-separated interchanges.

Public Understanding and Communication

We acknowledge and appreciate the level of public engagement and opinion-gathering that has taken place through the process of developing the RTPP. The process has included a variety of innovative and effective public involvement methods. As mentioned above, however, the RTPP needs more discussion of costs and benefits. Failure to include such a discussion impedes the ability of the public to understand and evaluate the strategies being presented.

Conclusion

The Regional Transportation Priorities Plan offers a unique opportunity to move the vision described in Region Forward closer to reality. As several participants noted at the recent Economy Forward event on September 27th, collaborative decision-making and implementation on transportation investments remains a challenge for our diverse and complex region. While the TPB Vision of 1998 provided a set of principles that, in theory, has been used to guide transportation planning, it has proven difficult to focus TPB member jurisdictions and the public on a concrete set of strategies that could be used to intentionally achieve that vision. Now, with the much more comprehensive and targeted framework established by Region Forward, we have an opportunity to better delineate those strategies and prioritize them.

There has been a tremendous amount of work that has gone into developing the RTPP thus far, and we have every hope that, with a few critical improvements, the plan will be ready for adoption by the TPB in time to inform the development of the next four-year update of the Constrained Long-Range Plan. However, we also note that to date, TPB members have provided relatively little input into the development of this plan. We expect that the above comments, together with Board discussion over the next few meetings, will provide additional direction to staff in the refinement of this important effort.

Thank you for your leadership of the TPB during this important time. We look forward to working with you and other TPB members to successfully carry out the goals in Region Forward.

Sincerely,



Harriet Tregoning
Director, DC Office of Planning and Co-Chair, Region Forward Coalition



Terry Bellamy
Director, District Department of Transportation

CC: Chuck Bean, Executive Director, Metropolitan Washington Council of Governments