



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: May 12, 2016

There were no Steering Committee actions in May.

The attached materials include:

- Letters Sent/Received
- Announcements and Updates



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: May 12, 2016

The attached letters were sent/received since the last TPB meeting.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

March 31, 2016

Dear Official:

Subject: **FY2017-2022 SYIP Public Meeting**
4975 Alliance Drive
Fairfax, Virginia 22030



The Commonwealth Transportation Board (CTB) will conduct a public meeting in your area to give citizens the opportunity to provide comments on projects and programs to be included in the Fiscal Year 2017-2022 Six-Year Improvement Program (FY2017-2022 SYIP), including highway, rail and public transportation initiatives. These projects and programs represent important improvements to address safety, congestion and preservation of Virginia's transportation network.

Your input is also welcome on the transportation projects scored through the new HB2 prioritization process; this process helps determine critical transportation needs through a fair and objective analysis. The HB2 Implementation Policy Guide describing the process for the new prioritization process is available at www.virginiahb2.org/.

The public meeting for citizens in our region will start at **6:00 p.m. on May 2nd, 2016 at 4975 Alliance Drive, Fairfax, VA 22030**. Formal public comments on projects proposed to be included in the draft SYIP and projects that have been scored through the new prioritization process will be accepted at the meeting. Written comments may also be submitted during the meeting or they may be mailed or e-mailed afterwards and accepted through May 27, 2016.

I encourage you to attend the public meeting in our region or one of the other meetings listed on the attachment. If you cannot attend the meeting, you may send your comments to Infrastructure Investment Director at 1401 E. Broad Street, Richmond, VA 23219 or e-mail them to Six-YearProgram@vdot.virginia.gov. Comments on the Draft SYIP will be received until May 27, 2016. For more information, please visit <http://www.virginiahb2.org> or <http://www.virginiadot.org/projects/syp-default.asp>. You may also want to review the HB2 presentations that have been presented at the CTB meetings which are available on line at <http://www.ctb.virginia.gov/meetings.asp>.

I truly appreciate your attendance at this session. If you have any questions prior to the meeting, please contact Maria Sinner at 703-259-2342 or maria.sinner@vdot.virginia.gov.

Sincerely,

Helen Cuervo, PE
District Administrator

FY2017-2022 Draft SYIP Public Meeting Dates and Locations

Public meetings begin at 5:30 p.m. in each of the locations except as noted below:

<p>Monday, March 28, 2016 Bristol – Southwest Virginia Higher Education Center One Partnership Circle PO Box 1987 Abingdon, VA 24210</p>	<p>Tuesday, April 5, 2016 Salem - TBD Salem - Holiday Inn Valley View 3315 Ordway Drive, Roanoke VA 24017</p>	<p>Tuesday, April 12, 2016 Culpeper – Culpeper District Office Auditorium 1601 Orange Road Culpeper, VA 22701</p>
<p>Monday, April 18, 2016 Lynchburg – Lynchburg District Office, Ramey Auditorium 4219 Campbell Ave.(Route 501) Lynchburg, VA 24501</p>	<p>Thursday, April 21, 2016 Richmond – Richmond District Office Auditorium 2430 Pine Forest Drive Colonial Heights, VA 23834</p>	<p>Monday, May 2, 2016 Northern Virginia – Northern Virginia District Office, Potomac Room, 4975 Alliance Drive Fairfax, VA 22030 <i>*Meeting starts at 6PM</i></p>
<p>Tuesday, May 10, 2016 Fredericksburg - Germanna Community College Center for Workforce & Community Education 10000 Germanna Point Drive Fredericksburg, VA 22408</p>	<p>Thursday, May 12, 2016 Hampton Roads – Hampton Roads Transportation Planning Organization 723 Woodlake Drive Chesapeake, VA 23320</p>	<p>Monday, May 16, 2016 Staunton – Blue Ridge Community College, Plecker Center for Continuing Education, One College Lane, Weyers Cave, VA 24486</p>



National Capital Region
Transportation Planning Board

April 25, 2016

Mr. Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Foxx:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the national capital region, for Prince George's County's application under the FY 2016 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program.

The TPB understands that the two Complete and Green Streets projects in this application are key elements of the Anacostia Trails Regional Multimodal Connectivity project that will enable the County to improve safety, promote walking and biking, provide critical bicycle connections between local, county, and State roadways, improve connections to existing multipurpose trails and to Metro and (future) Purple Line transit stations, and promote continued economic development along the Ager Road, Paint Branch Parkway, Queens Chapel Road, and the U.S. Route 1 corridors. This project will also enable the County to start a bike share program, provide low-income and minority residents with an attractive alternative means to access regional job opportunities, and reduce congestion and emissions by promoting the use of alternative modes.

The TPB supports these goals and appreciates your strong consideration of this application as it directly responds to regional transportation goals and priorities adopted by the Transportation Planning Board and identified in the Washington region's long-range transportation plan. I anticipate that upon a successful grant award, subject to the availability of the required matching funds, the region's transportation improvement program (TIP) will be amended to include this project.

Sincerely,

Timothy Lovain
Chair, National Capital Region
Transportation Planning Board

cc: Darrell B. Mobley, Director, Prince George's County Department of Public Works and Transportation



National Capital Region
Transportation Planning Board

April 25, 2016

Mr. Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Foxx:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the national capital region, for the Virginia application to the FY 2016 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program.

The TPB understands that the requested funding supports an essential, yet independent, element of the overall Atlantic Gateway project. These funds will leverage Virginia revenues to implement demand management and safety improvements along the busy I-95/I-395 corridor, including new commuter and truck parking spaces and state-of-the-art ITS applications such as adaptive ramp meters, pavements for autonomous vehicle enhancement (PAVE), and a commercial truck parking identification system.

This project will provide congestion management bandwidth as the I-95 Express Lanes are extended 7 miles north and 10 miles south as part of the overall Atlantic Gateway project. The commuter parking spaces will support expanded HOV and bus service in the corridor, while the additional truck parking will improve truck and auto safety consistent with Jason's Law. The ITS (Intelligent Transportation System) components will exact additional efficiencies from the existing infrastructure and lay the groundwork for autonomous vehicles in this highly visible national corridor.

The TPB appreciates your strong consideration of this application as it directly responds to regional transportation goals and priorities adopted by the Transportation Planning Board and identified in the Washington region's long-range transportation plan. I anticipate that upon a successful grant award, subject to the availability of the required matching funds, the region's transportation improvement program (TIP) will be amended to include the various elements of this project.

Sincerely,

A handwritten signature in blue ink that reads "Timothy Lovain".

Timothy Lovain
Chair, National Capital Region
Transportation Planning Board

cc: Charles A. Kilpatrick, P.E., Commissioner, Virginia Department of Transportation
Jennifer Mitchell, Director, Virginia Department of Rail and Public Transportation



National Capital Region
Transportation Planning Board

May 6, 2016

The Honorable Anthony Foxx
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, D.C. 20590

Dear Mr. Foxx:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the national capital region, for the application by the Potomac and Rappahannock Transportation Commission (PRTC) for the Federal Transit Administration's (FTA) "Grants for Buses and Bus Facilities" discretionary funding solicitation of March 29, 2016.

The TPB understands that maintaining a state of good repair for transit assets is of critical importance. PRTC would use the \$8.27 million of federal funding, plus 20% local match, to purchase sixteen replacement buses. The buses being replaced entered service in 2002 and by 2018 will be sixteen years old, exceeding their useful life.

The TPB supports the goal of replacing these transit vehicles to maintain the PRTC bus fleet in a state of good repair, and appreciates your strong consideration of this application as it directly responds to regional transportation goals and priorities adopted by the Transportation Planning Board and identified in the Washington region's long-range transportation plan. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include this project.

I urge your favorable consideration of the PRTC request for replacement bus funding.

Sincerely,

A handwritten signature in blue ink that reads "Timothy Lovain".

Timothy Lovain
Chair, National Capital Region
Transportation Planning Board

cc: Mr. Eric Marx, Interim Executive Director, Potomac and Rappahannock Transportation Commission



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: May 12, 2016

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



Metropolitan Washington
Council of Governments

NEWS

For Immediate Release
May 6, 2016

CONTACT:
Megan Goodman: mgoodman@mwcoq.org, (202) 962-3209

Following Metrorail Repair Plan Announcement, COG Encourages Residents to Visit Commuter Connections for Commuter Info

Washington, D.C. - Following today's Metrorail repair plan (SafeTrack) announcement by General Manager Paul Wiedefeld, the Metropolitan Washington Council of Governments (COG) encourages area commuters to visit Commuter Connections at www.commuterconnections.org/ for information on transitioning to other travel options while portions of the Metrorail system begin to undergo intensive work. On the Commuter Connections site, commuters will find helpful resources and information on carpooling, vanpooling, commuter rail, bus, telework, bicycling, and walking. Site visitors can also set up a free account, request a ridematch, and make carpooling plans.

"As WMATA works diligently to bring the Metrorail system to a state of good repair under their SafeTrack Plan, Commuter Connections is standing by, ready to assist the region's commuters in planning for these disruptions to their commutes," said Nicholas Ramfos, Director of Commuter Connections. "Riders on each Metrorail line will feel the impact, so we're happy to help you plan ahead, and consider your options."

Commuter Connections uses the latest advances in technology, including a mobile-friendly website and mobile apps, to give commuters state-of-the-art access to its programs on their smartphones and tablets. Commuter Connections, a leader in promoting transportation benefits and options in the metropolitan Washington region for more than 40 years, makes it fast and efficient for all commuters in the region to find a ride and search for park and ride lots near their home locations.

###

Commuter Connections is a program of the National Capital Region Transportation Planning Board at the Metropolitan Washington Council of Governments and is funded by the District of Columbia, Maryland, and Virginia Departments of Transportation as well as the U.S. Department of Transportation. Commuter Connections provides free ridematching services and promotes alternatives to drive-alone commuting, and offers the free Guaranteed Ride Home program.

<http://www.commuterconnections.org/>



MEMORANDUM

TO: COG Board of Directors
National Capital Region Transportation Planning Board

FROM: Stuart A. Freudberg, Deputy Executive Director *SAF*
Kanti Srikanth, TPB Staff Director *Lauti*

SUBJECT: WMATA SafeTrack Work Plan - TPB Staff Support Activities

DATE: May 11, 2016

This memo describes the planned actions of COG and TPB Committees to help coordinate the plans and mitigation actions of the COG/TPB member jurisdictions during WMATA's planned expanded maintenance work activities on the Metrorail system. We plan to provide periodic updates to the Board on the matter during this period that WMATA estimates will last about one year.

BACKGROUND

On May 6, 2016 Metro General Manager/CEO Paul J. Wiedefeld released SafeTrack, an expanded track work plan to improve Metrorail safety and restore service reliability. The SafeTrack is a work plan intended to accelerate maintenance and safety work activities on the Metrorail system

WMATA has described SafeTrack as a massive effort to address safety recommendations and rehabilitate the Metrorail system on an accelerated basis, with the intention of completing about three years' worth of work in about one year. SafeTrack is designed to accomplish this work through expanded maintenance activity during 15 specific time periods and locations called "safety surges". WMATA believes that SafeTrack will achieve safety and state of good repair of basic track structure and advance some of the work activities recommended by the NTSB and FTA. Should WMATA add additional elements to SafeTrack the regional coordination process can be amended as may be appropriate.

The SafeTrack plan "includes expansion of track-work hours on weeknights, weekends and during certain rush hours — both aboveground and in tunnels; line segment shutdowns of less than one month

A WMATA press release notes that the proposed SafeTrack work plan will be finalized on May 16 2016, based on the review and consideration of traffic mitigation actions by the Departments of transportation in the District of Columbia, Virginia and Maryland. Metrorail riders will be encouraged to consider using alternate travel options while safety surge work is in effect on their line. The first planned safety surge activity will begin on June 4th, 2016. The Draft safety surge schedule released by WMATA is included as Attachment A. The following actions are being planned or assessed by TPB/COG staff once the SafeTrack work plan and safety surge schedule is finalized by WMATA. We plan to provide the Boards with periodic updates on the implementation of this important regional event.

COG/TPB COMMITTEE SUPPORT ACTIVITIES

WMATA has plans to mitigate the travel disruptions associated with the SafeTrack plan work activities, including the provision of shuttle bus service around shut line segments. WMATA also has plans for a public outreach effort to inform riders of alternative options. The outlines of these are listed as Attachment B.

WMATA is calling for individual jurisdictions within Virginia and Maryland and the District of Columbia for supplemental support activities to mitigate the surge events. We expect the ongoing review of the Draft SafeTrack work plan by WMATA member jurisdictions and the Departments of Transportation to also include discussions on mitigation actions. While the TPB and COG are not operational entities, COG and TPB do provide decision support and coordination of regional decision-making, thereby providing the opportunity to assist WMATA and the local jurisdictions as needed.

Chief Administrative Officers (CAOs) Committee:

On May 6, 2016, COG convened the CAOs Committee as the initial step in coordinating regional support to WMATA regarding SafeTrack. WMATA senior management briefed the CAOs and discussed mitigation support requirements. As a result of the CAO call, COG provided WMATA principal points of contact for each jurisdiction to work with WMATA in addressing each of the planned SafeTrack events. The CAOs agreed to reconvene as needed throughout the implementation of SafeTrack. Further, in support of WMATA and the region, COG maintains the capacity to convene subject matter experts in transportation, emergency management and communications to provide coordination of mitigation assistance before and during each event. The U.S. Office of Personnel Management and other federal agencies participate in all of the relevant COG committees and groups including the CAOs, thereby helping support decisions for the federal workforce.

Commuter Connections:

This regional commuter assistance program maintains a large regional database of commuters who use alternative means of transportation for commuter purposes. We plan to issue geo-targeted email alerts to commuters who will be most impacted about the planned safety surge activity at Metro stations closest to their work or residential locations and offer alternative travel options. The Commuter Connections Employer Outreach database has information about employers closest to the affected Metrorail stations. Email notifications will be sent to these employers about the planned safety surge activity at nearby Metro stations and alternative modes of travel the services their employees can take advantage of through the Commuter Connections website.

The Commuter Connections web site is a one stop shop for information and services about alternative modes of travel including carpool/vanpools, transit, walking and bicycling. It also serves to register people for the region's Guaranteed Ride Home program. The website is accessed by thousands of residents of this region on a daily basis. An information link and banner about the SafeTrack program will be provided to serve as a central repository of information made available from WMATA and the local jurisdictions. The information would include the final SafeTrack and Safety surge plans as well as transportation management plans and alternative travel arrangements made by WMATA and the local jurisdictions and state departments of transportation.

We plan to include, where appropriate, references to the SafeTrack program and safety surge

activities in the various media materials developed and distributed via the regional mass marketing campaign program.

Management, Operations and Intelligent Transportation Systems Technical Subcommittee – Description (MOITS)

The MOITS Technical Subcommittee advises the TPB on matters of transportation operations and management, including considerations of Intelligent Transportation Systems (ITS) technologies in improving those operations. We plan to work with members of MOITS to gather information and updates on local traffic management plans associated with the safety surge activities and communicate it with Commuter Connections and other partners. We also plan to work with MOITS member jurisdictions to explore the possibility of collecting data for a before/after analysis of travel behavior for the safety surges.

Metropolitan Area Transportation Operations Coordination:

The Metropolitan Area Transportation Operations Coordination (MATOC) Program is a coordinated partnership between transportation agencies in D.C., Maryland, and Virginia that aims to improve safety and mobility in the region through information sharing, planning, and coordination. MATOC's mission is to provide situational awareness of transportation operations in the National Capital Region through the communication of consistent and reliable information that enables operating agencies and the traveling public to make effective and timely decisions.

MATOC has a Transit Task Force made up of representatives from WMATA and local jurisdictional public transportation agencies. We will work with MATOC to provide planning assistance, including information from MOITS and coordination of communications and outreach.

Regional Public Transportation Subcommittee (RPTS):

This sub-committee of the TPB was established with the mission of providing a permanent process for the coordination of public transportation planning throughout the Washington region, and for incorporating regional public transportation plans into the Constrained Long Range Plan (CLRP) and Transportation Improvement Program (TIP). We plan to use the sub-committee as a forum for regular discussion of and means to exchange information on actions and experiences of the individual jurisdictions throughout the safety surge implementation period.

Bicycle and Pedestrian Subcommittee

The Bicycle and Pedestrian Subcommittee advises the National Capital Region Transportation Planning Board on bicycle and pedestrian planning, stakeholder outreach, and engineering best practices, and serves as a forum for information exchange among stakeholders. Upcoming Bicycle and Pedestrian Subcommittee meetings (scheduled bimonthly) will advise on the roles bicycling and walking can play during the safety surge implementation period, including ways to encourage bicycling and walking where they are viable alternatives. This will be in coordination with the Commuter Connections program (which includes bicycling and walking opportunities in its outreach activities), the Capital Bikeshare program, and related jurisdictional activities.

Attachment A. Draft SafeTrack Plan - Safety Surge Schedule

#	Type of Service Disruption	Stations	Start - Finish	# of Days	2016												2017		
					May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr			
1	Continuous Single Track	Franconia-Springfield to Van Dorn	June 4 - June 19	15d	██████████														
2	Continuous Single Track	College Park to Greenbelt (PG Plaza)	June 20 - July 3	13d		██████													
3	Total Shutdown	National Airport to Breadloft Road	July 5 - July 12	7d			██												
4	Total Shutdown	Pentagon City to National Airport	July 13 - July 19	7d			██												
5	Continuous Single Track	College Park to Greenbelt	July 20 - July 31	11d			██████												
6	Continuous Single Track	Takoma to Silver Spring	Aug 1 - Aug 8	7d			██████												
7	Continuous Single Track	Twinbrook to Shady Grove	Aug 9 - Aug 19	10d			██████												
8	Total Shutdown	Eastern Market to Minnesota Ave; Benning Road	Aug 20 - Sept 6	16d			██████████												
9	Continuous Single Track	West Falls Church to Vienna	Sept 9 - Oct 21	42d				██████████											
10	Total Shutdown	NorMa to Ft. Totten	Oct 9 - Nov 2	23d					██████████										
11	Continuous Single Track	East Falls Church to West Falls Church	Nov 2 - Nov 12	10d						██████									
12	Continuous Single Track	East Falls Church to Ballston	Nov 12 - Dec 5	23d							██████								
13	Total Shutdown	Rosslyn to Pentagon	Dec 6 - Dec 24	18d								██████████							
14	Continuous Single Track	Breadloft Road to Huntington, Van Dorn Street	Jan 2 - Jan 26	24d									██████████						
15	Continuous Single Track	East Falls Church to West Falls Church	Mar 6 - Mar 20	14d															██████

Source: WMATA

Mitigation



- Most Safety Surges will have 40-50 buses dedicated to providing alternate service
- Additional 8-car trains on lines where capacity reduced
- Additional customer support staff at selected stations
- Requesting jurisdictional input/support for Safety Surges (e.g. traffic control, parking restrictions, bus support, HOV restrictions, etc.)
- Robust public outreach effort
- Requesting OPM/business community support (e.g. telework)
- Strategically positioned extra trains & personnel to respond quickly to issues

Public Outreach

- Informational website and brochures in English and Spanish
- In-station signage and announcements
- Customer information pop-ups
- Street teams
- Paid newspaper and radio advertising
- Direct mail to riders in impacted zip codes
- Email notifications to registered SmartTrip users
- Community group outreach
- MetroAlerts (sign up at wmata.com/metroalerts)
- Open house briefings for business community
- News conferences

Source: WMATA



MEMORANDUM

TO: Transportation Planning Board
FROM: Eric Randall, TPB Transportation Engineer
SUBJECT: Updating the Board on follow up actions related to the January 12, 2015 Metrorail L'Enfant Plaza smoke incident and Metro Safety.
DATE: May 12, 2016

SUMMARY

This memorandum provides an update on activities taken subsequent to the January 12, 2015 Metrorail L'Enfant Plaza smoke incident.

BACKGROUND

Since its January 21, 2015 meeting the Transportation Planning Board (TPB) has engaged in monitoring developments related to the fatal incident on the Yellow line of the Metrorail at the L'Enfant Plaza station on January 12, 2015.

Additionally in December 2015, the Board was briefed by Reginald Bazile, DDOT Special Assistant for Policy & Planning, on the work activities of the Tri-State Oversight Commission (TOC) member jurisdictions to reconstitute the TOC into a legally and financially independent State Safety Oversight Agency (SSOA), currently known as the Metro Safety Commission (MSC). The Metropolitan Washington Council of Governments is assisting the member jurisdictions of the TOC in this work by providing decision support services and serving as the designated recipient of the federal funds available to SSOAs.

<http://www.mwcog.org/uploads/committee-documents/kVxeX1pa20151210091546.pdf>

RECENT ACTIVITIES

NTSB INVESTIGATION

On May 3, 2016, the National Transportation Safety Board (NTSB) held a board meeting on the final report of the January 12, 2015 Metrorail accident. The board discussed the incident, and made 31 recommendations to the FTA, the District of Columbia, and WMATA. In addition, the board re-stated nine previous recommendations, including recommendations to the US Department of Transportation (USDOT) to transfer safety oversight of Metrorail to the Federal Railway Administration (FRA).

The accident synopsis, findings, probable cause and safety recommendations are available at: http://www.nts.gov/news/events/Documents/Abstract_DCA15FR004.pdf. The final report is due to be released in the next several weeks.

Regarding the role of FRA, US DOT Secretary Foxx responded in a letter to NTSB Chairman Hart on

May 3 that USDOT would not pursue placing safety oversight under the FRA. The Secretary stated that the FTA is already actively engaged in safety oversight of Metrorail, and a transfer to FRA would require Congressional legislative action. A copy of the US DOT letter to the NTSB may be found at:

<https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/DOT%20Ltr%20to%20NTSB%20R-15-031%20and%20032%20%2805-03-16%29.pdf>

FEDERAL SAFETY OVERSIGHT

On April 18, FTA sent a letter to WMATA directing immediate actions to 1) inspect and correct the degraded condition of fire/life safety equipment and features in the Metrorail tunnels, and (2) conduct a safety briefing for workers on the rail system. A copy of the letter may be found at:

<https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA%20letter%20to%20Paul%20Wiedefeld%2004%2018%2016.pdf>

On May 7, the FTA issued Safety Directive 16-3 requiring WMATA to take urgent action to address persistent safety findings with personnel response to safety risks. The directive stemmed from a set of arcing incidents on May 5 at the Federal Center SW rail station, which led to the closure of the station for investigation and repair. The Safety Directive calls for four sets of immediate actions to improve safety associated with (1) prioritizing safety before operational convenience, (2) mitigating fire and smoke risk, (3) improving emergency planning and preparedness and (4) conducting a safety stand-down. A copy of the Safety Directive may be found at:

<https://www.transit.dot.gov/regulations-and-guidance/safety/fta-safety-oversight-washington-metropolitan-area-transit-authority>

On May 11, in response to WMATA's SafeTrack plan (see below), the FTA issued a letter calling for WMATA to prioritize repairs along three specific sections of the rail system: 1) Medical Center to Van Ness on the Red Line; 2) Potomac Avenue to the junction east of Stadium Armory on the Blue/Orange/Silver Lines; and 3) Ballston-MU to East Falls Church on the Orange/Silver Line.

METRO SAFETY SURGES

On May 6, WMATA General Manager Wiedefeld issued "SafeTrack", a draft plan for safety work on the Metrorail system. The plan would entail 15 shutdowns or significant single-tracking periods on focused line segments for one to three weeks at a time, over the course of a year. In addition, after-midnight service on Friday and Saturday evenings would be discontinued and there would be no early openings or late closings for special events. A copy of the Draft Safe Track plan may be found at: http://www.wmata.com/about_metro/news/PressReleaseDetail.cfm?ReleaseID=6103

Following consideration by transportation agencies and local jurisdictions, WMATA anticipates issuing the final plan the week of May 16. Changes to the draft plan are being made in response to the FTA letter of May 11 (see above).

COG AND WMATA METRORAIL SAFETY COORDINATION UPDATE

On May 2, General Manager Wiedefeld and Prince George's County Fire Chief Marc Bashor, Chair of the Metropolitan Washington Council of Governments Fire Chiefs Committee, announced that the Fire Liaison post at WMATA's Rail Operations Control Center (ROCC) would now be staffed 24/7. A copy of the announcement may be found at:

http://www.wmata.com/about_metro/news/PressReleaseDetail.cfm?ReleaseID=6098