

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

February 20, 2013

TO: Transportation Planning Board

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

RE: Additional Letters Sent/Received

The attached additional letters sent/received will be reviewed along with other letters sent/received under item #5 of the February 20th TPB agenda.

Attachment

From: Ron Kirby
Sent: Monday, September 16, 2013 11:46 AM
To: Ron Kirby
Subject: RSVP's Due Today for September 27th COG Event

Dear TPB, TPB Technical Committee, and TPB Citizens Advisory Committee Members,

I would like to remind you that, as described in the announcement below, today is the due date for registering for this important Economy Forward event on September 27th.

As you can see from the [agenda](#), this is your chance to talk with other regional leaders about how we can promote economic prosperity through the implementation of two important regional documents – the Regional Transportation Priorities Plan and the Activity Centers Strategic Development Plan. And we are pleased that Congressman Gerry Connolly has agreed to be the keynote speaker.

If you haven't done so already, I hope you'll take a few minutes to RSVP. I look forward to seeing you.

Regards,

Ron Kirby

Ronald F. Kirby
Director of Transportation Planning
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4239
(202) 962-3310 (Direct)
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ECONOMY FORWARD

HELP SHAPE THE
FUTURE OF THE REGION



Metropolitan Washington Council of Governments

A year ago area leaders worked with the COG Board of Directors to develop [Economy Forward](#), a report built on Region Forward and focused on actions to strengthen the region's economic competitiveness.

Over the past year, two new plans highlighted in Economy Forward have been developed: the Activity Centers Strategic Development Plan and the Regional Transportation Priorities Plan.

Please join **Congressman Gerry Connolly**, the region's elected leadership and stakeholders to discuss these plans and, in particular, how we can align economic growth with our Activity Centers and transportation system.

We need your voice in this dialogue. [AmericaSpeaks](#), a national leader in stakeholder and public engagement, will facilitate the event. Participants will contribute throughout the event, which will feature small group discussions and interactive technologies.

[Click Here to Register for Economy Forward:](#)

[Help Shape the Future of the Region](#)

(Please RSVP by Monday, September 16)

Thank you for being a regional leader. I look forward to joining you in this conversation.

For more information, please [click here](#) for the proposed agenda.

Sincerely,

Chuck Bean
Executive Director
Metropolitan Washington Council of Governments



Where

National Press Club
529 14th Street NW
Washington, DC 20045
[Driving and Transit Directions](#)

When

September 27th, 2013
9:00am-2:00pm
[Add to Calendar](#)



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September 27, 2013 - Proposed Agenda

- 8:15am** **Breakfast/Networking**
- 8:55am** **Welcome**
Chuck Bean, Council of Governments
Karen Young, City of Frederick
- 9:00am** **Opening Remarks**
Gerry Connolly, U.S. Representative (VA-11)
- 9:15am** **Economy Forward**
Frank Principi, Prince William County
- 9:25am** **Review of Program Agenda and Initial Polling**
Steve Brigham, AmericaSpeaks
- 9:35am** **Coffee Table - Panel Dialogue on Activity Centers, Transportation Priorities**
Panelists: *Mary Hynes, Arlington County; Todd Turner, City of Bowie; Phil Mendelson, District of Columbia*
- 10:35am** **Opening Discussion: Challenges to Collaboration**
What do you see as the biggest challenges to genuine regional thinking, collaboration, and action?
- 11:00am** **Second Discussion: Creating Vibrant Activity Centers**
How do we create vibrant Activity Centers that can be served effectively by the regional transportation system?
- 11:40am** **Third Discussion: Implementing Regional Transportation Priorities**
What will it take to ensure implementation of the regional transportation priorities needed to support a strong regional economy with vibrant Activity Centers?
- 12:20pm** **Lunch**
- 1:10pm** **Reports on Regional Collaboration, Activity Centers, and Transportation Priorities Discussions**
- 1:40pm** **Closing: Coffee Table – Panel Dialogue**
Reactions to the themes from throughout the day
- 2:00pm** **Adjourn**



Resolution of Support
By the Washington Area Regional Advisory Board of AAA Mid-Atlantic
For the Regional Transportation Priorities Plan

September 12, 2013

Having been briefed on the draft Regional Transportation Priorities Plan by region's Transportation Planning Director, Ronald Kirby, we, the members of the Washington Area Regional Advisory Board of AAA Mid-Atlantic, concur with the overall thrust of the RTPP.

Given that our region has some of the worst congestion in the nation, we find this report refreshing and far more realistic in its proposals to enhance roads and mass transit, largely through the development of express toll lanes that can also provide an extensive bus rapid transit network. Such a network can be developed at a fraction of the cost of a comparable rail expansion, while providing high quality, reliable rapid transit service and improved highways.

Therefore, we the AAA Mid-Atlantic Regional Advisory Board for the Washington Metropolitan Area, on behalf of the nearly 900,000 Washington area AAA Mid-Atlantic members, do endorse this plan and urge the Transportation Planning Board to adopt it and work towards its full implementation.


Gerald W. Pettit, Board Chairman

AAA Mid-Atlantic, 1405 G Street N.W., Washington, District of Columbia 20005
Office: 202-481-6820 (Fax): 202-393-5423



COUNTY OF PRINCE WILLIAM

Woodbridge District Supervisor

15941 Donald Curtis Drive, Suite 140
Woodbridge, Virginia 22191
(703) 792-4646 FAX: (703) 792-4993

BOARD OF COUNTY SUPERVISORS

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Marty Nohe
Frank J. Principi

Frank J. Principi
Woodbridge District
Supervisor

August 26, 2013

Mr. Chuck Bean
Metropolitan Washington Council of Governments
777 North Capitol Street, NE, Suite 300
Washington, DC 20002

Dear Mr. Bean,

On behalf of the residents of Prince William County and the Woodbridge District, I wanted to take this opportunity to thank the Council of Governments and the Transportation Planning Board for choosing to invest in pedestrian safety in our community. Funding the \$710,000 Powell's Creek Footbridge project in Prince William County is an excellent example of the way local governments can partner with regional bodies to increase safety in smaller transit projects.

In the Woodbridge District, there are 35 identified gaps in sidewalks and trails. The Powell's Creek & Jefferson Davis Highway location was identified by state and local transportation experts, as well as the community, as the top priority. With this Transportation Alternatives Grant, we have now secured funding for 25 "sidewalks to nowhere" at a total cost of \$24 million.

Thank you for your support, and keep up the good work.

If you have any further questions, please do not hesitate to contact me at 703-792-4646 or fprincipi@pwcgov.org.

Sincerely,

Frank J. Principi

Cc: Supervisor Michael May, TPB
Supervisor John Jenkins, TPB

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

September 9, 2013

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

SUBJ: Comments on the Enhanced Mobility for Seniors and Individuals with Disabilities: Proposed Circular [Docket No. FTA-2013-0026]

Dear Administrator Rogoff:

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 staff to provide opportunities for input and consultation on the development of a circular for guidance to assist grantees in implementing the new Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program, as revised under the Moving Ahead for Progress in the 21st Century (MAP-21) legislation. The TPB looks forward to working closely with the FTA, local and state agencies, and non-profit organizations in the implementation of this program for seniors and individuals with disabilities.

The TPB staff has consulted with our transit agency partners, including the Washington Metropolitan Area Transit Authority (WMATA), the District Department of Transportation (DDOT), the Maryland Transit Administration (MTA), and the Virginia Department of Rail and Public Transportation (VDRPT) to develop the following comments on the Federal Register notice of July 11, 2013, and the draft FTA Circular 9070.1G.

1. Onerous Administrative Burden and Less Flexibility. Overall, the requirements and rules outlined in the proposed circular will make administrating the new Section 5310 program more burdensome and complicated, and less flexible and amenable to the development of local solutions that meet the transportation needs of the intended beneficiaries of the program: persons with disabilities and older adults. The proposed requirements would

place a greater burden on all concerned: Subrecipients, States, MPOs, and the Federal Transit Administration.

2. The 55% Capital Requirement. The proposed circular does not allow enough flexibility in how the 55% and 45% requirements for capital and “other” projects would be applied, particularly for States that manage both the small urban and rural area apportionments. As proposed, the accounting for the 55% and 45% by urban and rural, traditional and nontraditional 5310 projects and subrecipient type is too administratively burdensome and unnecessary. The 55% requirement for capital projects should apply to the overall apportionment to a state or designated recipient over the life of MAP-21.
3. Restrictive Eligible Activities and Subrecipients. The proposed circular unnecessarily limits eligible project recipients and project type with the division between “Traditional Section 5310” projects and subrecipients and “Other” projects and subrecipient. This division should not be made since it will prevent designated recipients from developing local solutions to local unmet transportation needs. Capital projects of any type, such as the purchase of wheelchair accessible taxis, travel training and other mobility management projects, should count towards the 55% capital requirement, regardless of the type of subrecipient that is carrying out the project. From a TPB staff perspective, private, for-profit transportation providers with proven track records can play a key role in implementing successful projects with innovation and efficiency. For instance, procuring incremental improvements such as wheelchair lifts and ramps for private taxis should be permitted under new regulations. Furthermore, the proposed requirements on taxi operators as subrecipients adds complexity to making taxis part of the family of transportation services in all geographic areas, and especially in small urbanized areas.
4. Coordinated Planning Process. The FTA proposes in the circular that flexibility is maintained in “how projects appear in the Coordinated Plan” such as through strategies that meet unmet transportation needs. This is a good approach that will allow for the development of local projects that creatively meet an unmet transportation need that may not have been envisioned when the Coordinated Plan was developed.

5. Performance Measure Reporting Burden. The imposition of additional reporting requirements for Section 5310 projects will add a burden to subrecipients, designated recipients and States. The subrecipients are typically non-profit organizations with little staff or capacity to fulfill these requirements; they are not traditional public transportation operators. As limited as the data may be, collecting ridership counts, vehicle miles travelled, and other data on a daily basis would place an additional burden on these organizations and it is unclear what benefit this scant data would provide locally, regionally or nationally. Transit agency-type data may also not be appropriate to the client base of these organizations, which may provide significantly different services in a wide range of operating conditions. In an era of declining federal resources, onerous and low-value record keeping would only divert federal, local, and recipient staff time and resources from service delivery to clients.

Designated recipients for Section 5310 that are not currently conducting NTD reporting, such as metropolitan planning organizations, are likely to have limited resources with which to collect, validate, and submit NTD reports. From the TPB staff perspective, the number of subrecipients in the Washington DC-VA-MD Urbanized Area is likely to be on the order of 20 organizations. Collecting and submitting any performance measures beyond basic requirements would require extensive follow-up and validation, and the proposed combined 5307/5310 recipient reporting option would not be viable. Our State and transit agency partners do collect basic transportation performance measures, for which they have the capacity, but they are also opposed to any expansion of these requirements.

6. Asset Condition Performance Reporting. The Program of Projects will continue to require FTA approval, as will individual grant awards which are based upon a subrecipient's application. Much of the data can be found in quantitative projections or in qualitative form in the projects for which approval is requested. Instead of a difficult and expensive post-award data collection process, the FTA should consider collecting and reporting data used during the project approval process. Subsequent audits or reviews could then conduct periodic checks on the actual performance of the projects, including relevant performance data information.

7. Timing of Asset Condition Reporting Requirements. As the development of the MAP-21 performance provisions for Transit State of Good Repair has yet to produce a draft, let alone final rule, the imposition of asset condition reporting requirements for Section 5310 should be delayed until the MAP-21 performance measures have been finalized and the first round of reporting on measures by public transportation providers has been reviewed by the FTA. The lessons learned from this process should lead to a workable system of reporting requirements. The requirements can then be adapted more successfully to meet the needs of the FTA in light of the small size and limited data collection capacity of non-project organizations.
8. Benefit of Asset Condition and Performance Reporting. The benefit relative to the cost of collecting and reporting data will be very small. The NTD requirements for Section 5307 reporting extend a waiver to transit systems with less than 20 vehicles. Since subrecipient non-profit organizations will also fall under this limit, should not comparable waivers extend to reporting for them? The TPB staff also notes that it previously reported detailed performance measures for JARC and New Freedom projects; however the FTA eventually could not afford the resources to collect and validate the information. Do the benefits of collecting the data outlined justify the costs it will take to all concerned? What will be the purpose or use of the data? Would the data provide any context without baseline information or established standards?
9. Geographic Coverage Performance Measures. The proposed measures for geographic coverage of service area should be combined for States and designated recipients on an annual basis, such as for number and square mileage of jurisdictions served. To keep track of how many county jurisdictions each subrecipient serves on an annual basis in a metropolitan area would be difficult, especially given likely overlap among multiple subrecipients and particularly if both origins and destinations are included.
10. Service Quality Performance Measures. Given the anticipated small scale of Section 5310 enhanced mobility projects, many of the service quality performance measures suggested in the circular will not apply. For example, the hours of operation for each day of the week may not apply, or may be too expensive to collect with any type of validity. A limited

sample, which could be multiplied to produce an annual estimate, would be more reasonable. A better option, as noted above, would be for collection of a reasonable approximation of this information as part of the application review and project approval process. This would also apply to the service terms and conditions information, which should be provided at the time of project approval and not change thereafter.

In summary, TPB staff believes the requirements as proposed in the Federal Register and draft Circular are too onerous for this type of program, and will make it much more difficult for administrative agencies and grant recipients to meet the important objectives of the Section 5310 program to improve the mobility of seniors and individuals with disabilities.

Thank you for considering these comments on the development of guidance for implementing the Enhanced Mobility for Seniors and Individuals with Disabilities Program. Please feel free to contact me or Wendy Klancher on my staff, at wklancher@mwkog.org or (202) 962-3321, if we can provide any additional information.

Sincerely,



Ronald F. Kirby
Senior Director
Department of Transportation Planning
National Capital Region
Transportation Planning Board

COMMUNITY LEADERSHIP INSTITUTE

Thursday, Nov 14, 12:30-7:00pm

Wednesday, Nov 20, 2:15-7:30pm*

*Participants may also attend the Nov. 20 TPB meeting, which begins at noon.



National Capital Region
Transportation Planning Board
777 N. Capitol St., NE
Washington, DC 20002



The Transportation Planning Board

The Transportation Planning Board (TPB) is the federally designated Metropolitan Planning Organization charged with coordinating transportation planning and funding for the Metropolitan Washington Region. Members of the TPB include representatives of local governments, state transportation agencies, state legislatures, and WMATA. Staffing for the TPB is provided by the Metropolitan Washington Council of Governments.

TPB Member Jurisdictions

Alexandria	Loudoun County
Arlington County	Manassas
Bowie	Manassas Park
Charles County	Montgomery County
College Park	Prince George's County
District of Columbia	Prince William County
City of Fairfax	Rockville
Fairfax County	Takoma Park
Falls Church	Maryland House & Senate
City of Frederick	Virginia House & Senate
Frederick County	Maryland DOT
Gaithersburg	Virginia DOT
Greenbelt	District of Columbia DOT

Interested participants must commit to attending both sessions of the Fall 2013 CLI.

Visit the Transportation Planning Board's CLI website: www.mwcog.org/cli

For more information, contact:

Deborah Kerson Bilek
202-962-3317 | dbilek@mwcog.org

What is the TPB Community Leadership Institute (CLI)?

The CLI is an educational program that provides the tools for community leaders to “think regionally and act locally” when making decisions about transportation-planning.

What do participants learn?

Over the course of two interrelated workshops, participants learn how, where, and when transportation decisions are made in the Washington region. The CLI includes information about the various planning processes at the state, regional, and local levels. CLI participants learn to be regional transportation leaders by connecting the interests of their local communities, constituencies, and elected officials with the planning issues facing the entire metropolitan Washington region. By reviewing case studies and participating in interactive group activities, participants also learn about the relationship between land use, jobs, housing, and transportation, and the implications of growth in our region.

The CLI is facilitated by former TPB Chair Kathy Porter, who currently serves on the WMATA Board of Directors and previously served as Mayor of Takoma Park, Maryland.

Who participates in the CLI?

The TPB is committed to investing in the knowledge of community leaders across the region. **The Fall 2013 CLI is geared specifically towards staff of elected officials who serve the Metropolitan Washington Region. Individuals who serve as professional staff to local, state, or federally elected officials are encouraged to apply.**

How do I apply to participate?

Candidates should compose a brief Statement of Interest that includes: name, jurisdiction and elected official served, contact information (postal address, email, phone number), and a 1-2 sentence bio (which will be shared with fellow members of the CLI class). Statements of Interest should be submitted to Deborah Kerson Bilek at dbilek@mwcog.org by midnight on Friday, October 18 in order to be considered. Approximately 20 individuals will be invited to register for the Fall 2013 CLI.