



NATIONAL CAPITAL REGION  

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TRANSPORTATION PLANNING BOARD

Item #5

**MEMORANDUM**

July 16, 2015

To: Transportation Planning Board

From: Kanathur Srikanth  
Director, Department of Transportation Planning

Re: Item 5: Steering Committee Actions and Report of the Director

The attached materials include:

- Steering Committee Actions
- Letters Sent/Received
- Announcements and Updates





# NATIONAL CAPITAL REGION

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## TRANSPORTATION PLANNING BOARD

Item #5

### MEMORANDUM

July 16, 2015

To: Transportation Planning Board

From: Kanathur Srikanth  
Director, Department of Transportation Planning

Re: Steering Committee Actions

At its meeting on July 10, 2015, the TPB Steering Committee approved the following resolutions:

- SR1-2016: Resolution on an amendment to update the name, limits and description for the I-495/I-270 Spur Highway Reconstruction project, to include additional funding for the I-270 Innovative Congestion Mitigation project, and to shift construction funding for the MD 4 at Suitland Parkway Interchange Construction project, as requested by MDOT/SHA
- SR2-2016: Resolution on an amendment to include funding for the Richmond Highway Multimodal Improvements and the Clermont Avenue Connector projects, as requested by VDOT
- SR3-2016: Resolution on an amendment to include funding for the Standard Details/Drawings for Low-Cost Bridge/Culvert Structures project, as requested by Prince George's County

The TPB Bylaws provide that the Steering Committee “shall have the full authority to approve non-regionally significant items, and in such cases it shall advise the TPB of its action.”



**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
777 North Capitol Street, N.E.  
Washington, D.C. 20002**

**RESOLUTION ON AN AMENDMENT TO THE FY 2015-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO UPDATE FUNDING AND LIMITS FOR THE MD 4 INTERCHANGE CONSTRUCTION AT SUITLAND PARKWAY AND THE I-495/I-270 SPUR HIGHWAY RECONSTRUCTION PROJECTS AND TO INCLUDE FUNDING THE I-270 INNOVATIVE CONGESTION MITIGATION PROJECT, AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

**WHEREAS**, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

**WHEREAS**, on October 15, 2014 the TPB adopted the FY 2015-2020 TIP; and

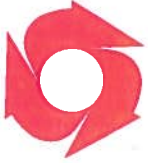
**WHEREAS**, in the attached letter of June 30, 2015, MDOT has requested that the FY 2015-2020 TIP be amended to change the source and shift construction funding for the MD 4 Interchange at Suitland Parkway, Westphalia project; to shorten the project limits and scope for the I-495/I-270 Spur Highway Reconstruction project; and to include \$82 million in state funding for the I-270 Innovative Congestion Mitigation project, as described in the attached materials; and

**WHEREAS**, these projects are already included in the Air Quality Conformity Analysis of the 2014 CLRP and the FY 2015-2020 TIP or are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations "40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule," issued in the May 6, 2005, *Federal Register*;

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2015-2020 TIP to change the source and shift construction funding for the MD 4 Interchange at Suitland Parkway, Westphalia project; to shorten the project limits and scope for the I-495/I-270 Spur Highway Reconstruction project; and to include \$82 million in state funding for the I-270 Innovative Congestion Mitigation project, as described in the attached materials.

**Adopted by the Transportation Planning Board Steering Committee at its regular meeting on July 10, 2015.**





**Maryland Department of Transportation**  
The Secretary's Office

**Larry Hogan**  
Governor

**Boyd Rutherford**  
Lt. Governor

**Pete K. Rahn**  
Secretary

June 30, 2015

The Honorable Phil Mendelson, Chair  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E., Suite 300  
Washington DC 20002

Dear Chairman Mendelson:

The Maryland Department of Transportation (MDOT) requests several amendments to the State Highway Administration (SHA) portion of the FY 2015-2020 Transportation Improvement Program (TIP) as described below and in the attached memo. The additional funds for these projects are available due to an increase in federal aid obligational authority. This action does not impact air quality conformity, as these projects are already included in the conformity determination.

TIP ID#	Project	Phase	Amount of New Funding	Comment
3547	MD 4 Interchange Construction at Suitland Parkway, Westphalia	CO	\$0	Shifting and changing funding source of existing construction funding.
6432	I-495/I-270 Spur Highway Reconstruction, Potomac/Cabin John/Bethesda/North Bethesda	n/a	\$0	Amending northern project limit from I-370/Sam Eig Highway to I-270, shortening the project scope from 12.98 miles to 6.05 miles.
6444	I-270 Innovative Congestion Mitigation	PE CO	\$3,000,000 \$79,000,000	Adding design and construction funding to a new regionally significant project.

MDOT requests that this amendment be approved by the Transportation Planning Board (TPB) Steering Committee on its July 10, 2015 meeting.

The revised funding status will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The cost does not affect the portion of the federal funding which was programmed for transit, or any allocations of state aid in lieu of federal aid to local jurisdictions.

My telephone number is \_\_\_\_\_  
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay  
7201 Corporate Center Drive, Hanover, Maryland 21076

The Honorable Phil Mendelson  
Page Two

We appreciate your cooperation in this matter. If you have any questions or comments, please do not hesitate to contact Ms. Lyn Erickson, at 410-865-1279, toll-free at 888-713-1414 or via email at [lerickson@mdot.state.md.us](mailto:lerickson@mdot.state.md.us). Of course, please feel free to contact me directly. Thank you.

Sincerely,



Michael W. Nixon, Manager  
Office of Planning and Capital Programming

**Attachment**

cc: Mr. Eric Beckett, Assistant Division Chief, Regional and Intermodal Planning  
Division, SHA  
Ms. Lyn Erickson, Manager, Office of Planning and Capital Programming,  
Maryland Department of Transportation  
Ms. Heather Murphy, Deputy Director, Office of Planning and Capital Programming  
Maryland Department of Transportation



Larry Hogan, Governor  
Boyd Rutherford, Lt. Governor




Pete K. Rahn, Secretary  
Douglas H. Simmons, Acting Administrator

**MEMORANDUM**

TO: Mr. Don Halligan  
Director  
Office of Planning and Capital Programming

ATTN: Ms. Lyn Erickson

FROM: Mr. Eric Beckett   
SHA Regional and Intermodal Planning Assistant Chief  
410-545-5666

SUBJECT: Request to Amend the Fiscal Years 2015-2020 National Capital Region  
Transportation Improvement Program (TIP)

PREPARED BY: Matt Baker  
SHA Assistant Regional Planner  
410-545-5668

DATE: June 30, 2015

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The State Highway Administration (SHA) hereby requests amendment of the FY 2015-2020 National Capital Region Transportation Improvement Program. SHA is amending the funding source for one existing project, amending the limits of a second existing project, and programming additional funding for one new project as summarized below and detailed in the attached TIP sheets. This amendment is needed to reflect:

- 1) The addition of \$3.1 million in construction funding and a switch in funding source for an existing \$110.3 million in construction funding for an existing project, MD 4 Interchange Construction at Suitland Parkway (TIP 3547);
- 2) A change in the project name of an existing project, I-495/I-270 Highway Reconstruction, to I-495/I-270 Spur Highway Reconstruction, and a change in this project's northern limit from I-370/Sam Eig Highway to I-270 (TIP 6432);
- 3) The addition of \$82.0 million in design and construction funding for a new project, I-270 Innovative Congestion Mitigation (TIP 6444).

The additional funds for these projects are available due to an increase in federal aid obligational authority.

My telephone number/toll-free number is 410-545-5675/1-888-204-4828  
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.roads.maryland.gov

Mr. Don Halligan  
Page Two

TIP	Project	Phase	New Funding	Comments
3547	MD 4 Interchange Construction at Suitland Parkway, Westphalia	CO	\$0	Shifting and changing funding source of existing construction funding. Construction funding will include \$4.5 million (NHPP) and \$5.5 million (State) in FY 2016, \$13.4 million (NHPP) and \$6.7 million (State) in FY 2017, \$19.3 million (NHPP) and \$8.7 million (State) in FY 2018, \$20.1 million (NHPP) and \$9.0 million (State) in FY 2019, and \$17.3 million (NHPP) and \$8.1 million (State) in FY 2020.
6432	I-495/I-270 Spur Highway Reconstruction, Potomac/ Cabin John/Bethesda/North Bethesda	n/a	\$0	Amending northern project limit from I-370/Sam Elg Highway to I-270, shortening the project scope from 12.98 miles to 6.05 miles.
6444	I-270 Innovative Congestion Mitigation	PE CO	\$3,000,000 \$79,000,000	Adding \$3.0 million in design funding to a new regionally significant project including \$2.0 million (State) in FY 2016 and \$1.0 million (State) in FY 2017. Adding \$79.0 million in construction funding to a new regionally significant project including \$4.0 million (State) to FY 2017, \$15.0 million (State) to FY 2018, \$30.0 million (State) to FY 2019, and \$30.0 million (State) FY 2020.

The proposed action will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The amended funding does not affect the portion of federal funding programmed for transit or allocations of state aid to local jurisdictions in lieu of federal aid.

After your review, please forward this request to the National Capital Region Transportation Planning Board. Upon approval of this requested TIP amendment, please amend the FY 2014-2019 Statewide TIP (STIP) using the funding information provided in the attachment. If you have any questions, please contact Mr. Matt Baker, SHA Assistant Regional Planner, at 410-545-5668 or via email at mbaker4@sha.state.md.us.

Attachment: FY 2015-2020 National Capital Region TIP project 6432, 6444, and 3547

cc: Ms. Felicia Alexander, Deputy Director, Office of Planning and Preliminary Engineering, SHA  
Mr. Matt Baker, Assistant Regional Planner, SHA  
Mr. Eric Beckett, Assistant Chief, Regional and Intermodal Planning Division, SHA  
Ms. Samantha Biddle, Regional Planner, SHA  
Mr. David Rodgers, Regional Planner, SHA  
Mr. Brian Young, District Engineer, SHA

**SUBURBAN MARYLAND  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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**MDOT/State Highway Administration**

**Interstate**

**I-270/I-495 West Side Corridor**

TIP ID: 6432	Agency ID: MO8382	Title: I-495/I-270 Spur Highway Reconstruction	Complete: 2030						
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Facility: I 495 /I 270Y	State	0/100/0	508 a	1,220 a	1,220 a	1,220 a	1,220 a	610 a	5,998
From: Potomac River (American Legion Bridge)									
To: I 270									<b>Total Funds: 5,998</b>

Description: I-495 reconstruction between the Potomac River and I-270 and I-270 Spur reconstruction between I-495 and I-270.

<b>Amendment: Revising Project Name and Limits</b>	<b>Approved on: 7/10/2015</b>
Revising project name and limits to reflect revised scope. Revising project name to remove reference to I-270 and, instead, reference I-270 Spur (I-270Y). Revising project limits to reflect new northern limit, abbreviating limit from I-370/Sam Eig Highway to I-270, shortening project scope from 13 to 6 miels.	
<b>Amendment: Additional Planning Funding</b>	<b>Approved on: 3/6/2015</b>
Adding planning funding to reflect new regionally significant project including \$508,000 (State) to FY 2015, \$1.2 million (State) to FY 2016, \$1.2 million (State) to FY 2017, \$1.2 million (State) to FY 2018, \$1.2 million (State) to FY 2019, and \$610,000 to FY 2020.	

TIP ID: 6444	Agency ID: MONEW1	Title: I-270 Innovative Congestion Mitigation	Complete: 2025						
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Facility: I 270	State	0/100/0		2,000 a	1,000 a	15,000 c	30,000 c	30,000 c	82,000
From: I 270 Y					4,000 c				
To: I 370									<b>Total Funds: 82,000</b>

Description: I-270 active traffic management and innovative congestion mitigation implementation between I-270 Spur and I-370/Sam Eig Highway.

<b>Amendment: Additional Design and Construction Funding</b>	<b>Approved on: 7/10/2015</b>
Adding \$3.0 million in design funding to a new regionally significant project including \$2.0 million (State) in FY 2016 and \$1.0 million (State) in FY 2017. Adding \$79.0 million in construction funding to a new regionally significant project including \$4.0 million (State) to FY 2017, \$15.0 million (State) to FY 2018, \$30.0 million (State) to FY 2019, and \$30.0 million (State) FY 2020.	

**SUBURBAN MARYLAND  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
<b>Primary</b>										
<b>MD 4 at Suitland Parkway Interchange</b>										
TIP ID: 3547 Agency ID: PG6181		Title: MD 4 at Suitland Parkway Interchange Construction						Complete: 2019		
Facility: MD 4 at Suitland Parkway	HPP	100/0/0		5,575 b	9,425 b				15,000	
From:	NHPP	100/0/0	1,450 a	510 a	350 a	39 a	19,330 c	20,126 c	17,315 c	
To:					4,478 c	4,495 b			80,027	
						13,384 c				
	PL	100/0/0	1,540 b	2,303 b	1,007 b				3,310	
	State	0/100/0	2,843 a	240 a	150 a	17 a	8,686 c	8,970 c	8,065 c	
				272 c	1,394 b	3,480 b			43,498	
					5,540 c	6,684 c				
	STP	100/0/0	4,000 a	2,303 b	1,008 b				3,311	
			1,540 b							
<b>Total Funds:</b>									<b>145,146</b>	

Description: Construction of a new MD 4 interchange at Suitland Parkway.

**Amendment: Shifting Construction Funding** **Approved on: 7/10/2015**  
 Shifting and changing funding source of existing construction funding. Construction funding will include \$4.5 million (NHPP) and \$5.5 million (State) in FY 2016, \$13.4 million (NHPP) and \$6.7 million (State) in FY 2017, \$19.3 million (NHPP) and \$8.7 million (State) in FY 2018, \$20.1 million (NHPP) and \$9.0 million (State) in FY 2019, and \$17.3 million (NHPP) and \$8.1 million (State) in FY 2020.

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
777 North Capitol Street, N.E.  
Washington, D.C. 20002**

**RESOLUTION ON AN AMENDMENT TO THE FY 2015-2020 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY  
CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THE RICHMOND  
HIGHWAY MULTIMODAL IMPROVEMENTS AND CLERMONT AVENUE  
CONNECTOR PROJECTS, AS REQUESTED BY THE  
VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

**WHEREAS**, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

**WHEREAS**, on October 15, 2014 the TPB adopted the FY 2015-2020 TIP; and

**WHEREAS**, in the attached letters of July 1 and July 2, 2015, VDOT has requested that the FY 2015-2020 TIP be amended to include \$9 million in Regional Surface Transportation Program (RSTP) and matching state funds and \$1 million in Northern Virginia Transportation Authority (NVTA) funding for preliminary engineering on the US 1, Richmond Highway Multimodal Improvements project; and to include \$500,000 in Surface Transportation Program (STP) and matching state funds for preliminary engineering for an environmental study on the Clermont Avenue Connector, as described in the attached materials; and

**WHEREAS**, these projects are already included in the Air Quality Conformity Analysis of the 2014 CLRP and the FY 2015-202 TIP or are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations "40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule," issued in the May 6, 2005, *Federal Register*;

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2015-2020 TIP to include \$9 million in RSTP and matching state funds and \$1 million in NVTA funding for preliminary engineering on the US 1, Richmond Highway Multimodal Improvements project, and to include \$500,000 in STP and matching state funds for preliminary engineering for an environmental study on the Clermont Avenue Connector, as described in the attached materials.

**Adopted by the Transportation Planning Board Steering Committee at its regular meeting on July 10, 2015.**





# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive  
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.  
COMMISSIONER

July 1, 2015

The Honorable Phil Mendelson, Chairman  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E., Suite 300  
Washington, DC 20002-4201

RE: National Capital Region FY 2015-2020 Transportation Improvement Program Amendment for  
TIP ID #6443, VDOT UPC #107187

Dear Chairman Mendelson:

The Virginia Department of Transportation requests an amendment to the FY 2015-2020 Transportation Improvement Program (TIP) to add funding for preliminary engineering for the Richmond Highway Multimodal Improvements project. This project will ultimately reconstruct and widen Richmond Highway (US Route 1) from four to six lanes and add bicycle and pedestrian facilities between Mount Vernon Memorial Highway and Napper Road (2.91 miles).

The amendment adds approximately \$10 million to the TIP, including \$7.2 million in RSTP funds, \$1.8 million in matching funds, and \$1 million in Northern Virginia Transportation Authority (NVTA) funds for preliminary engineering. The total cost estimate for the project is \$68 million. While the proposed funds are new to the TIP, they are part of the total revenue estimates included in VDOT's financial plans for the 2014 CLRP update. This highway improvement is already included in the approved regional air quality conformity analysis for the CLRP, and has been entered into the iTIP database.

VDOT requests that this TIP Amendment be considered and acted upon by the Transportation Planning Board's Steering Committee at its meeting on July 10, 2015. VDOT's representative will attend the meeting and be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,

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

cc: Ms. Rene'e Hamilton, VDOT-NoVA  
Ms. Maria Sinner, P.E., VDOT-NoVA  
Mr. Norman Whitaker, AICP, VDOT-NoVA

VirginiaDot.org  
WE KEEP VIRGINIA MOVING



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive  
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.  
COMMISSIONER

July 2, 2015

The Honorable Phil Mendelson, Chairman  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E., Suite 300  
Washington, DC 20002-4201

RE: National Capital Region FY 2015-2020 Transportation Improvement Program Amendment for  
TIP ID #6445, VDOT UPC #52175: Clermont Avenue /Finalize Environmental Study

Dear Chairman Mendelson:

The Virginia Department of Transportation requests an amendment to the FY 2015-2020 Transportation Improvement Program (TIP) to add funding for final environmental work on the Clermont Avenue Connector Road project. An environmental study for the larger Eisenhower Valley Access and Circulation project included extension of Clermont Avenue to connect with an interchange at I-95. Because the project was modified and Clermont Avenue Connector was not built, the Federal Highway Administration (FHWA) will require the environmental study to be re-evaluated. This TIP amendment will provide funding for The City of Alexandria to move forward with a final study to close out the environmental process.

The amendment adds approximately \$500,000 to the TIP, including \$400,000 in STP/F funds, and \$100,000 in matching funds. While the proposed funds are new to the TIP, they are part of the total revenue estimates included in VDOT's financial plans for the 2014 CLRP update. This project will not impact regional air quality conformity analysis for the CLRP as the funding is for preliminary engineering (study) only. VDOT staff has made appropriate revisions to the TPB's iTIP online database.

VDOT requests that this TIP Amendment be considered and acted upon by the Transportation Planning Board's Steering Committee at its meeting on July 10, 2015. VDOT's representative will attend the meeting and be available to answer any questions about the amendments.

Thank you for your consideration of this request.

Sincerely,

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



cc: Ms. Rene'e Hamilton, VDOT-NoVA  
Ms. Maria Sinner, P.E., VDOT-NoVA  
Mr. Norman Whitaker, AICP, VDOT-NoVA

**NORTHERN VIRGINIA  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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**Primary**

**US 1, Widen, Reconstruct Interchange, Study**

TIP ID: <b>6443</b>	Agency ID: <b>107187</b>	Title: <b>Richmond Highway Multimodal Improvements</b>						Complete: <b>2022</b>
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Facility: US 1 Richmond Highway	NVTA-PAYGO	0/0/100	1,000	a					1,000
From: VA 235 Mount Vernon Memorial Highway									
To: VA 5255 Napper Road	RSTP	80/20/0	9,000	a					9,000

**Total Funds: 10,000**

Description: Project will reconstruct and widen Richmond Highway (US Route 1) from four to six lanes and add bicycle and pedestrian facilities between the Mount Vernon Memorial Highway and Napper Road. 

**Amendment: Add New Project** **Approved on: 7/10/2015**  
Amend the FY 2015-2020 TIP to include this project with \$10 million in FY 2015 using RSTP with state matching and NVTA funding.


**Urban**

**Eisenhower Valley Access and Circulation Improvements**

TIP ID: <b>6445</b>	Agency ID: <b>52175</b>	Title: <b>Clermont Avenue Connector - PE Only for NEPA Study</b>						Complete: <b>2016</b>
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Facility: Clermont Ave.	STP	80/20/0	500	a					500
From: I-95 Interchange									
To: Eisenhower Ave									

**Total Funds: 500**

Description: Plans to extend Clermont Avenue to an interchange with I-95 as part of the Eisenhower Valley Access and Circulation Improvements project were changed and the Clermont connector road was not built. This TIP amendment will provide funding for The City of Alexandria to move forward with a final study to close out the environmental process. 

**Amendment: Add New Project** **Approved on: 7/10/2015**  
Amend this project into the FY 2015-2020 TIP with \$500,000 in STP and matching state funds in FY 2015.

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
777 North Capitol Street, N.E.  
Washington, D.C. 20002**

**RESOLUTION ON AN AMENDMENT TO THE FY 2015-2020 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY  
CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR STANDARD DETAILS  
AND DRAWINGS FOR LOW-COST BRIDGE AND CULVERT STRUCTURES,  
AS REQUESTED BY THE PRINCE GEORGE'S COUNTY  
DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

**WHEREAS**, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

**WHEREAS**, on October 15, 2014 the TPB adopted the FY 2015-2020 TIP; and

**WHEREAS**, in the attached letter of July 7, 2015, Prince George's County has requested that the FY 2015-2020 TIP be amended to include \$100,000 in Bridge Replacement and Rehabilitation Program (BR) and matching local funds for a study to develop standard details and drawings for low-cost bridge and culvert structures, as described in the attached materials; and

**WHEREAS**, this project is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations "40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule," issued in the May 6, 2005, *Federal Register*;

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2015-2020 TIP to include \$100,000 in BR and matching local funds for a study to develop standard details and drawings for low-cost bridge and culvert structures, as described in the attached materials.

**Adopted by the Transportation Planning Board Steering Committee at its regular meeting on July 10, 2015.**





Rushern L. Baker, III  
County Executive

## PRINCE GEORGE'S COUNTY GOVERNMENT

Department of Public Works and Transportation  
Office of the Director



Darrell B. Mobley  
Director

July 7, 2015

The Honorable Phil Mendelson, Chair  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E., Suite 300  
Washington DC 20002

Dear Chairman Mendelson:

The Prince George's County Department of Public Works and Transportation (DPW&T) requests an amendment to the State Highway Administration (SHA) portion of the National Capital Region Transportation Planning Board's (TPB) FY 2015-2020 Transportation Improvement Program (TIP), as identified in the attachment. The purpose of this amendment is to add a new project, called the "Standard Details/Drawings for Low-Cost Bridge/Culvert Structures" funded by a grant from the State Transportation Innovation Council (STIC) Incentive Program, to the TIP. This amendment will facilitate the award of a grant for the development of bridge standards, and is not a capital project. Therefore it does not need to be included in the Constrained Long Range Plan (CLRP) or air quality conformity analysis.

The Federal Highway Administration (FHWA), through the SHA, awarded \$100,000 to DPW&T the STIC Incentive Program to advance the FHWA initiative of Accelerated Bridge Construction. This program provides resources to help make innovations standard practice in each state. In this case, the funding will support the development of standard drawings and specifications for low-cost bridge/culvert structures.

Prince George's County is planning to develop an innovative standard for engineering details and specifications for County-owned bridges. This innovation will involve the development of standard drawings for low-cost bridge/culverts structures which is designed to accelerate the completion of final design plans and therefore reduce the overall cost of bridge projects. Prince George's County has indicated that any standard developed will be shared with other local public agencies so that they may utilize the drawings and specifications within the respective jurisdictions.

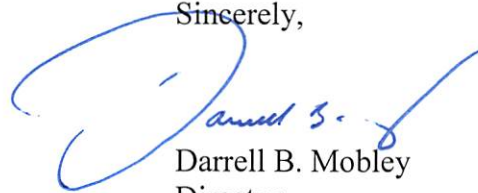
The Honorable Phil Mendelson  
July 7, 2015  
Page 2

The project has been identified by the County as ready to initiate within six (6) months of the date funds are made available. The project will be completed within one (1) year of start of work.

Prince George's County requests that this amendment be approved by the Transportation Planning Board (TPB) Steering Committee at its July 10, 2015 meeting.

We appreciate your cooperation in this matter. If you have any questions or comments, please do not hesitate to contact, Mr. Victor Weissberg at (301) 883-5600 or via email at [vweissberg@co.pg.md.us](mailto:vweissberg@co.pg.md.us). Of course, please feel free to contact me directly.

Sincerely,

A handwritten signature in blue ink, appearing to read "Darrell B. Mobley", is written over a large, stylized blue circular scribble.

Darrell B. Mobley  
Director

DLB/VW/mkm

Attachments

cc: Kanti Srikanth, Director of Transportation, Metropolitan Washington Council of Governments  
André Issayans, Deputy Director, Prince George's County Department of Public Works and Transportation  
Victor Weissberg, Special Assistant to the Director, Prince George's County Department of Public Works and Transportation  
Donald A. Halligan, Director, Office of Planning and Capital Programming  
Lyn Erickson, Manager, Office of Planning and Capital Programming, Maryland Department of Transportation

**SUBURBAN MARYLAND  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total
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**Prince George's County**

**Other**

**Standard Details/Drawings for Low-Cost Bridge/Culvert Structures**

TIP ID: 6442	Agency ID:	Title: Standard Details/Drawings for Low-Cost Bridge/Culvert Structures	Complete: 2016
--------------	------------	---	----------------

Facility: Countywide	BR	80/0/20	100 d	100
From:				
To:				<b>Total Funds: 100</b>

Description: The purpose of this project is to facilitate the award of a Federal grant from the State Transportation Innovation Council Incentive Program to advance the EDC2 initiative of Accelerated Bridge Construction. This program is to help make innovations standard practice in each state. This will support the development of standard drawing and specifications for low-cost bridge/culvert structures. Prince George's County is planning to develop an innovative standard for engineering details and specifications for County-owned bridges. This will involve the development of standard drawings designed to accelerate completion of final design plans and therefore reduce overall cost of bridge projects. Prince George's County has indicated that any standard developed will be shared with other local public agencies so that they may utilize the drawings and specifications within the respective jurisdictions.

<b>Amendment: Add New Project</b>	<b>Approved on: 7/10/2015</b>
Amend project into the FY 2015-2020 TIP with \$100,000 in Bridge Replacement and Rehabilitation Program and local matching funds in FY 2016.	







NATIONAL CAPITAL REGION  

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TRANSPORTATION PLANNING BOARD

**Item #5**

**MEMORANDUM**

**July 16, 2015**

**TO:** Transportation Planning Board

**FROM:** Kanti Srikanth  
Director, Department of Transportation Planning *Kanti*

**RE:** Letters Sent/Received Since the June 17<sup>th</sup> TPB Meeting

The attached letters were sent/received since the June 17<sup>th</sup> TPB meeting. The letters will be reviewed under Agenda #5 of the July 17<sup>th</sup> TPB agenda.

Attachments

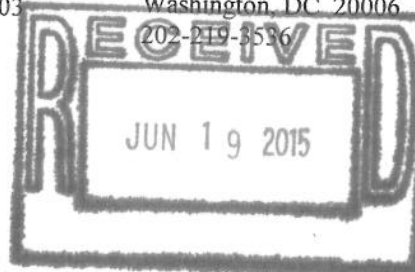




U.S. Department  
of Transportation

Federal Transit Administration  
Region III  
1760 Market Street, Suite 500  
Philadelphia, PA 19103  
215-656-7100

Federal Highway Administration  
DC Division  
1990 K Street, N.W., Suite 510  
Washington, DC 20006



June 8, 2015

National Capital Region Transportation Planning Board  
Chairman Phil Mendelson  
Metropolitan Washington Council of Governments  
777 North Capital Street, NW, Suite 300  
Washington, D.C. 20002-4201

**RE: Federal Certification of the National Capital Region Transportation Management Area Planning Process**

Dear Chairman Phil Mendelson:

This letter notifies you that the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly certify the planning process for the Metropolitan Washington Council of Governments National Capital Transportation Planning Board (MWCOTG/TPB) Transportation Management Area (TMA) and Fredericksburg Area Metropolitan Planning Organization (FAMPO). This certification is based on the findings from the Federal Certification Review conducted on October 28<sup>th</sup> and 29<sup>th</sup> of 2014.

The overall conclusion of the certification review is that the planning process for the Washington, District of Columbia TMA complies with the spirit and intent of Federal metropolitan transportation planning laws and regulations under 23 U.S.C. 134 and 49 U.S.C. 5303. The planning process at MWCOTG/TPB is a continuing, cooperative, and comprehensive process and reflects a significant professional commitment to deliver quality in transportation planning.

We would like to thank Transportation Planning Director Kanathur Srikanth and his staff for their time and assistance in planning and conducting the review. Enclosed is a report that documents the results of this review and offers several recommendations for continuing quality improvements and enhancements to the planning process. If you have any questions regarding this certification action, please direct them to either Ms. Sandra Jackson, Community Planner of the FHWA, DC Division, at (202) 219-3521 or Ms. Melissa P. Barlow, Community Planner of the FTA Region III DC Metro Office, at (202) 219-3565.

Sincerely,

Terry Garcia Crews  
Region III Administrator  
Federal Transit Administration

Joseph C. Lawson  
DC Division Administrator  
Federal Highway Administration

Mr. Phil Mendelson  
June 4, 2015  
Page 2

Electronic – cc:  
FHWA Maryland Division  
FHWA Virginia Division



U.S. Department  
of Transportation

Federal Transit Administration  
Region III  
1760 Market Street, Suite 500  
Philadelphia, PA 19103  
215-656-7100  
215-656-7260 (fax)

Federal Highway Administration  
DC Division  
1990 K Street, N.W., Suite 510  
Washington, DC 20006  
202-219-3570  
202-219-3545 (fax)

**JUN 29 2015**

Chairman Phil Mendelson  
c/o, Kanathur Srikanth, Director of Transportation Planning  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capital Street, NW, Suite 300  
Washington, D.C. 20002-4201

**RE: FY2016 Unified Planning Work Program**

Dear Chairman Mendelson:

The FY 2016 Unified Planning Work Program (UPWP) for the Washington, D.C. urbanized area, that was developed and adopted by the Transportation Planning Board (TPB) on March 18, 2015, has been jointly reviewed by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and is approved effective July 1, 2015.

Recently, FHWA and FTA jointly released planning emphasis areas (PEAs) for Federal Fiscal Year 2016. The PEAs are being issued in response to a renewed focus on transportation planning brought about by the MAP-21, Transportation Secretary Foxx, and the issuance of proposed transportation planning regulations. The planning emphasis areas for Federal Fiscal Year 2016, in summary, include:

***MAP-21 Implementation***

*Transition to Performance Based Planning and Programming*

***Models of Regional Planning Cooperation***

*Promote cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning*

***Ladders of Opportunity***

*Access to essential services - as part of the transportation planning process, identify transportation connectivity gaps in access to essential services*

In our review of the FY 2016 UPWP, we were able to identify the regional planning efforts underway or planned activities in this work plan that will address MAP-21 requirements. We identified all PEA's mentioned-above in the work program. We understand that once the planning regulations are finalized by the USDOT, the activities in the UPWP will be revised and amended as necessary to address all of the MAP-21 regulations.

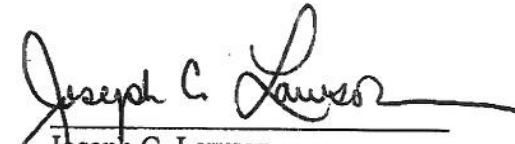
Chairman Phil Mendelson  
Page 2

This authorization is subject to the availability of Federal funds for transportation planning activities in the urbanized area. The TPB may request funding for the program in accordance with established procedures.

If you have any questions regarding this approval action or this letter, please direct them to either Ms. Sandra Jackson, Community Planner of the FHWA, DC Division, at (202) 219-3521 or Ms. Melissa P. Barlow, Community Planner of the FTA Region III, DC Metro Office, at (202) 219-3565.

Sincerely,

  
Terry Garcia Crews  
Region III Administrator  
Federal Transit Administration

  
Joseph C. Lawson  
DC Division Administrator  
Federal Highway Administration

cc: DDOT



July 6, 2015

Mr. Philip Mendelson  
Chair  
National Capital Region Transportation Planning Board  
777 North Capitol Street NE, Suite 300  
Washington, DC 20002

Dear Chairperson Mendelson:

Thank you for your June 15, 2015 letter requesting funding support for the Transportation Planning Board's (TPB) FY 2016 Street Smart Pedestrian and Bicycle Safety Campaign.

I am pleased to inform you that Metro will again provide \$150,000 funding for the 2016 campaign. At some point in every Metro trip, each of our customers is a pedestrian. With this in mind, Metro views the Street Smart campaign as integral to its pedestrian and bicyclist safety program. We look forward to participating fully in this effort with the TPB and our regional partners.

As you directed, we are notifying Mr. Kanti Srikanth, Director of Transportation Planning, of our commitment by sending him a copy of this letter.

Again, Metro is pleased to be a partner in your Street Smart program, and we wish you continued success.

Sincerely,

Jack Requa  
Interim General Manager and  
Chief Executive Officer

cc: Kanti Srikanth, Director of Transportation Planning

**Washington  
Metropolitan Area  
Transit Authority**

600 Fifth Street, NW  
Washington, DC 20001  
202/962-1234

[www.metroopensdoors.com](http://www.metroopensdoors.com)

*A District of Columbia,  
Maryland and Virginia  
Transit Partnership*







Norfolk Southern Corporation  
Strategic Planning  
Three Commercial Place  
Norfolk, VA 23510

**John V. Edwards**  
General Director Passenger Policy  
757-629-2838  
757-533-4884 – Fax  
John.Edwards@nscorp.com

July 13, 2015

Chairman Phil Mendelson  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, NE  
Suite 300  
Washington, DC 20002

Re: Emergency Preparedness/Positive Train Control – National Capital Region

Dear Chairman Mendelson:

Norfolk Southern welcomes the opportunity to contribute to the National Capital Region Transportation Planning Board discussion concerning emergency preparedness and the progress of installation of positive train control (“PTC”) in the National Capital Region. Virginia Railway Express (“VRE”) operates on lines owned and operated by CSX Transportation, Amtrak and Norfolk Southern. For its Manassas service, VRE operates on Norfolk Southern’s lines, lines that will be equipped with the Interoperable Electronic Train Management System (“I-ETMS”) version of PTC.

As a preliminary matter, I have to say that Norfolk Southern has a strong and cooperative working relationship with both Amtrak and VRE and their leadership, particularly with regard to the safety of operations and emergency preparedness. We particularly note that VRE received the American Public Transportation Association Gold Award in 2014 for its emergency preparedness efforts. We are proud of our contribution to VRE being able to meet the challenges that year, and every year, of VRE’s operations.

In many ways, the story behind the safety efforts are those of Amtrak and VRE. We understand that both will be presenting to the TPB at its July 22, 2015 meeting, and for the most part we will defer to those organizations in making their respective presentations.

With regard to PTC, we are proud to report that required approval and FRA certification, and railroad installation and activation of I-ETMS on the lines that host VRE, is progressing smoothly and deliberately. The NS and VRE PTC leaders meet regularly to discuss PTC progress and work to stay in sync toward a coordinated

Chairman Mendelson  
July 13, 2015  
Page 2 of 2

implementation. In response to your inquiry regarding “operations contingency preparedness for a multi-day outage,” NS operates and maintains both a prioritized service restoration and mitigation plan for scheduled and unscheduled interruptions of communication services that will support PTC system services. NS maintains an emergency and planned temporary rerouting protocol to inform affected personnel about PTC rerouting rules, procedures, and requirements. That protocol covers the activities and resources required to safely respond to scenarios in which temporary rerouting is necessary. Rather than developing a protocol solely for PTC, NS has expanded its existing emergency management protocol requiring rerouting to incorporate PTC into our standard practices.

Norfolk Southern anticipates FRA certification of the NS implementation of the I-ETMS system during 2016, following the conclusion of field testing activities and full activation anticipated over the VRE-operated lines by late 2016. NS, Amtrak and VRE intend to continue investigating the potential of conducting interoperability readiness testing together. NS is developing a state of the art simulator training program for its train operators (engineers), which will be rolled out to the Manassas territory timed with the activation of the line to maximize retention of training. Other personnel responsible for supporting PTC on that line will receive computer based, video and hands-on training in a similar timeframe matched to support commissioning of the line for PTC service.

I trust that this provides much of the information you seek from Norfolk Southern for the July 22, 2015 meeting. If there is anything further we can provide, please feel free to contact me.

Sincerely,



John V. Edwards



NATIONAL CAPITAL REGION  

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TRANSPORTATION PLANNING BOARD

**MEMORANDUM**

July 16, 2015

To: Transportation Planning Board

From: Kanathur Srikanth  
Director, Department of Transportation Planning

Re: Announcements and Updates

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





# NATIONAL CAPITAL REGION

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## TRANSPORTATION PLANNING BOARD

Item #5

### MEMORANDUM

**DATE:** July 16, 2015

**TO:** Transportation Planning Board

**FROM:** Eric Randall,  
Department of Transportation Planning

**SUBJECT:** Updating the Board on follow up actions related to the January 12, 2015 Metrorail L'Enfant Plaza smoke incident.

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### SUMMARY:

This memorandum provides an update on the activities taken by the Metropolitan Washington Council of Governments (COG) and a number of its public safety committees and by the Washington Metropolitan Area Transit Authority (WMATA) subsequent to the January 12, 2015 Metrorail L'Enfant Plaza smoke incident.

### BACKGROUND:

During its January 21, 2015 meeting the Transportation Planning Board (TPB) engaged in a brief discussion of the fatal incident on the Yellow line of the Metrorail at the L'Enfant Plaza station on Jan. 12, 2015. Given the Board's association with regional transit projects and its interest in and long standing support for the Metrorail system it was decided that the TPB's Steering Committee would stay engaged in monitoring the developments related to this incident. The Steering Committee was charged with keeping the Board apprised of: (1) the developments related to the Jan. 12, 2015 event, (2) any recommendations for actions that the Transportation Planning Board (TPB) would have to take, and (3) any information needed to inform the TPB as to how it can remain engaged with or offer support for the Metrorail system.

The Steering Committee discussed the matter during its February and March meetings and reported to the Board via two separate memos. In April, the Board was briefed by Mr. Stuart Freudberg, COG's Deputy Executive Director, and by Mr. Robert Troup, WMATA Deputy General Manager for Operations on the actions WMATA and COG Committees had taken actions to date.

[April 2015 Briefing to the Board on Actions subsequent to the January 12 incident](#)

In June another memorandum update was provided to the Board as part of the Report of the Director.

## RECENT ACTIVITIES:

### **1. NTSB Investigative Hearing: WMATA Smoke and Electrical Arcing Accident**

On June 24 and 25, the National Transportation Safety Board held an investigative hearing on the ongoing investigation into the January 12 smoke and electrical arcing accident that occurred near the L'Enfant Plaza Metro Station.

Agenda items included:

- Conditions leading to the electrical arcing accident
- Emergency response efforts
- WMATA's efforts to improve its overall safety and safety culture
- The state of WMATA's infrastructure
- The Federal Transit Administration's rulemaking on public transportation safety
- The Tri-State Oversight Committee's oversight responsibilities

The detailed agenda and speaker statements are available here:

[http://www.nts.gov/news/events/Pages/2015\\_WMATA\\_Washington\\_DC\\_IHG\\_Agenda.aspx](http://www.nts.gov/news/events/Pages/2015_WMATA_Washington_DC_IHG_Agenda.aspx)

The public docket, with over 6,000 pages of materials, is available here:

<http://dms.nts.gov/pubdms/search/hitlist.cfm?docketID=57383&CFID=17505&CFTOKEN=c73dc40d234b48f2-43D71B09-EBD9-5A80-1A0E290A17EB14D2>

Archives of video from the hearings are available here:

<http://www.capitolconnection.net/capcon/nts/nts.htm>

### **2. COG and WMATA Metrorail Safety Coordination Update**

On June 22, 2015, the *2015 Metrorail Transit – Fire Rescue Emergency Policy Procedures Agreement* was fully executed by the COG Fire Chiefs and the WMATA CEO and General Manager and formally transmitted to the COG and WMATA Boards of Directors, as well as Senator Mark Warner and Senator Barbara Mikulski.

The 2015 Agreement covers critical notification, emergency response, communication and coordination, and training policies and procedures governing collaboration between area fire/rescue personnel and WMATA. It builds on and strengthens the previous 2011 agreement to ensure the safety of passengers, WMATA employees, and fire/rescue personnel during emergencies involving the WMATA Metrorail Transit System.

The 2015 Agreement includes three major revisions to the prior 2011 Agreement:

- Formalizing the fire radio testing and corrective action and reporting protocol that has been successfully implemented by the jurisdictions in underground Metrorail stations with WMATA, leading to improved reliability for this important public safety system.
- Adoption of an enhanced Metrorail training and exercise plan for all levels of first responders, and commitment to developing a regional training manual to guide the training program.

- Commitment to support a Fire Liaison at the Rail Operations Control Center (ROCC); this position will rotate among senior level fire personnel, and initially the position has been filled by a Fire/Rescue Captain from Fairfax County. The ROCC Fire Liaison's role is to greatly improve communication and coordination between responding fire departments, WMATA, and 9-1-1 Centers during incidents in the Metrorail system.

### **3. Tri-State Oversight Committee and COG**

At its April 8 meeting, the COG Board of Directors approved entering into a memorandum of understanding with the District of Columbia, the State of Maryland, and the Commonwealth of Virginia. These three member jurisdictions created the Tri-State Oversight Committee (TOC) in 1999 to oversee the safety of WMATA's Metrorail system. In accordance with MAP-21 legislation, the member jurisdictions have agreed to reconstitute the TOC into a Metro Safety Commission (MSC), an independent legal entity to assume the enhanced responsibilities of a State Safety Oversight Agency to oversee the safety of WMATA Metrorail operations consistent with FTA requirements, including adequate authority and resources to review and approve the rail transit system's safety plans, and to oversee, through investigations and enforcement, the safety of the WMATA Metrorail transit system, and be a direct recipient of FTA state safety oversight funds.

While the MSC is stood up, the FTA and the member jurisdictions have agreed for COG in the interim to serve as the designated recipient of FTA state safety oversight grant program funds. COG is working closely with the three member jurisdictions to develop a work program for use of the FTA state safety oversight funds, and to submit a grant application for the FY 2013 funds for approval by the FTA prior to a deadline of September 30, 2015.

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# NATIONAL CAPITAL REGION

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## TRANSPORTATION PLANNING BOARD

Item 5

### MEMORANDUM

**DATE:** July 16, 2015

**TO:** Transportation Planning Board

**FROM:** Eric Randall,  
Department of Transportation Planning

**SUBJECT:** Briefing on TPB and COG Activities in Support of WMATA

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### SUMMARY:

This memorandum provides an overview of activities since 2000 undertaken by the National Capital Region Transportation Planning Board (TPB) and the Metropolitan Washington Council of Governments (COG) in support of the governance of and long-term financial sustainability for the Washington Metropolitan Area Transit Authority (WMATA). This is in response to a request made at the June 17, 2015 TPB meeting.

### KEY TPB AND COG STUDIES IN SUPPORT OF WMATA:

#### **1. Transforming Governance of the Washington Metropolitan Area Transit Authority (2011)**

In 2010, public and private sector leaders formed a task force out of concern about a decline in the performance of the Metro system. The Task Force was sponsored by the Greater Washington Board of Trade and COG to review WMATA's governance arrangements and to recommend improvements. COG staff conducted a review of best practices on transit board governance and examined WMATA and other transit and public sector agencies for the task force's report, "Moving Metro Forward", which was released in November 2010. The report focused on issues like the composition of the WMATA Board and the roles of its Compact Signatories, Appointing Authorities, the WMATA Board, Board Chair, and Chief Executive/General Manager.

The final report, entitled "Moving Metro Forward" is available here:

<http://www.mwcog.org/uploads/pub-documents/pV5fV1420110103104941.pdf>

One of the outcomes of "Moving Metro Forward" was the creation of a Governance Work Group (GWG) comprised of the three respective transportation executives from the States and District Departments of Transportation. The purpose was to develop an implementation plan to address WMATA's governance challenges. The GWG published a recommendations report in December 2011. It recommended the following actions to be taken by:

- The WMATA Board: Establish a clear budget development and performance measurement process, coordinate the budget planning process with jurisdictions, and develop a strategic multi-year strategic plan.
- Maryland, Virginia, and District of Columbia Legislative Branch: Adopt legislation that creates a more balanced and effective WMATA Board
- GWG Members: Develop and adopt a Memorandum of Understanding to codify an annual review of Board performance, coordinated appointment process, and an overall balance of expertise on the WMATA Board.

The recommendations report is available here:

[http://ddot.dc.gov/sites/default/files/dc/sites/ddot/publication/attachments/wmata\\_governance\\_reform\\_2011-12-13.pdf](http://ddot.dc.gov/sites/default/files/dc/sites/ddot/publication/attachments/wmata_governance_reform_2011-12-13.pdf)

## **2. Panel on Metro Funding (2005)**

Formed in 2004 by COG, BOT, and the Federal City Council to examine dedicated funding for WMATA, the *Panel on the Analysis of and Potential for Alternate Dedicated Revenue Sources for WMATA* conducted a three month review of dedicated funding options for WMATA. The COG Board of Directors approved creation of the public-private panel to research alternative sources of funding for WMATA as it faced a looming budget shortfall. The 13-member, independent panel of experts concluded that a regional sales tax and additional federal funding would best address Metro’s needs. The panel’s report reaffirmed the seriousness of WMATA’s budget shortfall and emphasized the need to create a single, regional source of dedicated revenue. The panel recommended the federal government contribute up to half of WMATA’s funding shortfall at that time.

The final report of the panel is available here:

<http://www.mwcog.org/uploads/committee-documents/pVxfXFs20050106084602.pdf>

The work of the panel was cited in the subsequent passage of the Passenger Rail Investment and Improvement Act (PRIIA) in 2008. Sponsored by Tom Davis (R-VA), as part of the Act Congress authorized \$1.5 billion (\$150 million annually for ten years, to be matched by funds from the District of Columbia, Maryland, and Virginia) in dedicated funding to address the capital needs of the WMATA system. However, PRIIA requires an annual appropriation from Congress. While WMATA has received \$150 million annually through fiscal year 2015, it is not guaranteed. As of July 2015, the House had allocated \$100 million for FY16, while the Senate had allocated \$150 million for FY16. The final PRIIA appropriation for FY16 has yet to be determined.

## **3. Time to Act (2004)**

In 2004, the TPB conducted a study on the region’s unfunded transportation needs for the six year period from 2005 to 2010. The study identified \$13.2 billion in total unfunded transportation needs over the six year period from 2005 to 2010 in the District of Columbia, Northern Virginia, Suburban Maryland, and for WMATA. These unfunded needs are outlined in the brochure “Time to Act”:

<http://www.mwcog.org/uploads/pub-documents/915dWg20040213160922.pdf>

“Time to Act” focused on WMATA’s needs as “particularly critical”. Total capital funding needs for 2005 to 2010 were estimated at \$4.1 billion, of which \$2.2 billion was unfunded. WMATA’s “Metro

Matters” program identified the transit agency’s most urgent priorities at \$1.5 billion, with an additional \$0.7 billion needed for other capacity and access enhancements.

A separate report issued by the Brookings Institution in June 2004 titled “Washington Metro: Deficits by Design” found that the system’s unprecedented lack of dedicated funding sources necessitated an over-reliance on funding from state and local governments.

[http://www.brookings.edu/~media/research/files/reports/2004/6/metropolitanpolicy-puentes/20040603\\_puentes.pdf](http://www.brookings.edu/~media/research/files/reports/2004/6/metropolitanpolicy-puentes/20040603_puentes.pdf)

#### **4. System in Crisis (2001)**

In February 2001, the TPB published: “A System in Crisis: The Funding Shortfall for the Washington Area Transportation System,” which documented that then-current revenue sources provided an estimated \$3 billion per year in constant dollars during the next 25 years to rehabilitate, maintain and expand the region’s transportation system; but that the region needed an additional \$1.74 billion per year, an increase of more than 50 percent, to meet rehabilitation and expansion needs.

[http://www.mwcog.org/store/item.asp?PUBLICATION\\_ID=510](http://www.mwcog.org/store/item.asp?PUBLICATION_ID=510)

#### ADDITIONAL TPB DOCUMENTS:

#### **5. Regional Transportation Priorities Plan (2014)**

The first long-term strategy identified by the TPB in the 2014 Regional Transportation Priorities Plan (RTPP) called for the region to invest in more capacity for the existing transit system. The strategy specifically cited WMATA’s *Momentum* strategic plan for decision-making over the next ten years. The capital needs for WMATA were laid out in *Metro 2025*, with investment in state of good repair needs and maximizing use of the existing system by operating all eight-car trains during peak times, expanding the busiest stations to handle more riders, and implementing priority bus treatments on key bus corridors. The RTPP is available at:

<http://www.mwcog.org/uploads/pub-documents/vF5cWFc20140219085242.pdf>

#### **6. Financial Plan for the Region’s Constrained Long-Range Plan (2014)**

Quadrennially, the TPB conducts a comprehensive financial analysis of the region’s long-range transportation plan (CLRP), a requirement of the Federal planning regulations since 1991 (ISTEA). The 2014 CLRP financial analysis considered all forecast transportation revenues and expenditures in the region from 2015 through 2040. Revenues come from user fees, taxes, tolls and transit fares, among other sources, and must equal the forecast expenditures to fund the operation and maintenance of the transportation system as well as the capital projects for state of good repair and system expansion included in the CLRP.

The 2014 Financial Plan for the CLRP identified full funding for WMATA’s forecast needs for both operations and state of good repair through 2040, with funding needs fully met by the funding agencies. This was a change since the previous CLRP financial analysis in 2010, when WMATA’s long-term needs could not be met with the available projected transportation revenues at that time.

In response to the 2014 CLRP call for projects, WMATA submitted a budget for capacity expansion initiatives totaling \$6 billion (and requiring an additional \$12 billion in long-term operating and state of good repair costs through 2040). Funding all or part of these Metro 2025 initiatives was considered for the 2014 CLRP; however no jurisdiction or funding agency was able to include funding for the capacity expansion initiatives in their individual CLRP submissions.

Because funding has not yet been identified to accommodate all of the projected Metrorail ridership growth, the TPB continues to include a transit capacity constraint in its travel demand model for air quality conformity determination, a method that has been applied since the 2000 CLRP. The constraint is used to limit the projected Metrorail ridership to reflect the limits of the current service levels and core station capacity. Congestion on the Metrorail system beyond 2020 is explicitly accounted for by constraining transit ridership to or through the core area to 2020 levels in the travel forecasting process.

The 2014 CLRP Financial Plan is available at:

<https://www.mwcog.org/uploads/committee-documents/bl1YWF9f20140911144921.pdf>

In addition to the above, TPB has assisted in numerous projects and studies intended to improve WMATA's long-term sustainability. In regard to MetroAccess, the TPB has supported cost-effective paratransit practices for MetroAccess to help control the costs of MetroAccess, along with funding and promoting alternatives to MetroAccess with the Reach-a-Ride transportation information clearinghouse, wheelchair accessible taxis, and travel training for people with disabilities on how to use the bus and rail system. The TPB has also partnered with Metro on studies on ways to provide additional cost-effective and customer-preferred alternatives to MetroAccess. In regard to Metrobus, the TPB sponsored the regional TIGER Grant for Bus Priority in the National Capital Region, which is funding bus priority treatments for Metrobus and its customers, which should improve travel times and reliability as well as provide more efficient and cost-effective operations.

#### OTHER DOCUMENTS:

The Government Accountability Office (GAO) also conducted evaluations of WMATA's financial sustainability and governance at the same time as COG and TPB studies.

#### **GAO: Mass Transit: Information On The Federal Role In Funding The Washington Metropolitan Area Transit Authority**

In 2005, GAO conducted an analysis of funding for WMATA. GAO identified options for providing a dedicated funding source, such as a regional sales tax, and increasing federal funding for capital improvements.. The report is available at:

<http://www.gpo.gov/fdsys/pkg/GAOREPORTS-GAO-05-358T/pdf/GAOREPORTS-GAO-05-358T.pdf>

#### **GAO: Washington Metro Could Benefit from Clarified Board Roles and Responsibilities, Improved Strategic Planning**

In 2011, the GAO conducted an assessment of WMATA's governance. GAO recommended that the agency's strategic planning process could benefit from more board and stakeholder involvement, internal and external environmental assessments, longer time frames, program evaluations, and updated performance metrics. The report is available at: <http://www.gao.gov/assets/330/320529.pdf>



# National Capital Transportation Planning Board (TPB) Enhanced Mobility Grant Solicitation-at-a-Glance August 14 to October 23, 2015

## Program Background

The Federal Transit Administration's (FTA's) Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) is a new program created under the MAP-21.

The program purpose is to enhance mobility for seniors and persons with disabilities by providing matching grants to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

The TPB will conduct a solicitation for FTA's Enhanced Mobility of Seniors and Individuals with Disabilities grant program from August 14 to October 23, 2015. Some key information about the solicitation is provided here.

## Funding Amounts

**\$4.2 million** in federal funds are available for this solicitation; funds must be matched by the applicant. 20% for capital or mobility management grants<sup>1</sup> and 50% for operating grants.

Matching Funds must be clearly identified and secured at the time of application (In-kind contributions **are not an** allowable source of match).

## Eligibility

Non-profit agencies, local governments, private providers and transit agencies are eligible for the grant funding. Examples of eligible projects include travel training, mobility managers, taxi and shuttle services, and door-through-door escorted transportation service.

## On-Line Application and Deadline

Applications must be submitted on-line by 2pm on October 23; **late or incomplete applications will not be considered for funding.**

For the application  
and more information:  
[www.tpbcoordination.org](http://www.tpbcoordination.org)

<sup>1</sup> FTA defines mobility management as short-range planning and management activities and grants for improving coordination among public transportation and other transportation service providers.

## Pre-Application Conferences

Applicants MUST attend a pre-application conference and registration for these conferences is required. The conferences provide instructions on completing the on-line application and a review of Federal program requirements. Dates for the conferences are **August 26, September 8, September 22 and October 8**. For locations and registration, go to:

<http://www.mwcog.org/tpbcoordination/application/conferences.asp>.

## Priority Projects

Priority Projects have been identified to address significant gaps in transportation for people with disabilities and older adults. The [list](#) of priority projects includes travel training, mobility managers and taxi and shuttle services among others; descriptions can be found under “Resources” on the website. Priority projects are not weighted more heavily than other eligible projects and are subject to the same competitive selection criteria.

## Competitive Selection Process

An independent selection committee will make recommendations for funding to the TPB based on the six selection criteria. The selection criteria are available on the website under “Resources” and include:

- Responsiveness to the four strategies in the TPB’s [Coordinated Human Service Transportation Plan](#);
- Demonstration of coordination among agencies and/or jurisdictions; and
- Institutional capacity of the applicant to manage and administer an FTA grant including prior grant performance (if applicable).

## Staff Contacts for Questions and Technical Assistance

Lynn Winchell-Mendy, Grants Manager  
[lmendy@mwkog.org](mailto:lmendy@mwkog.org) or 202-962-3253

Sergio Ritacco, Website and Application Support  
[sritacco@mwkog.org](mailto:sritacco@mwkog.org) or 202-962-3232

## Alternative Formats and Accommodations

Alternative formats of the application and this document are available upon request. Please contact Sergio Ritacco at [sritacco@mwkog.org](mailto:sritacco@mwkog.org) or 202-962-3232. TDD (202)-962-3213. Please allow seven working days for preparation of the material. If accommodations for people with disabilities are needed for the pre-application conferences, please also contact Sergio.



# NATIONAL CAPITAL REGION

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## TRANSPORTATION PLANNING BOARD

### MEMORANDUM

**DATE:** July 22, 2015

**TO:** Transportation Planning Board

**FROM:** Nicholas Ramfos  
Director, Alternative Commute Programs  
Department of Transportation Planning

**SUBJECT:** 2015 Commuter Connections Employer Recognition Awards.

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The intent of this memorandum is to provide a summary of the 2015 Commuter Connections Employer Recognitions Awards.

Each fiscal year, COG/TPB staff coordinates the annual Commuter Connections Employer Recognition Awards for employers showing commitment towards voluntarily implementing commute alternative programs and telecommuting at their respective worksite.

During FY 2015, nominations for the awards categories of Incentives, Marketing and Telework were received in February and reviewed by a selection committee in March which was chaired by City of Alexandria Council Member and TPB 1st Vice Chair Timothy Lovain.

The 2015 Employer Recognition Awards event was held at the Grand Hyatt on June 30, 2015. The event was emceed by City of Alexandria Council Member and TPB 1st Vice Chair Timothy Lovain. Awards presenters included: DC Council Member and TPB Board member Charles Allen, Michael McGurk, Senior Corporate Relations Associate, Transurban; and Caroline Hull, Director, Salesforce Automation.

Awards recipients included:

Incentives: OPower, Arlington, VA

Marketing: Wedding Wire, Chevy Chase, MD

Telework: Southern Maryland Electric Cooperative, Hughesville, MD

Employer Services Sales Team Achievement Award: District Department of Transportation (goDCgo)

Employer Services Organization Achievement Award: Fairfax County Department of Transportation







# NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

## MEMORANDUM

**TO:** National Capital Region Transportation Planning Board

**FROM:** Kanti Srikanth  
Director, Plan Development and Data Programs  
Department of Transportation Planning

**SUBJECT:** Unfunded Capital Needs Working Group

**DATE:** July 16, 2015

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### **Purpose**

The purpose of this memorandum is to provide staff's recommendation on establishing a Working Group to further the Board's ongoing work on examining the National Capital region's unmet capital funding needs to improve the region's transportation system. At its June 17, 2015 meeting the Board advised staff to recommend members to serve on a working group, to be established by the Board and chaired by a Board member, that will develop and implement a work scope for further analysis of the list of unfunded transportation improvement projects that is currently being compiled by staff.

### **Staff Recommendations For a Working Group**

- The TPB establish an Unfunded Capital Needs Working Group to first finalize the Draft list of unfunded projects and subsequently to develop and implement a scope of work to analyze the list to assist policy and planning actions for the Board to consider in addressing the region's unmet transportation capital needs.
- The Working Group be chaired by an officer of the TPB, Ms. Ms. Bridget Newton ((Mayor City of Rockville) and Board member Mr. Jonathan Way (Vice Mayor, City of Manassas) as the Vice Chair.
- Nominated members of the Working Group include representatives of the Departments of Transportation and the Public Transportation agencies from the three states, WMATA and the Chairman or his designee of the TPB's Citizen's advisory committee.
- Invited members of the Working Group include representatives of all member jurisdictions of the TPB.

Primary tasks of the Unfunded Capital Needs Working Group will be:

- Review and finalize the draft list of unfunded transportation projects compiled by staff including a summary document, a user friendly database and map depicting the projects on the list.
- Identify the policy questions to address via analysis of the list of unfunded projects compiled as above.
- Develop a scope of work outlining the process and products to be developed by the working group to inform the policy questions identified by the working group.
- Brief the Board and seek its concurrence on the above tasks and present the draft and final products on a periodic basis.

Staff will conduct the technical analysis as needed to execute the work scope approved by the Board as part of its FY 2016 Work Program activities. The Working Group will provide periodic updates to the Board

## **Background**

In September 2014 as part of reviewing the proposed 2014 Constrained Long Range for the region and examining the forecast levels of system performance of the Plan, the Board noted that in spite of a record amount of funding reflected in the Plan, the transportation system's overall performance was not forecast to improve meaningfully. The Board also noted that of the approximately \$250 billion in investment included in the Plan, about 83 percent was to be spent on system maintenance and only 17 percent for system expansion. Relative to the forecast growth in demand for mobility and accessibility, the proposed capital investment was noted to be inadequate leading to less than desirable improvement in system performance.

The TPB asked staff to compile a list of the transportation improvement projects identified by the member jurisdictions that could assist in improving the regional system performance but were not included in the CLRP due to lack of identified funding. In October, the Citizens Advisory Committee passed a resolution supporting this request and asked that the list be made available for use in public outreach and other regional planning activities.

In November, TPB staff reported that it would work with member jurisdictions to discuss the minimum criteria for projects and begin solicitation of unfunded projects.

Solicitation of project inputs was issued to member jurisdictions via members of the TPB Technical Committee on February 3, 2015 with an extended due date of April 30, 2015 for project submissions. The threshold for highway and transit projects to be included in the list was that they affect regional travel and are in state, local, and regionally approved plans, but are not currently in the Financially Constrained Long-Range Transportation Plan (CLRP) due to lack of identified funding. Additionally non-motorized projects would be included given their contribution to improving mobility within activity centers and

improved transit accessibility.

The Board was provided with a briefing memorandum on the status of the project list compilation at its May meeting and the draft list of projects was presented at its June meeting. The list of unfunded transportation network improvement projects comprises more than a thousand projects including a large number small scale bicycle and pedestrian facility improvement projects as well as over 500 highway and transit projects.

The TPB's Steering Committee, at its May 1, 2015 meeting, discussed potential follow up activities for the Board utilizing the comprehensive list of unfunded transportation projects. The options were summarized in a briefing memorandum to the Board. Based on discussions at its June 17, 2015 meeting the Board decided to establish a working group to develop a scope and approach for future analysis.

Following up on the discussions of the May 1, 2015 TPB Steering Committee and after consultation with the representatives of the state Departments of Transportation and WMATA, staff developed draft recommendations for the establishment and functions of the Working Group. The draft recommendations were shared with the officers of the Board and discussed by the TPB's Steering Committee during its July 9, 2015 meeting. The above recommendations from staff reflect the outcome of this consultation.