



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: June 9, 2016

The attached materials include:

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions
DATE: June 9, 2016

At its meeting on June 3, the TPB Steering Committee approved the following resolutions:

- SR21-2016: 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 MD 355 Urbana Pike Bridge Replacement project, as requested by the Maryland Department of Transportation
- SR22-2016: an amendment to the FY 2015-2020 TIP to include funding for the Springfield Central Business District Commuter Parking Garage, as requested by the Virginia Department of Transportation
- SR23-2016: an amendment to the FY 2015-2020 TIP to update project information for FY 2017 in order to match the updated Washington Metropolitan Area Transit Authority (WMATA) FY 2017 Capital Budget
- SR24-2016: an amendment to the FY 2015-2020 TIP to include funding for the Reconstruction and Rehabilitation of a Pedestrian Bridge over Arizona Avenue NW, as requested by the District Department of Transportation

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.”

The Steering Committee was briefed on the Access for All (AFA) Advisory Committee membership after the TPB officers concurred with the list of names. TPB members can still recommend people for AFA membership. A TPB member from Prince George’s County has made recommendations and staff have invited these community leaders. The membership list will be revised as community leaders confirm their interest.

Attachments

- SR21-2016
- SR22-2016
- SR23-2016
- SR24-2016
- AFA Committee Description and List of Approved Members

**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 MD 355 URBANA PIKE BRIDGE REPLACEMENT
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 the Fixing America's Surface Transportation (FAST) Act 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 May 27, 2016, MDOT has requested that the FY 2015-2020 TIP be amended to add \$115,000 in Bridge Rehabilitation and Replacement (BR) funding and \$2.434 million in State funding for preliminary engineering, right-of-way acquisition and construction of the MD 355 Urbana Pike Bridge Replacement project, as described in the attached materials; and

WHEREAS, the project is exempt from the air quality conformity requirement, as defined in the Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2015-2020 TIP to add \$115,000 in BR funding and \$2.434 million in State funding for preliminary engineering, right-of-way acquisition and construction of the MD 355 Urbana Pike Bridge Replacement project, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on June 3, 2016.



Maryland Department of Transportation
The Secretary's Office

Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

Pete K. Rahn
Secretary

May 27, 2016

The Honorable Timothy B. Lovain, 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 Lovain:

The Maryland Department of Transportation (MDOT) requests the following 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) for one existing project as described below and in the attached memo. The additional funds are available due to programmed State funds and an increase in federal-aid obligational authority. This action does not impact air quality conformity.

TIP ID#	Project	Phase	Amount of New Funding	Comment
6486	MD 355 (Urbana Pike) Bridge Replacement	PE ROW CO	\$2,550,000	Add funding for preliminary engineering, right-of-way, and construction.

MDOT requests that this amendment be approved by the Transportation Planning Board (TPB) Steering Committee at its June 3, 2016 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 Timothy B. Lovain
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We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact Ms. Kari Snyder at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@mdot.state.md.us. Of course, please feel free to contact me directly.

Sincerely,



Lyn Erickson,
Manager, Regional Planning
Office of Planning and Capital Programming

Attachment

cc: Mr. Eric Beckett, Chief, Regional and Intermodal Planning Division (RIPD), SHA
Ms. Heather Murphy, Director, Office of Planning and Capital Programming, MDOT
Ms. Kari Snyder, Regional Planner, Office of Planning and Capital Programming,
MDOT




Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor

Pete K. Rahn, Secretary
Gregory C. Johnson, P.E., Administrator

MEMORANDUM

TO: DIRECTOR HEATHER MURPHY
PLANNING AND CAPITAL PROGRAMMING
MARYLAND DEPARTMENT OF TRANSPORTATION

ATTN: REGIONAL PLANNING MANAGER LYN ERICKSON
REGIONAL PLANNER KARI SNYDER

FROM: CHIEF ERIC BECKETT 
REGIONAL AND INTERMODAL PLANNING DIVISION

SUBJECT: REQUEST TO AMEND THE FISCAL YEARS 2015-2020 NATIONAL CAPITAL
REGION TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

DATE: MAY 26, 2016

PURPOSE OF MEMORANDUM

To request you approve and forward to the TPB for its approval the following TIP amendment.

SUMMARY

The State Highway Administration (SHA) hereby requests amendment of the FY 2015-2020 National Capital Region TIP. SHA is amending the funding for one existing project in the National Capital Region, as in the attached table and detailed in the attached TIP report.

ANALYSIS

This amendment reflects:

- 1) The addition of \$2.55 million in preliminary engineering, right-of-way, and construction funding for existing project, MD 355 Urbana Pike Bridge Replacement, for MD 355 bridge 10084 over CSXT railroad (TIP 6486). Additional funding is required for right-of-way acquisition and associated costs for required mitigation of National Park Service (NPS) property.

This project includes the replacement of MD 355 (Urbana Pike) bridge 10084 over the CSXT railroad. The existing structure, built in 1931, is structurally deficient. The project is scheduled to advertise for construction in October 2016, with construction anticipated to begin in early 2017. The additional funds are available due to programmed State funds, including a shift from a former major transit project to a road project and an increase in federal - aid obligational authority. 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.

My telephone number/toll-free number is [410-545-5675](tel:410-545-5675) or [1-888-204-4828](tel:1-888-204-4828)
Maryland Relay Service for Impaired Hearing or Speech [1.800.735.2258](tel:1-800-735-2258) Statewide Toll Free

Ms. Heather Murphy
Page Two

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 2014-2017 Statewide TIP (STIP) using the funding information provided in the attachment. If you have any questions, please contact Ms. Samantha Biddle, SHA Regional Planner, at 410-545-5560 or via email at sbiddle@sha.state.md.us.

ATTACHMENTS

- Table 1
- FY 2015-2020 TPB TIP (6486) project FR5591 report

cc: Ms. Samantha Biddle, Regional Planner, SHA
Ms. Meredith Hill, Assistant Regional Planner, SHA
Mr. David Rodgers, Regional Planner, SHA
Ms. Jessica Shearer, Assistant Chief, Regional and Intermodal Planning Division, SHA
Mr. Brian Young, District 3 Engineer, SHA

Table 1

TIP	Project	Phase	New Funding	Comments
6486	MD 355 Urbana Pike Bridge Replacement	PE RW CO	\$328,000 \$621,000 \$1,600,000	Increase funds for preliminary engineering, right-of-way, and construction. Add an additional \$328,000 to the preliminary engineering phase to include \$55,000 (State) in FY 16, \$432,000 (BR) in FY 17, and \$158,000 (State) in FY 17 (this also reflects a reduction of \$317,000 (BR) in FY 16). Add \$621,000 to the right-of-way phase to include \$25,000 (State) in FY 16, \$149,000 (State) in FY 17, \$149,000 (State) in FY 18, \$149,000 (State) in FY 19, and \$149,000 (State) in FY 20. There is an additional \$112,000 (State) in right-of-way in FY 21 (beyond the current TIP years). Add an additional \$1,600,000 to the construction phase to include \$588,000 (State) in FY 18, \$625,000 (State) in FY 19, and \$843,000 (State) in FY 20 (this also reflects a reduction of \$456,000 (State) in FY 16).

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

FY 2015 - 2020

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

Other
System Preservation Projects

TIP ID: 6486	Agency ID: FR5591	Title: MD 355 Urbana Pike Bridge Replacement	Complete: 2019	Total Cost:	\$6,852	
Facility: MD 355 over CSXT Railroad	BR	100/0/0	825 a	721 a	432 a	1,978
From:						
To:	State	0/100/0	226 a	318 a	158 a	7,423
				25 b	149 b	
					2,413 c	
					2,105 c	
					843 c	
					739 c	
Total Funds:						9,401

Description: Replacement of MD 355 Urbana Pike Bridge 10084 over CSXT railroad. The existing bridge is structurally deficient.



Amendment: Additional funding for Preliminary Engineering and Construction **Approved on: 10/2/2015**

Add an additional \$2.3 million in funds for the preliminary engineering phase (\$0.8 million in BRR funds for FY15, \$0.2 million in State funds for FY15, \$1.0 million in BRR funds for FY16, and \$0.3 million State funds for FY16). Add an additional \$4.5 million in State funds for the construction phase (\$1.2 million for FY17, \$1.8 million for FY18, and \$1.5 million for FY19).

Amendment: Additional funding for PE, Right-of-Way, and Construction **Requested on: 6/3/2016**

Increase funds for preliminary engineering, right-of-way, and construction. Add an additional \$328,000 to the preliminary engineering phase to include \$55,000 (State) in FY16, \$432,000 (BR) in FY17, and \$158,000 (State) in FY 17 (this also reflects a reduction of \$317,000 (BR) in FY16). Add \$621,000 to the right-of-way phase to include \$25,000 (State) in FY16, \$149,000 (State) in FY17, \$149,000 (State) in FY18, \$149,000 (State) in FY19, and \$149,000 (State) in FY20. There is an additional \$112,000 (State) in right-of-way in FY21 (beyond the current TIP years). Add an additional \$1,600,000 to the construction phase to include \$588,000 (State) in FY18, \$625,000 (State) in FY19, and \$843,000 (State) in FY20 (this also reflects a reduction of \$456,000 (State) in FY16).

**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 SPRINGFIELD CENTRAL
BUSINESS DISTRICT (CBD) COMMUTER PARKING GARAGE, 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 the Fixing America's Surface Transportation (FAST) Act 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 May 23, 2016, VDOT has requested that the FY 2015-2020 TIP be amended to add \$20.4 million in Congestion Mitigation and Air Quality (CMAQ) program funding and \$11.8 million in local funding, to reprogram \$16.7 million in CMAQ funding from FY 2015 to FY 2018, and to release \$29.6 million in advanced construction (AC) funding for the preliminary engineering, right-of-way acquisition, and construction phases of the Springfield CBD Commuter Parking Garage project, as described in the attached materials; and

WHEREAS, the project is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2015-2020 TIP to add \$20.4 million in CMAQ funding and \$11.8 million in local funding, to reprogram \$16.7 million in CMAQ funding from FY 2015 to FY 2018, and to release \$29.6 million in AC funding for the preliminary engineering, right-of-way acquisition, and construction phases of the Springfield CBD Commuter Parking Garage project, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on June 3, 2016.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

May 23, 2016

The Honorable Tim Lovain, 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 #6281, VDOT UPC #106274

Dear Chairman Lovain:

The Virginia Department of Transportation requests an amendment to the FY 2015-2020 Transportation Improvement Program (TIP) to program funding for the preliminary engineering, right of way acquisition and construction phases of the Springfield CBD Commuter Parking Garage project. This project constructs a multi-level parking structure and surface parking, and other amenities such as a bus transit center, kiss & ride area, and bicycle storage.

The amendment adds approximately \$20.4 million in CMAQ funds and \$11.8 million in local funds to the TIP. In addition, it shifts approximately \$16.7 million in CMAQ funds from FFY15 to FFY18 and releases approximately \$29.6 million in advance construction funds. The total cost estimate for the project is \$74.9 million. While the proposed additional 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 amendment will not impact the regional air quality conformity analysis as the project is not significant for air quality purposes. VDOT staff has made appropriate revisions to the TPB's 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 June 3, 2016. 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,

A handwritten signature in blue ink that reads "Helen Cuervo".

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)**

FY 2015 - 2020

	Source	Fed/St/Loc	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Source Total	
Transit											
Franconia-Springfield Parkway Park-and-Ride Lots											
TIP ID: 6281		Agency ID: 106274		Title: Springfield CBD Commuter Parking Garage				Project Cost: \$58,236 Complete:			
Facility: 644 Old Keene Mill Road											
From: CMAQ 80/20/0 5,500 a 37,789 c 46,399											
To: 3,110 b											
Local 0/0/100 11,838 c 11,838											
Total Funds:										58,236	

Description: Springfield CBD Commuter Parking Garage

Amendment: Add and Reprogram Funding **Approved on: 6/3/2016**
 Add \$4,400,000 (CM) FFY16 PE phase; add \$2,488,000 (CM) FFY17 RW phase; move \$16,728,840 (CM) from FFY15 to FFY18 and add an addit'l \$13,502,001, release \$7,287,603 (AC-CM) FFY15, release \$3,185,819 (ACCCM) FFY16 & \$4,101,784 FFY17, release \$14,979,446 (AC-Other) FFY15, add \$11,837,500 (Other funds - local) FFY18 CN phase.

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 PROJECT INFORMATION FOR FY 2017 IN ORDER TO
MATCH THE UPDATED WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
FY 2017 CAPITAL BUDGET**

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 the Fixing America's Surface Transportation (FAST) Act 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 May 23, 2016 WMATA has requested an amendment to the FY 2015-2020 TIP to update funding information and amounts in FY 2017 to match WMATA's updated FY 2017 Capital Budget, as described in the attached materials; and

WHEREAS, the proposed changes are exempt from the air quality conformity requirement, as defined in the Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2015-2020 TIP to update funding information and amounts in FY 2017 to match WMATA's updated FY 2017 Capital Budget, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on June 3, 2016.



May 23, 2016

The Honorable Timothy Lovain
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: Approval of an Amendment to the FY 2015-2020 TIP to Update Project Information for FY 2017 in order to match the FY 2017 Capital Budget of the Washington Metropolitan Area Transit Authority (WMATA)

Dear Chairman Mendelson:

The region's six-year Transportation Improvement Program (TIP) outlines the schedule for obligating federal funds to state and local projects. The purpose of this amendment is to modify project budgets and sources of funds in the TIP for FY 2017 in order to match those in WMATA's FY 2017 grant applications that will be submitted to the Federal Transit Administration (FTA).

Attachment A is a summary of the proposed FY 2017 project budgets and funding-source information for this TIP amendment. These funding sources include only new federal and local funds and exclude funding that will be carried forward from prior years. Attachment B shows the FY 2017 project budgets that are part of the currently adopted TIP as well as the proposed changes to each budget. The TIP's overall FY 2017 capital program for WMATA would be decreased from \$944.0 million to \$867.0 million, reflecting the availability of federal, state and local funds, including the federal funds authorized under the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), and the funding to match the federal funds. WMATA's previous proposed capital program of \$944.0 million for FY17 included the issuance of \$140 million of debt, but WMATA's approved plan for FY17 is to issue only \$58 million of debt. Therefore, all projects have been adjusted accordingly to reflect the lower available funding. These TIP projects do not affect the currently approved air quality conformity analysis because these projects are either exempt or not regionally significant in terms of air quality.

WMATA's submission for this FY 2015-2020 TIP amendment is structured into nine major categories, with 13 individual capital programs, as shown in Attachment A. The FY 2015-2020 capital projects and funding levels shown are consistent with the FY 2017-2022 Capital Improvement Program that was approved by the

**Washington
Metropolitan Area
Transit Authority**

600 Fifth Street, NW
Washington, D.C. 20001
202/962-1234

*By Metrorail:
Judiciary Square-Red Line
Gallery Place-Chinatown
Red, Green and
Yellow Lines*

*A District of Columbia
Maryland and Virginia
Transit Partnership*

WMATA Board of Directors on April 28, 2016. Prior to approval of the CIP, WMATA held public hearings on its proposed operating and capital budgets, including the proposed sources and uses of its capital funds.

In addition to the requirement of consistency with an approved TIP, the FTA requires that agency grant applications match the corresponding State Transportation Improvement Program (STIP) for that agency. WMATA's TIP is considered part of the District of Columbia's STIP. If approved by the Transportation Planning Board, WMATA will request that this amendment be reflected in the District of Columbia's STIP as soon as possible, to enable the FTA review.

WMATA requests that the Transportation Planning Board Steering Committee approve this amendment at its June 3, 2016 meeting.

Sincerely,

Thomas Webster
Managing Director
Office of Management and Budget Services

Attachments

FY17 Proposed TIP
Attachment A
(In Millions)

Category	TIP Sub-Category	FY2017 Total	Federal 5307 Grants	Federal 5337 Grants	Federal 5339 Grants	Federal PRIIA Grants	Federal 5324 Grants	VA CMAQ	DHS	Local Funding	Other Sources Non-Fed
A. Vehicles / Vehicle Parts	Rail Cars - Replacement, Rehabilitation & Enhancements	\$239.7	\$0.0	\$110.0	\$0.0	\$124.3	\$0.0	\$0.0	\$0.0	\$5.4	\$0.0
	Buses - Replacement, Rehabilitation & Enhancements	147.6	135.3	0.0	10.5	0.0	0.0	0.8	0.0	0.9	0.0
	Access & Service Vehicles	20.9	10.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0
B. Rail System Infrastructure Rehabilitation	Rail System Infrastructure Rehabilitation	97.3	0.0	29.0	0.0	50.0	9.5	0.0	0.0	8.8	0.0
C. Maintenance Facilities	Bus Garages - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement	55.8	27.5	0.0	0.0	0.0	0.0	0.0	0.0	1.5	26.9
	Rail Yards - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement	29.0	0.0	0.0	0.0	24.1	0.0	0.0	0.0	4.9	0.0
	Facilities Maintenance Support - Systemwide Support Equipment, Environmental Compliance Projects, and Administrative Support	8.5	0.0	0.0	0.0	0.0	0.0	0.0	0.9	7.6	0.0
D. Systems and Technology	Systems and Technology	69.0	0.0	1.5	0.0	2.4	0.0	0.0	0.0	50.3	14.7
E. Track and Structures	Track and Structures	101.9	10.0	31.9	0.0	52.2	0.0	0.0	0.0	7.8	0.0
F. Passenger Facilities	Passenger Facilities	87.8	0.0	11.6	0.0	43.9	0.0	0.0	0.0	25.4	6.8
G. Maintenance Equipment	Maintenance Equipment	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0
H. Other Facilities	Other Facilities	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0
I. Project Management and Support	Project Management and Support	6.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.1	0.0
	Total Capital Improvement Plan	\$867.0	\$183.7	\$184.0	\$10.5	\$297.0	\$9.5	\$0.8	\$0.9	\$122.1	\$58.4

FY17 Revised Budget

Attachment B
(In Millions)

Category	TIP Sub-Category	Approved FY 2017 TIP Budget	Proposed FY 2017 TIP Budget	\$ Change	% Change
A. Vehicles / Vehicle Parts	Rail Cars - Replacement, Rehabilitation & Enhancements	\$254.6	\$239.7	(\$14.8)	-5.8%
	Buses - Replacement, Rehabilitation & Enhancements	137.3	147.6	10.3	7.5%
	Access & Service Vehicles	21.9	20.9	(1.0)	-4.5%
B. Rail System Infrastructure Rehabilitation	Rail System Infrastructure Rehabilitation	83.9	97.3	13.4	16.0%
C. Maintenance Facilities	Bus Garages - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement	47.9	55.8	7.9	16.6%
	Rail Yards - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement	21.6	29.0	7.4	34.5%
	Facilities Maintenance Support - Systemwide Support Equipment, Environmental Compliance Projects, and Administrative Support	8.7	8.5	(0.2)	-2.1%
D. Systems and Technology	Systems and Technology	89.5	69.0	(20.5)	-22.9%
	Track and Structures	71.3	101.9	30.5	42.8%
F. Passenger Facilities	Passenger Facilities	98.3	87.8	(10.5)	-10.7%
G. Maintenance Equipment	Maintenance Equipment	86.2	0.8	(85.4)	-99.1%
H. Other Facilities	Other Facilities	18.3	2.6	(15.7)	-86.0%
I. Project Management and Support	Project Management and Support	4.5	6.1	1.6	35.6%
Total Capital Improvement Plan		\$944.0	\$867.0	(\$76.9)	-8.2%

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
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
Transit									
Maintenance Equipment									
TIP ID: 5861	Agency ID:	Title: Maintenance Equipment							
Facility:	Local	0/0/100	4,300 e	1,092 e	802 e	41,428 e	35,820 e	15,805 e	99,246
From:	PRIIA	50/0/50	24,290 e	7,646 e					31,935
To:	Sect. 5307	80/0/20	3,145 e	3,067 e		3,665 e			9,876
	Sect. 5337-SGR	80/0/20	5,569 e	2,393 e		3,627 e	9,512 e	12,224 e	33,325
Total Funds:									174,382

Description: Provides funds for
a. Rail Maintenance Equipment: purchase and/or replacement of equipment to maintain the rail system.
b. Bus Repair Equipment: purchase and/or replacement of repair equipment.
c. Business Facilities Equipment: purchase and/or replacement of equipment that supports the business process of the agency.

Maintenance Facilities									
TIP ID: 5867	Agency ID:	Title: Facilities Maintenance Support – Systemwide Support Equipment, Environmental Compl Projects and Adm Support							
Facility:	DHS	100/0/0	10,613 e		871 e				11,485
From:	Local	0/0/100	33,835 e	14,579 e	7,631 e	5,792 e	6,651 e	7,830 e	76,318
To:	PRIIA	50/0/50	15,861 e	5,210 e					21,071
	Sect. 5307	80/0/20				2,500 e	3,000 e	3,000 e	8,500
	Sect. 5337-SGR	80/0/20		3,519 e					3,519
	WIP	0/0/100		1,185 e					1,185
Total Funds:									122,078

Description: Provides funds for:
a. Environmental Compliance Projects: facility or equipment upgrades and/or replacements required to comply with environmental regulatory requirements or directives.
b. Maintenance Bus & Rail Facilities: upgrades, rehabilitation, and/or replacements of systemwide support equipment, financial planning and project administration, to include a new test track, railcar commissioning facility and New Carrollton Yard capacity improvements.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
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
TIP ID: 5866 Agency ID: Title: Rail Yards - Systemwide Maintenance, Expansion, Rehabilitation and Replacement									
Facility:	Local	0/0/100			4,924 e				4,924
From:									
To:	PRIIA	50/0/50	26,793 e		24,076 e	13,231 e			64,100
	Sect. 5337-SGR	80/0/20		442 e					442
Total Funds:									69,466

Description: Provides funds for
a. Maintenance of Rail Yards: maintenance and/or rehabilitation of rail maintenance yards.
b. Rail Maintenance Facilities: construction and/or replacement of rail maintenance facilities.

TIP ID: 5857 Agency ID: Title: Bus Garages - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement									
Facility:	Local	0/0/100	377 e	466 e	1,455 e	18,852 e	11,469 e	8,000 e	40,619
From:									
To:	Sect. 5307	80/0/20	9,862 e	28,288 e	27,470 e	19,189 e	13,032 e	8,500 e	106,340
	Sect. 5337-SGR	80/0/20	6,640 e	4,623 e					11,263
	WIP	0/0/100		941 e	26,871 e				27,813
Total Funds:									186,034

Description: Provides funds for:
a. Rehabilitation and Replacement of Bus Garages: upgrades, rehabilitation, and/or replacement of bus garages and maintenance facilities, including the rehabilitation of the Bladensburg bus facility and the replacement of the Southern Avenue, Royal Street (Cinder Bed Road), Shepard Parkway bus garages.
b. Maintenance of Bus Garages: maintenance of bus garages/maintenance facilities.
c. Expansion of Bus Garages: expansion of bus garages to meet storage and maintenance needs of growing fleet.

Other Facilities									
TIP ID: 5862 Agency ID: Title: Other Support Facilities									
Facility:	Local	0/0/100	4,662 e	5,842 e	2,564 e	15,430 e	3,284 e	6,100 e	37,881
From:									
To:	Sect. 5307	80/0/20	8,776 e	2,507 e		1,733 e	5,000 e		18,016
	Sect. 5337-SGR	80/0/20	1,826 e	2,597 e			2,555 e		6,977
	WIP	0/0/100		775 e					775
Total Funds:									63,649

Description: Provides funds for:
a. Business Support Facilities: facilities that support business operations functions.
b. Metro Transit Police Department (MTPD) Support Facilities Rehabilitation: upgrade and rehabilitation of MTPD facilities.
c. MTPD Support Facilities Expansion: expansion of MTPD to meet new ridership and facility demands, to include the new District 2, police training facility, and special operations division facility.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
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
Passenger Facilities										
TIP ID: 5860	Agency ID:	Title: Passenger Facilities								
Facility:	ARRA/TIGER	100/0/0		5,508 e	1,195 e					6,703
From:	Local	0/0/100		7,830 e	7,084 e	25,448 e	5,129 e	2,715 e	2,992 e	51,197
To:	PRIIA	50/0/50		47,482 e		43,934 e	23,021 e	32,438 e	36,696 e	183,571
	Sect. 5307	80/0/20		4,468 e	2,560 e		6,231 e	2,741 e	4,643 e	20,642
	Sect. 5309-B	80/0/20		1,048 e	1,875 e					2,923
	Sect. 5317	80/0/20			1,245 e					1,245
	Sect. 5337-SGR	80/0/20		48,122 e	71,357 e	11,647 e	91,951 e	91,065 e	64,644 e	378,785
	WIP	0/0/100				6,761 e				6,761
Total Funds:										651,828

- Description: Provides funds for
- a. Elevator/ Escalator Facilities: rehabilitation of elevator and escalators and expansion of elevator capacity.
 - b. Maintenance of Rail Station Facilities: upgrade, rehabilitation, and/or replacement of station area components.
 - c. Bicycle/ Pedestrian Facilities: rehabilitation, replacement and expansion of bicycle and pedestrian facilities.
 - d. Rail Station Capacity/ Enhancements: expand the capacity of rail stations, improve passenger access, and protect exposed assets.
 - e. Bus Priority Corridor Improvements: bus stops, runningway enhancements, street operations management and safety strategies to produce more reliable bus.
 - f. Rail Station Equipment: purchase of equipment to be used in rail stations, including police emergency management equipment and other related.

Project Management and Support										
TIP ID: 5863	Agency ID:	Title: Credit Facility								
Facility:	Local	0/0/100		3,250 e	14,983 e	6,104 e	3,500 e	2,500 e	2,500 e	32,837
From:	Sect. 5307	80/0/20					1,500 e			1,500
To:	Sect. 5339	80/0/20							1,500 e	1,500
Total Funds:										35,837

Description: Provides funds to maintain a line of credit to meet cash flow needs.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
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
Rail System Infrastructure Rehabilitation									
TIP ID: 5856 Agency ID: Title: Rail Line Segment Rehabilitation									
Facility:	Local	0/0/100		46,963 e	8,812 e				55,774
From:	PRIIA	50/0/50	59,918 e	14,904 e	50,002 e	40,582 e	45,722 e	64,632 e	275,760
To:	Sect. 5337-SGR	80/0/20	9,800 e	24,349 e	29,005 e	9,000 e	4,873 e		77,027
	Section 5324	75/0/25	4,260 e	4,516 e	9,500 e	3,752 e			22,028
	WIP	0/0/100		17,736 e					17,736
Total Funds:									448,325

Description: Provides funds for rehabilitation of segments of Metrorail system, particularly the Red, Orange and Blue lines.

Systems and Technology									
TIP ID: 5858 Agency ID: Title: Systems and Technology									
Facility:	Local	0/0/100	126,511 e	35,906 e	50,317 e	69,312 e	58,602 e	61,300 e	401,948
From:	PRIIA	50/0/50			2,445 e				2,445
To:	Sect. 5307	80/0/20	16,789 e		0 e		2,846 e	10,691 e	30,326
	Sect. 5333(b)	80/0/20				6,872 e			6,872
	Sect. 5337-SGR	80/0/20	18,369 e	3,036 e	1,521 e		38,035 e	23,784 e	84,744
	WIP	0/0/100		26,550 e	14,750 e				41,300
Total Funds:									567,635

Description: Provides funds for
a. Rail Power Systems: upgrade of rail system's power supply.
b. Operations Support Software: purchase and/or replacement of software that supports the transit system.
c. Business Support Software & Equipment: purchase and/or replacement of software and equipment that supports the agency's mission.
d. Rail Fare Equipment: purchase and/or replacement of fare equipment for the transit system.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
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
Track & Structures									
TIP ID: 5859 Agency ID: Title: Track and Structures									
Facility:	Local	0/0/100	1,500 e	161 e	7,799 e		64 e		9,523
From:									
To:	PRIIA	50/0/50	51,939 e	43,097 e	52,194 e	50,628 e	63,402 e	56,798 e	318,058
	Sect. 5307	80/0/20			10,000 e				10,000
	Sect. 5337-SGR	80/0/20	20,567 e	16,373 e	31,870 e	28,491 e	18,138 e	28,513 e	143,951
Total Funds:									481,532

Description: Provides funds for:

- a. Track Rehabilitation: maintain and rehabilitate track and track infrastructure including aerial structures.
- b. Station/Tunnel Rehabilitation: repair of water leaks in stations, vent shafts, air ducts, tunnels, tunnel liners, and other areas in the system.

Vehicles/ Vehicle Parts									
TIP ID: 5855 Agency ID: Title: MetroAccess and Service Vehicles									
Facility:	Local	0/0/100		760 e			24,319 e		25,079
From:									
To:	Sect. 5307	80/0/20	19,407 e	10,138 e	10,941 e	22,907 e		25,119 e	88,512
	WIP	100/0/0			10,000 e				10,000
Total Funds:									123,591

Description: Provides funds for

- a. MetroAccess Vehicles: purchase/ replacement of Metro Access vehicles.
- b. Replacement of Service Vehicles: purchase/ replacement of vehicles that will be used Authority-wide for service activities.

TIP ID: 5854 Agency ID: Title: Buses - Replacement, Rehabilitation, Expansion, & Enhancements									
Facility:	CMAQ	80/0/20		34,252 e	808 e	6,911 e	7,399 e	4,500 e	53,870
From:									
To:	Local	0/0/100	6,067 e		900 e	1,728 e	5,211 e	38,483 e	52,388
	Sect. 5307	80/0/20	121,475 e	89,538 e	135,326 e	124,866 e	156,046 e	132,212 e	759,464
	Sect. 5337-SGR	80/0/20				4,283 e	4,283 e	4,283 e	12,849
	Sect. 5339	80/0/20	12,183 e	12,076 e	10,549 e	12,199 e	12,199 e	10,699 e	69,904
Total Funds:									948,475

Description: Provides funds for

- a. Replacement of Buses: replacement of the bus fleet.
- b. Rehabilitation of Buses: mid-life rehabilitation of the bus fleet.
- c. Bus Enhancements: purchase and/or replacement of equipment that upgrades or enhances the capability of the bus fleet.
- d. Bus Fleet Expansion: expansion of the bus fleet to meet ridership growth.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
 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
TIP ID: 5853 Agency ID:		Title: Rail Cars - Replacement, Rehabilitation, Expansion, & Enhancements								
Facility:	Local	0/0/100		3,229 e	8,400 e	5,380 e				17,010
From:	PRIIA	50/0/50		70,718 e	195,169 e	124,349 e	172,539 e	158,438 e	141,875 e	863,087
To:	Sect. 5307	80/0/20			47,093 e					47,093
	Sect. 5337-SGR	80/0/20		40,903 e	35,473 e	110,000 e	25,663 e	1,426 e	36,439 e	249,904
	WIP	0/0/100		1,404 e	9,114 e					10,517

Total Funds: 1,187,611

Description: Provides funds for:

- a. Replacement of Rail Cars: replacement of the rail fleet, including the 1000-Series and 4000-Series rail cars.
- b. Rehabilitation of Rail Cars: mid-life rehabilitation of rail fleet.
- c. Rail Fleet Expansion: expansion of the rail fleet to meet ridership growth.
- d. Rail Enhancements: enhancements to the rail fleet that improve safety, reliability, and passenger comfort.

**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 RECONSTRUCTION AND
REHABILITATION OF A PEDESTRIAN BRIDGE OVER ARIZONA AVENUE NW,
AS REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)**

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 the Fixing America's Surface Transportation (FAST) Act 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

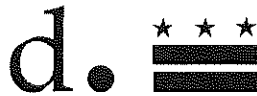
WHEREAS, in the attached letter of May 27, 2016, DDOT has requested that the FY 2015-2020 TIP be amended to include \$1 million in Congestion Mitigation and Air Quality (CMAQ) program funding in FY 2016 for final design for the reconstruction and rehabilitation of the superstructure and substructure of a pedestrian bridge over Arizona Avenue NW, as described in the attached materials; and

WHEREAS, the project is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012;

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 \$1 million in CMAQ program funding in FY 2016 for final design for the reconstruction and rehabilitation of the superstructure and substructure of a pedestrian bridge over Arizona Avenue NW, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on June 3, 2016.

Government of the District of Columbia
Department of Transportation



d. Policy, Planning and Sustainability Administration

May 27, 2016

The Honorable Tim Lovain, Chairperson
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street N.E., Suite 300
Washington, DC 20002-4290

Dear Chairman Lovain,

The District Department of Transportation (DDOT) requests that the FY 2015-2020 Transportation Improvement Program (TIP) be amended to add one project, the Reconstruction/ Rehabilitation of Superstructure and Substructure of a Pedestrian Bridge and a connecting Trail at Arizona Avenue, NW. The TIP project listing for the project is attached.

The proposed amendment adds approximately \$1 million for final design of Congestion Mitigation and Air Quality (CMAQ) program funds in FY 2016. The project and project area includes rehabilitation and pavement of the 0.65-mile section of the trails at Arizona Ave from Nebraska Avenue, NW to Galena Place, NW including missing sections of the trail and rehabilitation/ reconstruction Substructure and Superstructure of approximately 110-foot long Pedestrian Bridge over Arizona Ave connecting both sides of Arizona Ave trails including pedestrian access ramp.

The proposed amendment does not add additional capacity for motorized vehicles and does not require conformity analysis or public review and comment. The funding source has been identified, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve this amendment at its June 3, 2012 meeting.

We appreciate your cooperation in this matter. Should you have questions regarding this amendment, please contact Mark Rawlings at (202) 671-2234 or by e-mail at mark.rawlings@dc.gov. Of course, feel free to contact me directly.

Sincerely,

Samuel Zimbabwe
Associate Director, Policy, Planning, and Sustainability Administration (PPSA)

**DISTRICT OF COLUMBIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

FY 2015 - 2020

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

Bike/Ped

Reconstruction/Rehabilitation of Superstructure and Substructure Arizona Ave NW

TIP ID: 6516	Agency ID:	Title: Reconstruction/ Rehabilitation of Superstructure and Substructure of	Complete: 2018	Total Cost: \$5,000
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Facility: Pedestrian Bridge and Trail at Arizona Ave N	CMAQ	80/20/0	1,000	a	1,000
From: Nebraska Ave NW					
To: Galena PI NW					Total Funds: 1,000

Description: The project area includes a rehabilitation and pavement of the 0.65-mile section of the trails at Arizona Ave from Nebraska Avenue, NW to Galena Place, NW including missing sections of the trail and rehabilitation/ reconstruction Substructure and Superstructure of approximately 110-foot long Pedestrian Bridge over Arizona Ave connecting both sides of Arizona Ave trails including pedestrian access ramp. 

Amendment: New Project

Approved on: 6/3/2016

Propose to amend the FY 2015-2020 TIP to include new project: Reconstruction/ Rehabilitation of Superstructure and Substructure of a Pedestrian Bridge and a connecting Trail at Arizona Avenue, NW. Add 1,000,000 in FY 16 for Final Design of CMAQ assistance.



Access for All Advisory Committee (AFA) Committee Description

ABOUT THE AFA

The AFA was established in 2001 with a focus on bringing transportation concerns from low-income populations, minority populations, and persons with disabilities into the regional transportation planning process. While the TPB has been analyzing its Financially Constrained Long-Range Transportation Plan (CLRP) for disproportionate and adverse impacts on traditionally-underserved populations since 2001, the AFA committee has brought short-term critical concerns about transportation issues to the attention of the TPB,

In March 2016 the TPB's Steering Committee concurred with a proposal to combine the Human Service Transportation Coordination Task Force with the AFA for greater efficiency, to eliminate redundancies and improve representation and member participation. The enhanced AFA committee would provide feedback to the TPB on issues important to low-income communities, minority communities, limited English speakers, older adults and people with disabilities.

Also in March 2016, the TPB appointed Charles Allen, DC Councilmember and TPB Second vice Chair, to serve as the AFA Chair.

THE NEW AFA MISSION

The AFA mission, articulated below, will remain essentially the same:

The Access for All Advisory Committee (AFA) advises the TPB on transportation issues, programs, policies, and services important to traditionally underserved communities, including low-income communities, minority communities, people with limited English proficiency, people with disabilities, and older adults. The committee identifies issues of concern to traditionally underserved populations in order to determine whether and how these issues might be addressed within the TPB process.

This mission is consistent with the mission statement included in the 2014 Update to the TPB's Participation Plan, although the definition of "traditionally underserved communities" has been expanded to more explicitly include people with limited English proficiency and older adults.

COMMITTEE OBJECTIVES

The objectives and activities of committee will include the following:

- Facilitate regional discussion about issues important to traditionally underserved communities, such as public transit, affordability, connecting people to jobs, and improving service delivery
- Provide feedback to the TPB on the Constrained Long Range Plan (CLRP), other long-range planning efforts, studies, and transportation issues in general
- Provide guidance on updates to the Coordinated Human Service Transportation Plan which must be revised every 4 years

- Provide input on the priorities for the TPB's solicitation for Enhanced Mobility grant applications
- Serve as a forum for coordination among community groups and/or human service agencies at the regional level

COMMITTEE MEMBERSHIP

An application process has been established for the new AFA committee. Members should commit to a two-year term. As in the past, the AFA membership will be comprised of leaders representing traditionally underserved communities, including community based organizations and members of relevant advisory bodies. AFA members should serve as "community connectors"; members not only provide essential input on transportation concerns to the TPB planning process, but also bring back information about transportation issues to the communities that they represent or work with. Only one person from an agency or organization can serve as a member, but more than one person from an agency or organization can be on the e-mail distribution list and/or attend meetings.

AFA membership is currently planned to include a maximum of 50 individuals representing community organizations or non-profits, not including ex-officio members.

- **Ex-Officio members** work for state or local agency, transit provider, or are a private provider of transportation services.
- **Members** are individuals, represent a nonprofit group, or serve on an advisory committee.

MEETING SCHEDULE

The committee will generally meet on a bi-monthly basis, with five regular meetings per year. Special meetings or subcommittee meetings may be scheduled as needed.

The first meeting of the enhanced AFA committee is June 23, 2016 from 12 noon to 2pm at COG in the Training Center. The next three meetings are: August 25, 12 noon to 2pm, October 27, 12 noon to 2pm, and December 15, 12 noon to 2pm.

Meetings are held at the COG Building, 777 North Capital Street NE, Washington, DC 20002

ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES AND THOSE WITH LIMITED ENGLISH SKILLS

Alternative formats of the survey or this document are available upon request. Please contact Bryan Hayes at bhayes@mwkog.org or (202) 962-3273 or (202) 962-3213 (TDD). Please allow five working days for preparation of the material.

List of Approved AFA Members

June 6, 2016

	First	Last	City	State/DC	Organization	Primarily Represents:				
						Low-income	Minorities	People w/ Limited English proficiency	People w/ Disabilities	Older Adults
1	Angela	Miller	Washington	DC	Direct Action (for People with Disabilities)	✓			✓	
2	Richard	Ezike	Washington	DC	Congressional Black Caucus Foundation (and serves on COG Air Quality Advisory Committee)	✓	✓			
3	Angela	White	Washington	DC	National MS Greater DC-MD Chapter		✓		✓	
4	Nicole	Goines	Washington	DC	Federal City Council	✓	✓			
5	Rosa	Carrillo	Washington	DC	Multicultural Community Service, an NGO that serves Limited English Proficiency individuals			✓		
6	Brenda	Richardson	Washington	DC	Earth Conservation Corps	✓	✓			
7	Lester	Wynn	Washington	DC	Seabury Resources for the Aging				✓	✓
8	Nadia	Anderson	Washington	DC /Regional	AAA	✓	✓			
9	Gloria	Swieringa	Fort Washington	MD	Prince George's - Commission for Individuals with Disabilities				✓	
10	Charles	Crawford	Silver Spring	MD	Past President - American Council of the blind of Maryland (ACBM)				✓	
11	Robert	Malone	Upper Marlboro	MD	The Arc Prince George's County				✓	
12	Aleksandra	Miskovic	Takoma Park	MD	Essex House Apartment Tenants Association	✓				
13	Sandra	Dent	Mechanicsville	MD	Represents Persons with Disabilities				✓	
14	Elizabeth	Tesi	Bethesda	MD	St John's Norwood/Episcopal Diocese	✓		✓		
15	Deborah	Fisher	Silver Spring	MD	CHI, Inc				✓	
16	Lessie	Henderson	Oxon Hill	MD	Prince Georges Advocates for Community-Based Transit	✓			✓	
17	Era	Pandya	Clarksburg	MD	Works with children in low-income families	✓		✓	✓	
18	Daria	Cervantes	Rockville	MD	The Arc Montgomery County				✓	
19	Susan	Ingram	Gaithersburg	MD	Community Support Services, Inc				✓	
20	Marieannette	Otero	Rockville	Regional	Safe Routes To School National Partnership	✓	✓			
21	Harriet	Block	Rockville	MD	Jewish Council for the Aging				✓	✓
22	Jennifer	Kanarek	Fairfax	VA	NV Rides- serving people with developmental disabilities				✓	
23	Lorena	Rios	Reston	VA	Hispanic Chamber of Commerce of Northern Virginia		✓	✓		
24	Doris	Ray	Falls Church	VA	ENDependence Center of Northern Virginia (ECNV)				✓	
25	William	Farrell	Vienna	VA	Shepherd's Center of Oakton-Vienna					✓
26	Karen	Smith	Woodbridge	VA	The Arc of Greater Prince William/INSIGHT, Inc. and the Prince William Disability Services Board (DSB)				✓	
27	Alexa	Mavroidis	Arlington	VA	Arlington Transit Advisory Committee Accessibility Subcommittee				✓	
28	Rikki	Epstein	Falls Church	VA	The Arc of Northern Virginia				✓	
29	Jayson	Green	Reston	VA	YMCA Fairfax County Reston	✓		✓		
30	Roger	Hoskin	Falls Church	VA	Represents Older Adults					✓
31	James	Lewis	Alexandria	VA	City of Alexandria Traffic & Parking Board and Transportation Commission	✓	✓			

Summary of Recommended Members by State/DC

DC	7
MD	12
VA	10
Regional	2

31

6/9/16: Note that TPB members can recommend additional people for the AFA committee.

Several community leaders from Prince George's County have been invited based on TPB member recommendations; the list will be updated as community leaders confirm their interest.

List of Ex-Officio Members for AFA

6-Jun-16

First Name	Last name	City	State/DC	Agency
Raka	Choudhury	Washington	DC	DDOT
David	Do	Washington	DC	DC - Mayor's Office on Asian and Pacific Islander Affairs
Susie	McFadden-Resper	Washington	DC	DC - Office of Disability Rights
Tyra	Redus	Washington	DC	DDOT
Karen	Randolph	Washington	DC	DDOT
Thomas	Curtis	Baltimore	MD	Maryland Department of Disabilities
Sam	Oji	Rockville	MD	Montgomery County Department of Transportation
Kristen	Franklin	Largo	MD	Prince George's County Department of Public Works and Transportation
Kari	Snyder	Hanover	MD	MDOT
Monica	White	Baltimore	MD	MTA
Shawn	Brennan	Rockville	MD	Montgomery County Department of Health and Human Services
Nicky	Pires	Hughesville	MD	Tri-County Council for Southern Maryland
Shiva	Shrestha	Baltimore	MD	Maryland State Highway Administration
Lyn	Erickson	Hanover	MD	MDOT
Leonard	Lewis	Fairfax	VA	VDOT
Andrew	Wexler	Arlington	VA	Arlington Transit
Robbie	Werth	Springfield	VA	Diamond Transportation Services, Inc.
Jeanna	Muhoro	Fairfax	VA	Fairfax County Dept. NCS-Human Services Transportation
Christian	Blake		Regional	WMATA; Office of ADA Programs



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: June 9, 2016

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



THE PRINCE GEORGE'S COUNTY GOVERNMENT

Office of the Clerk of the Council
(301) 952-3600

May 17, 2016

MEMORANDUM

TO: Roger Berliner, Chairman
Metropolitan Washington Council of Governments

Timothy Lovain, Chair
National Capital Region Transportation Planning Board

M. Andree Green, County Attorney
Office of Law

FROM: Redis C. Floyd
Clerk of the Council

RE: Transmittal of Adopted Council Resolution

Enclosed for your information is a copy of CR-28-2016 as adopted by the County Council.

If you have any questions, please feel free to contact my office at 301-952-3600.

Enclosure

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND

2016 Legislative Session

Resolution No. CR-28-2016

Proposed by Council Members Turner, Glaros, Lehman and Taveras

Introduced by Council Members Turner, Glaros, Lehman, Taveras, and Franklin

Co-Sponsors

Date of Introduction May 10, 2016

RESOLUTION

1 A RESOLUTION concerning

2 Bike to Work Day 2016

3 For the purpose of expressing the County Council's support for declaring May 20, 2016 as Bike
4 to Work Day in Prince George's County as part of National Bike to Work Week in the
5 Washington, D.C. metropolitan region.

6 WHEREAS, the National Capital Region Transportation Planning Board (TPB) is the
7 metropolitan planning organization for the Washington, D.C. metropolitan region; and

8 WHEREAS, the TPB, through its Commuter Connections program and in conjunction with
9 Washington Area Bicyclist Association (WABA), promotes and organizes the annual Bike to
10 Work Day event throughout the Washington, D.C. metropolitan area; and

11 WHEREAS, on April 20, 2016 the TPB approved a resolution proclaiming May 20, 2016
12 as Bike to Work Day in the metropolitan Washington, D.C. and encouraged TPB member
13 jurisdictions to adopt similar resolutions; and

14 WHEREAS, Bike to Work Day encourages Washington, D.C. metropolitan area residents
15 to use bicycling as an alternative form of transportation to and from work, by registering at
16 www.biketoworkmetrodc.org, and advocates for increased bicycle safety; and

17 WHEREAS, Bike to Work Day is part of the National Bike to Work Week, occurring
18 during the week of May 16, 2016 through May 20, 2016; and

19 WHEREAS, Bike to Work Day is now celebrated in many jurisdictions in the Washington,
20 D.C. region with over 80 pit stops, including pit stops in Bowie - Old Town, Bowie - Town
21 Center, Capitol Heights, College Park - City Hall (Morning), College Park - Metro (Afternoon),
22 Greenbelt, Hyattsville, Oxon Hill, Port Towns - Edmonston (Morning), Port Towns - Edmonston

1 (Afternoon), Suitland, and the University of Maryland; and

2 WHEREAS, the Prince George's County Council is committed to promoting improved air
3 quality, reduced traffic congestion, conservation of energy and the use of transportation
4 alternatives in the County and Region.

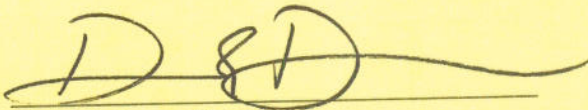
5 NOW, THEREFORE, BE IT RESOLVED by the County Council of Prince George's
6 County, Maryland, hereby supports and proclaims May 20, 2016 as Bike to Work Day in Prince
7 George's County.

8 BE IT FURTHER RESOLVED that all residents of the County are encouraged to use
9 bicycling as a transportation alternative to work on Friday, May 20, 2016.

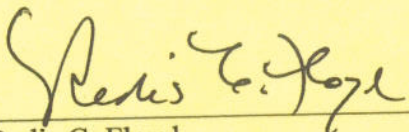
10 BE IT FURTHER RESOLVED that copies of this Resolution be sent by the Clerk of the
11 Council to the Metropolitan Washington Council of Governments and the National Capital
12 Region Transportation Planning Board.

Adopted this 10th day of May, 2016.

COUNTY COUNCIL OF PRINCE
GEORGE'S COUNTY, MARYLAND

BY: 
Derrick Leon Davis
Chairman

ATTEST:


Redis C. Floyd
Clerk of the Council



Prince George's County Council

Agenda Item Summary

Meeting Date: 5/10/2016

Effective Date:

Reference No.: CR-028-2016

Chapter Number:

Draft No.: 1

Public Hearing Date:

Proposer(s): Turner, Glaros, Lehman and Taveras

Sponsor(s): Turner, Glaros, Lehman, Taveras and Franklin

Item Title: A RESOLUTION CONCERNING BIKE TO WORK DAY 2016 for the purpose of expressing the County Council's support for declaring May 20, 2016 as Bike to Work Day in Prince George's County as part of National Bike to Work Week in the Washington, D.C. metropolitan region.

Drafter: Kathleen H. Canning, Legislative Officer

Resource Personnel: Tomeka C. Bumbry, Chief of Staff, District 4

LEGISLATIVE HISTORY:

Date:	Acting Body:	Action:	Sent To:
05/10/2016	County Council	introduced	
	Action Text: This Resolution was introduced by Council Members Turner, Glaros, Lehman, Taveras and Franklin.		
05/10/2016	County Council	rules suspended	
	Action Text: A motion was made by Council Member Turner, seconded by Vice Chair Glaros, the Council Rules of Procedure be suspended to allow for the immediate adoption of this Resolution. The motion carried by the following vote: Aye: 9 Davis, Franklin, Glaros, Harrison, Lehman, Patterson, Taveras, Toles and Turner		
05/10/2016	County Council	adopted	
	Action Text: A motion was made by Vice Chair Glaros, seconded by Council Member Turner, that this Resolution be adopted. The motion carried by the following vote: Aye: 9 Davis, Franklin, Glaros, Harrison, Lehman, Patterson, Taveras, Toles and Turner		

AFFECTED CODE SECTIONS:

BACKGROUND INFORMATION/FISCAL IMPACT:

This Resolution expresses the County Council's support for declaring May 20, 2016 as Bike to Work Day in Prince George's County as part of the National Bike to Work Week in the Washington, D.C. metropolitan region.

Document(s): R2016028, CR-28-2016 AIS



**U.S. Department
of Transportation**

Office of the Secretary
of Transportation

Under Secretary for Policy

1200 New Jersey Avenue, SE
Washington, DC 20590

May 25, 2016



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

Dear Mr. Lovain:

Thank you for your letter supporting funding for the Virginia Railway Express' Station Improvements project under the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program funded by the Fiscal Year 2016 Consolidated Appropriations Act. I appreciate your interest in the TIGER program. Secretary Foxx has asked me to respond on his behalf.

Over the last seven years, the TIGER program has allowed the Department to award more than \$4.6 billion to support critical road, rail, transit, port, and multimodal projects. The competitive nature of the program encourages innovation and collaboration, and the broad eligibility criteria allow the program to fund complex multimodal and multi-jurisdictional projects that are difficult to finance using traditional formula funds.

A Federal Register notice, published on February 26, 2016, announced the availability of funding for an eighth round of TIGER discretionary grants, project selection criteria, and application requirements. The deadline for submitting final applications was April 29, 2016, and we plan to announce selected projects this fall.

The Department welcomes the opportunity to fund innovative transportation projects through the TIGER Discretionary Grant Program, and I assure you that all properly submitted applications will receive full and careful consideration. Your support for the program is meaningful to me, and your knowledge of the transportation needs in your area is valuable and appreciated. If I can provide further information or assistance, please feel free to contact me.

Sincerely,

Carlos Monje, Jr.
Acting Under Secretary



**U.S. Department
of Transportation**

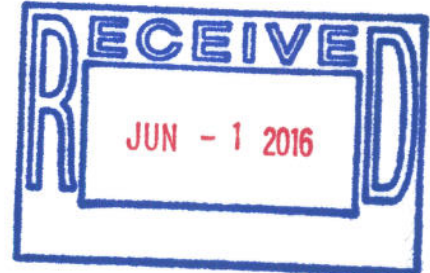
Office of the Secretary
of Transportation

Under Secretary for Policy

1200 New Jersey Avenue, SE
Washington, DC 20590

May 25, 2016

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



Dear Mr. Lovain:

Thank you for your letter supporting funding for Prince William County's US Route 15 Improvements with Railroad Overpass project under the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program funded by the Fiscal Year 2016 Consolidated Appropriations Act. I appreciate your interest in the TIGER program. Secretary Foxx has asked me to respond on his behalf.

Over the last seven years, the TIGER program has allowed the Department to award more than \$4.6 billion to support critical road, rail, transit, port, and multimodal projects. The competitive nature of the program encourages innovation and collaboration, and the broad eligibility criteria allow the program to fund complex multimodal and multi-jurisdictional projects that are difficult to finance using traditional formula funds.

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Sincerely,

Carlos Monje, Jr.
Acting Under Secretary



**U.S. Department
of Transportation**

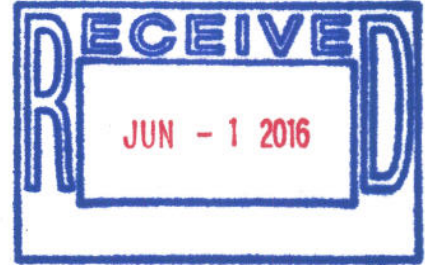
Office of the Secretary
of Transportation

Under Secretary for Policy

1200 New Jersey Avenue, SE
Washington, DC 20590

May 25, 2016

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



Dear Mr. Lovain:

Thank you for your letter supporting funding for Fairfax County's Frontier Drive Extension project under the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program funded by the Fiscal Year 2016 Consolidated Appropriations Act. I appreciate your interest in the TIGER program. Secretary Foxx has asked me to respond on his behalf.

Over the last seven years, the TIGER program has allowed the Department to award more than \$4.6 billion to support critical road, rail, transit, port, and multimodal projects. The competitive nature of the program encourages innovation and collaboration, and the broad eligibility criteria allow the program to fund complex multimodal and multi-jurisdictional projects that are difficult to finance using traditional formula funds.

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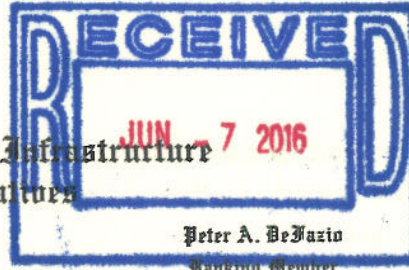
Sincerely,

Carlos Monje, Jr.
Acting Under Secretary



Committee on Transportation and Infrastructure
U.S. House of Representatives

Washington, DC 20515



Bill Shuster
Chairman

Peter A. DeFazio
Ranking Member

Christopher P. Bertram, Staff Director

Katherine W. Dedrick, Democratic Staff Director

May 26, 2016

Mr. Tim Lovain
Chair
Transportation Planning Board
777 North Capitol St NE #300
Washington, DC 20002

Dear Mr. Lovain:

On behalf of the House Committee on Transportation and Infrastructure, thank you for sharing your insight at the Subcommittee on Highways and Transit's recent hearing. Your perspective on how to improve the safety and reliability of the Washington Metro was valuable to Subcommittee Members and your participation was sincerely appreciated.

Sincerely,

Sam Graves
Chairman



National Capital Region
Transportation Planning Board

June 6, 2016

Ms. Carolyn Flowers
Acting Administrator
Federal Transit Administration
1200 New Jersey Ave, SE
Washington, D.C. 20590

Dear Ms. Flowers:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the national capital region, for the application by the Maryland Transit Administration (MTA) for development of the Purple Line Corridor Economic and Community Development Strategy, for funding through the Federal Transit Administration's (FTA) Transit-Oriented Development Planning Pilot Program.

The TPB understands that the Strategy will help leverage Maryland's largest transit investment in this century to make the Purple Line light rail corridor a place of opportunity for all by ensuring housing choices for all, supporting & growing local businesses, building a thriving labor market and supporting vibrant, sustainable Communities.

The TPB supports the goal of transit-oriented development to promote efficient land use and the complementary provision of high-quality public transportation, providing residents and employees with effective transportation options. We appreciate your strong consideration of this application as it directly responds to regional transportation goals and priorities adopted by the Transportation Planning Board and identified in the Washington region's long-range transportation plan. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include this project.

I urge your favorable consideration of the MTA request for funding to develop the Purple Line Corridor Economic and Community Development Strategy.

Sincerely,

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

Timothy Lovain
Chair, National Capital Region
Transportation Planning Board

cc: Mr. Gerrit-Jan Knaap, Executive Director of the University of MD National Center for Smart Growth



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: June 9, 2016

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

Testimony of
The Honorable Timothy Lovain
Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments

Before the Subcommittee on Highways and Transit
Committee on Transportation and Infrastructure
U.S. House of Representatives

May 24, 2016

Mr. Chairman and Members of the Committee, I am Timothy Lovain, Chairman of the National Capital Region Transportation Planning Board (TPB) at the Metropolitan Washington Council of Governments (COG). I also serve as a Councilmember of the City of Alexandria, Virginia.

The Transportation Planning Board is the federally designated metropolitan planning organization for the National Capital Region. It is responsible for developing and carrying out a continuing, comprehensive, and cooperative transportation planning process in the metropolitan area. The TPB is housed and staffed by the Council of Governments, a nonprofit association of 22 local governments representing the District of Columbia, suburban Maryland, and Northern Virginia and more than five million residents.

I would like to thank Chairman Graves and Ranking Member Norton for the opportunity to appear before the subcommittee today to share my observations on the importance of the Metrorail system to the National Capital Region on so many fronts.

Earlier this year we celebrated Metrorail's 40 years of service to the nation's capital. During this period, the rail system has helped tie our multi-state region together. It has had a significant impact on our region's mobility and economy and has supported the development of dozens of vibrant, transit-oriented communities.

Equally important, it has provided invaluable service to the federal government and to people visiting the nation's capital. It is in this context that I provide my testimony on behalf of the National Capital Region Transportation Planning Board and Metropolitan Washington Council of Governments to this Subcommittee on Highways and Transit.

Today, I will highlight some of the ways that Metro is central to our region's mobility and prosperity, and its importance to the region's largest employer, the federal government. I will also discuss the significance of Metro as the transit system of the nation's capital.

Washington D.C. is the most important world capital and its metropolitan region deserves a world-class rail system. Metrorail opened 40 years ago this year and quickly gained a reputation as a world-class system—a reputation it enjoyed for many years until recently. The 19 million annual visitors to this capital region come not just from across the country but across the world. Their impressions of the capital region, and our nation as a whole, are shaped in part by their experience of the Metro system.

The federal government has recognized Metro's important role from the beginning. Federal funding accounted for \$6.4 billion—more than two-thirds—of the system's initial construction. Federal funding continued the 40 year federal-state-local partnership supporting Metro with a major contribution to the recent expansion of the rail system (the Silver Line extension) to Dulles International Airport.

The federal government again reaffirmed its commitment to maintaining Metro as a world-class system by committing to provide matching funds to keep the system in a state of good repair through the 2008 Passenger Rail Investment and Improvement Act (PRIIA) Act. Continuation of this funding for another decade is critical as Metro works to improve the safety and reliability of the system. The region remains committed to match the federal funds in this regard thanks to the Governors of Maryland and Virginia and the Mayor of the District of Columbia.

The importance of Metrorail to the National Capital Region cannot be overstated. It is vital to the region's economy. It serves people from across the country. It transports a significant part of the federal workforce and provides numerous other benefits.

As of fiscal year 2015, Metrorail logged about 710,000 rail trips on an average workday. In addition, 59 Metrorail stations are located within the region's Activity Centers, the region's priority locations for growth.

And Metro will shape future transportation and development patterns, helping our region accommodate an additional 1.5 million people and 1.1 million jobs that the Council of Governments has forecast for the next three decades. For example, one in five Metrorail riders come from zero car households.

Metro also serves a key role in helping the region accommodate special events. For example, Metro provided 1.1 million rail trips on Inauguration Day in 2009.

In addition to mobility, Metro is a major asset to the region's economy. In the 2011 study *Making the Case for Transit*, the Washington Metropolitan Area Transit Authority (WMATA) quantified some of the system's key benefits, such as providing access to jobs and increasing property values. For example, the study found that two million jobs, more than half of all jobs in the region, are located within a half-mile radius of all Metrorail stations and Metrobus stops.

Property values within a half-mile of Metrorail stations represent more than a quarter of local jurisdictions' property tax base, but only four percent of their land. This valuable land generates more than \$3 billion annually in property tax revenues.

More recent statistics from WMATA show that 86 percent of the region's new office construction is occurring within one-quarter mile of Metrorail stations and 93 percent of this construction is within a half-mile.

These numbers reveal how the region's economy has become closely intertwined with Metro. They also remind us that ensuring a safe, reliable system is essential if the region hopes to attract and retain businesses and workers in the future.

Finally, it is important to note that more than any other transit system, Metro helps the federal government do business. Recent data indicate that the federal workforce represents 43 percent of Metro's morning peak period commuters and about 40 percent of the federal workforce in the region use the Metrorail system for their commuting or business-related travel.

According to the U.S. General Services Administration, 315 buildings with federal offices or labs, excluding military and defense buildings, are within a half mile of Metrorail stations. The Metrorail

system also plays a critical homeland security role by enabling the evacuation of more than 120,000 people per hour.

As has been said by many regional leaders, all of us – the local, state and federal government, businesses, and citizens of the District of Columbia, Maryland, and Virginia - own Metro. We all invest in the system because we all benefit from it.

I'd add that the success of all other strategies and future investments to improve transportation in our region relies on an existing system that functions properly and is safe.

We certainly acknowledge that Metro is facing some significant challenges in terms of ensuring the levels of safety and service reliability that characterizes a world-class system. There are many reasons that we are faced with this challenge today, including governance, safety oversight, and funding.

The region, with assistance from the federal government, has recently taken some significant action on these fronts. The WMATA Board has reaffirmed its commitment to address the challenges Metro is facing, such as hiring General Manager and Chief Executive Officer Paul Wiedefeld. Mr. Wiedefeld has a record of successful management of transportation systems. In his short tenure, he has taken bold actions to address safety and service reliability challenges and begin restoring the trust and pride of its riders.

The Federal Transit Administration has taken unprecedented and direct leadership in conducting the safety oversight of Metrorail. The Governors of Maryland and Virginia and the Mayor of the District of Columbia together with their legislative representatives are working collectively to establish a Metrorail Safety Commission that will take full advantage of the investigation, inspection, and enforcement authority the Congress has provided to safety oversight agencies.

Over the past four decades, local, state, and federal officials have made a major investment in Metro and have reaped many benefits. Now as the system faces serious challenges, our region's success will depend on our working together to support Metro and ensure safe and reliable service.

State and local governments fund half of Metro's \$1.8 billion operating budget, while fare revenues make up the other half. State and local governments also provide the majority of the system's capital budget. The 2008 Passenger Rail Investment and Improvement Act (PRIIA) Act put in place a ten-year, \$3 billion funding agreement of which half of the funds are federal dollars.

Despite all of these contributions, Metro's needs are greater than the funding currently available. I believe that within the United States, Metro is the only rail system in its class that does not have a dedicated source of funding for its operations and state of good repair needs.

That's why the region is coordinating through the Council of Governments and our business community partner, the Greater Washington Board of Trade, to explore how it can collectively work at the state and local levels to provide long-term, predictable, and sustainable dedicated funding support to meet Metro's needs. And we look forward to continued and increased financial support from the federal government as well.

I am confident that the region and the federal government can continue our partnership and rise up to address Metro's challenges. For Metro to be a regional and national asset for future decades, we must ensure a safe and reliable system and help restore the system's world-class reputation.

ORAL TESTIMONY

Mr. Chairman and Members of the Subcommittee, I am Timothy Lovain, Chair of the Transportation Planning Board for the National Capital Region at the Metropolitan Washington Council of Governments. I also serve as a member of the Alexandria City Council.

The Transportation Planning Board is the federally-designated metropolitan planning organization for the National Capital Region. It is responsible for a continuing, comprehensive and cooperative transportation planning process in this metropolitan area that includes 22 jurisdictions and over 5 million residents.

I would like to thank Chairman Graves and Ranking Member Norton for the opportunity to appear before you today to share my observations on the importance of Metro to this region.

I have submitted more detailed written testimony, but I will emphasize three issues in my oral testimony: first, how critical Metro is to our region's mobility and prosperity; second, its importance to this region's largest employer, the federal government; and finally, the efforts to help Metro improve its safety and service reliability and be the world class system the nation's capital deserves.

Last year, Metrorail provided 710,000 rail trips on an average workday. Two million jobs, more than half of all jobs in the region, are located within a half-mile radius of Metrorail stations and Metrobus stops. 77 of the 91 Metro rail stations are in 59 regional Activity Centers, our region's priority locations for growth. 86 percent of this region's new office construction is occurring within one-quarter mile of Metrorail stations.

Metro helps to tie our multi-state region together. It will also shape future transportation and development patterns, helping our region accommodate an additional 1.5 million people and 1.1 million jobs over the next 30 years. Already, one in five Metrorail riders come from zero-car households.

Metro also serves a unique role in helping this region accommodate extraordinary special events. For example, Metro provided 1.1 million rail trips on Inauguration Day in 2009.

Metro especially helps the federal government do business. The federal workforce represents 43 percent of Metro's morning peak period commuters and about 40 percent of this region's federal workforce use the Metrorail system. According to GSA, 315 buildings with federal offices or labs, not including DOD

buildings, are within half a mile of Metrorail stations. It is GSA policy to try to locate future federal office space near Metro.

The federal government has recognized Metro's importance to its operations through its financial contributions to the rail system's initial construction, its funding for the Silver Line, and its state-of-good-repair funding under the 2008 PRIIA Act. It is very important that this federal funding program for Metro be retained as it is critical to undertaking and completing needed safety and state of good repair work.

Metro's importance is magnified by the fact that Washington, DC is the most important national capital in the world. Our 19 million annual visitors to this region come from around the country and around the world. Their impressions of the DC region, and our nation as a whole, are shaped in part by their experience of the Metro system.

This region deserves a world-class transit system. Metrorail opened 40 years ago this year and quickly gained a reputation as a world-class system. We need to restore that reputation.

We certainly acknowledge that Metro is facing some significant challenges to ensure levels of safety and service reliability that characterize a world-class

system. Improving the safety and reliability of the Washington Metro is the number one priority in this region. This issue has the full attention and commitment at the state and local government levels within this region and we are pleased that the Federal Transit Administration has been an active partner. This work of improving safety and reliability is being tackled on many fronts: On the safety oversight front, FTA is providing the lead working with the states. On the management front, we are very pleased that Paul Wiedefeld, in his short tenure, has taken bold actions to address these challenges and begin restoring the trust and pride of Metro riders. There is more work to be done and our region has come together to work on it.

One additional and important resource that is needed to address the safety and reliability challenges, but is beyond Mr. Wiedefeld's power alone to fix, is the need for funding reform. I believe Metro is the only major rail transit system in the country that does not have a dedicated source of funding for its operations and state of good repair needs. I believe that lack of dedicated funding has contributed to Metro's maintenance shortfalls.

That's why regional leaders are coordinating through the Council of Governments and the Greater Washington Board of Trade to explore how we can

work together at the state and local levels to provide long-term, predictable, sustainable, dedicated funding support to meet Metro's needs.

And we look forward to continued and hopefully increased financial support from the federal government as well.

I am confident that this region and the federal government can continue our partnership and rise up to address Metro's challenges. Working together, we can make Metro a regional and national asset for decades to come.