

National Capital Region Transportation Planning Board

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Date: December 18, 2013

Time: 12 noon

Place: COG Board Room

Work Session on Revised Draft TPB Regional Transportation Priorities Plan (RTPP) 10:30 to 11:30 am COG Room 1 First Floor

On November 21, a new version of the plan incorporating responses to the comments that were received through mid-November was released. On December 5, a special work session was held with stakeholders to review this version. On December 12 a revised draft was released for public comment. Staff will provide a briefing on how this draft has responded to public and stakeholder comments, identify points of agreement, and discuss steps for the TPB to approve the plan on January 15.

AGENDA (BEGINS PROMPTLY AT NOON)

- 12 noon 1. **Public Comment on TPB Procedures and Activities**
.....Chairman York
- Interested members of the public will be given the opportunity to make brief comments on transportation issues on today's agenda. **Note that persons wishing to remember Ron Kirby will be invited to speak after Board members later under Item 11.** Under this item, each speaker will be allowed up to three minutes to present his or her views. Board members will have an opportunity to ask questions of the speakers, and to engage in limited discussion. Speakers are asked to bring written copies of their remarks (65 copies) for distribution at the meeting.
- 12:20 pm 2. **Approval of Minutes of October 16 Meeting**
.....Chairman York
- 12:25 pm 3. **Report of Technical Committee**
..... Ms. Erickson
Chair, Technical Committee
- 12:30 pm 4. **Report of the Citizen Advisory Committee**
.....Mr. Still
Chair, Citizens Advisory Committee
- 12:35 pm 5. **Report of Steering Committee**
.....Mr. Miller
Acting Co-Director, Department of
Transportation Planning (DTP)
- 12:40 pm 6. **Chair's Remarks**
.....Chairman York

Alternative formats of this agenda and all other meeting materials are available upon request. Email: accommodations@mwcoq.org. Phone: 202-962-3300 or 202-962-3213 (TDD). Please allow seven working days for preparation of the material.

Electronic versions are available at www.mwcoq.org.

ACTION ITEM

- 12:45 pm 7. **Report of Nominating Committee for Year 2014 TPB Officers**
 Mr. Turner
 Chair, Nominating Committee
 In November, Chairman York appointed a Nominating Committee for year 2014 TPB officers, which included Mr. Turner (Chair), Ms. Bowser and Mr. Snyder. The TPB Bylaws provide for TPB officers to serve for one calendar year, from January 1 through December 31. The Nominating Committee will present its proposed slate of TPB officers for 2014.

Action: Approve slate of TPB officers for the year 2014.

INFORMATION ITEMS

- 12:50 pm 8. **Briefing on the Final Report of the TPB Bus On Shoulders (BOS) Task Force**
 Ms. Krimm and Mr. Zimmerman
 Co-Chairs of TPB Bus on Shoulder Task Force
 Mr. Randall, DTP
 At the September 2012 meeting, the Board established the Bus on Shoulder Task Force to investigate promising locations in the region to operate buses on the shoulders of highways. The Board will be briefed on the final report of the task force.

- 1:00 pm 9. **Briefing on a Performance Analysis of the 2013 CLRP**
 Mr. Griffiths
 Acting Co-Director, Department, DTP
 The 2013 CLRP was adopted by the TPB on July 17, 2013. The Board will be briefed on the performance analysis of the 2013 CLRP, and the development of the 2013 Update to the CLRP brochure.

- 1:15 pm 10. **Update on the Revised Draft TPB Regional Transportation Priorities Plan (RTPP)**
 Mr. Turner
 Mr. Swanson, DTP
 The TPB Regional Transportation Priorities Plan (RTPP) is being developed to identify regional strategies that offer the greatest potential contributions toward addressing regional challenges. A revised draft RTPP was released for public comment on December 12. The Board will be briefed on the work session on the revised draft RTPP document held prior to today's meeting and steps for approval of the plan at the January 15 meeting.

- 1:25 pm 11. **Ron Kirby: Life and Accomplishments**
 Mr. Bean
 Executive Director, COG
 Board Members and others who worked closely with Ron Kirby for his 26 years with the Transportation Planning Board will share their remembrances of Ron.

- 2:00 pm 12. **Adjourn**

2 hours

Lunch will be available for Board members and alternates at 11:30 am

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

777 North Capitol Street, NE
Washington, D.C. 20002-4226
(202) 962-3200

**MINUTES OF THE
TRANSPORTATION PLANNING BOARD
October 16, 2013**

Members and Alternates Present

Monica Backmon, Prince William County
Muriel Bowser, DC Council
Marc Elrich, Montgomery County
Dan Emerine, DC Office of Planning
Dennis Enslinger, City of Gaithersburg
Gary Erenrich, Montgomery County
Lyn Erickson, MDOT
Seth Grimes, City of Takoma Park
Jason Groth, Charles County
Rene'e N. Hamilton, VDOT
Cathy Hudgins, Fairfax County
Sandra Jackson, FHWA
Shyam Kannan, WMATA
Carol Krimm, City of Frederick
Tim Lovain, City of Alexandria
Michael May, Prince William County
Phil Mendelson, DC Council
Mark Rawlings, DC-DOT
Paul Smith, Frederick County
David Snyder, City of Falls Church
Harriet Tregoning, DC Office of Planning
Todd M. Turner, City of Bowie
Victor Weissberg, Prince George's County
Tommy Wells, DC Council
Patrick Wojahn, City of College Park
Scott K. York, Loudoun County
Sam Zimbabwe, DDOT
Chris Zimmerman, Arlington County

MWCOG Staff and Others Present

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|----------------------|---|
| Ron Kirby | |
| Nicholas Ramfos | |
| Robert Griffiths | |
| Andrew Meese | |
| Eric Randall | |
| John Swanson | |
| Andrew Austin | |
| Deborah Kerson Bilek | |
| Dan Sonenklar | |
| Ben Hampton | |
| Bryan Hayes | |
| Debbie Leigh | |
| Deborah Etheridge | |
| Michael Farrell | |
| Daivamani Sivasailam | |
| Rich Roisman | |
| Marco Trigueros | |
| Joan Rohlfs | COG/DEP |
| Paul DesJardin | COG/DCPS |
| Steve Kania | COG/OPA |
| Matt Kroneberger | COG/OPA |
| Bill Orleans | HACK |
| Judi Gold | CM Bowser |
| Pierre Holloman | City of Alexandria |
| Nick Alexandrow | PRTC |
| Malcolm Watson | Fairfax County DOT |
| Mike Lake | Fairfax County DOT |
| Cindy Petkac | USRC |
| Norman Whitgken | VDOT |
| John B. Townsend III | AAA Mid-Atlantic |
| Bob Chase | NVTA |
| Jim Dinegar | Board of Trade |
| Bob Grow | Board of Trade |
| Patrick Durany | Prince William County |
| Doug Allen | VRE |
| Chris French | CIOO/Navy Yard Neighborhood Association |
| Danielle Wesolek | WMATA |

Chair York called the meeting to order. He asked for a moment of silence in remembrance of Ms. Karin Foster, a relatively young member of the TPB staff who passed away on September 30. Ms. Foster had worked at COG for six years and focused on freight-related issues. She was a diligent, enthusiastic, and steadfast worker, and a highly respected colleague. The Board observed a moment of silence in her honor.

Chair York then welcomed Dennis Enslinger, who is the Assistant City Manager of Gaithersburg, to the TPB.

1. Public Comment on TPB Procedures and Activities

Nathaniel Cole, representing Urban Alliance and Youth Connect, a national nonprofit that provides high school interns with paid internship opportunities, spoke about the importance of connecting youth and their transportation needs with the larger goals and strategies outlined in the Regional Transportation Priorities Plan (RTPP). He said that youth encounter transportation challenges that become barriers to their success, and that youth need effective, affordable transportation options. He advocated for the TPB to establish youth transportation as a priority issue for 2013 and beyond.

Mr. Townsend said that the AAA Mid-Atlantic Regional Advisory Board for the Washington metro area, on behalf of nearly 900,000 Washington area AAA members, issued a resolution endorsing the RTPP. He read aloud two paragraphs from this resolution: "Given that our region has some of the worst congestion in the nation, we find this report refreshing and far more realistic in its proposals to enhance roads and mass transit largely through the development of express toll lanes that can provide an extensive bus rapid transit network. Such a network can be developed at a fraction of the cost of a comparable rail expansion, while providing high-quality reliable rapid transit services and improved highways. Therefore, we, the AAA Mid-Atlantic Regional Advisory Board for the Washington metro area, on behalf of nearly 900,000 Washington area AAA members, do endorse this plan and urge the Transportation Planning Board to adopt it and work towards its full implementation."

Mr. Schwartz, representing the Coalition for Smarter Growth, expressed concern that the RTPP falls short of addressing goals and objectives outlined in Region Forward. He noted that the RTPP Executive Summary fails to mention Region Forward, and that the Introduction continues to portray the 2010 regional compact as a subset of the 1998 Vision. He added that while the RTPP now mentions Momentum, it only proposes incorporating the 2025 investments, and does not apply the same standard to toll and other highway investment proposals. He then addressed the solicitation document for the FY2104 Constrained Long-Range Plan (CLRP), and said that the solicitation document fails to mention Region Forward, climate change, and other goals. He urged the TPB to amend the RTPP to conform it better to Region Forward, fully incorporate Momentum, and let it guide effective and sustainable transportation investments for the future.

Mr. Chase addressed the process of developing the RTPP and said that while there are many

transportation improvements and strategies that are important to local jurisdictions, many of these improvements do not significantly contribute to the overall operation of the regional network. He articulated a challenge with the RTPP process and with the TPB in general, namely that there is no specific accountability measure for the region's transportation network operation or efficiency. He added that in order for the RTPP to be a meaningful document, TPB members must focus on what is important to the region as a whole, rather than what is important to individual jurisdictions.

2. Approval of Minutes of September 18 Meeting

A motion was made and seconded to approve the minutes of the September 18 TPB meeting. The motion passed unanimously.

3. Report of the Technical Committee

Ms. Erickson said that the Technical Committee met on October 4 and reviewed all four of the TPB agenda items. She added that the meeting began by sharing a moment of silence and remembering Ms. Karin Foster, a dear colleague and friend who is and will be deeply missed. She continued and said that the committee discussed and reviewed the draft call for projects and schedule for the air quality conformity assessment for next year's plan and TIP, the RTPP, the final report of the Bus on Shoulders Task Force, and the regional Street Smart campaign. She added that members were impressed by the summary video of the campaign. She added that the committee discussed four additional items, including: a briefing on the new 141 Activity Centers for the region, a briefing on the draft Regional Green Streets Policy, a briefing on MATOC activities, and a letter for TPB approval regarding proposed federal guidance on the MPO transit representation requirement under MAP-21. She also mentioned that both VDOT and MDOT are either engaged in or about to be engaged in fall capital budget meetings, and pointed to where further information could be found.

4. Report of the Citizen Advisory Committee

Mr. Still provided a summary of the October 10 meeting of the TPB Citizens Advisory Committee (CAC). He said that the committee received a presentation by Mr. Farrell of the TPB about the Regional Green Streets Policy. The CAC supports adopting a Regional Green Streets Policy, and encourages the TPB to continue to host workshops for area jurisdictions to share green streets best practices. He added that Mr. Kirby presented on an update to the RTPP, and said that the committee would like to spend additional time working to provide feedback on the plan. He mentioned that the CAC would like to see more specifics about how the RTPP will be used to engage jurisdictions and possible evaluation criteria. He said that Mr. Austin of TPB staff presented an overview of the CLRP and TIP processes, and that the CAC discussed potential agenda items for future CAC meetings. These items include: CAC participation in TPB letters to the federal government regarding re-authorization of transportation legislation; encourage discussions that are more inter-jurisdictional and information sharing about bus rapid transit,

streetcars, and other emerging modes; and continued participation in the RTPP process.

5. Report of Steering Committee

Mr. Kirby said the Steering Committee met on October 4 and acted on one resolution, an amendment to the FY 2013-2018 TIP as requested by the Maryland Department of Transportation (MDOT).

Mr. Kirby described a draft letter included in the letters packet from the TPB to the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA). He said those agencies, per the requirements enacted in MAP-21, have issued proposed guidance regarding the representation of transit providers on MPO boards. He said the agencies have asked for comments by the end of October. He said that staff reviewed the proposed guidance and is recommending an approach under which each MPO should determine the best approach for incorporating specifically designated representatives of public transit agencies on its board. He said this approach would be preferable for MPOs such as the TPB that have a great number of transit providers in its region.

Mr. Zimmerman asked if the proposed guidance's reference to representation on the board refers to voting representation.

Mr. Kirby said the guidance refers to equal representation for transit providers.

Mr. Zimmerman said that this point is confusing because the TPB currently has voting and non-voting members. He asked for further clarification on "equal" representation.

Mr. Kirby quoted the language in the proposed guidance: "the representative, once designated, will have equal decision-making rights and authorities as other members that are on the policy board."

Mr. Zimmerman asked for Mr. Kirby's personal interpretation.

Mr. Kirby said he interpreted the proposed guidance to mean the representative would have a vote and would also participate in the weighted voting system.

Mr. Zimmerman asked what the other, more onerous, considerations were in the proposed guidance.

Mr. Kirby said the proposed guidance suggested adding every eligible public transportation provider as a voting member. He said the draft TPB letter called for guidance that would give MPOs the opportunity to add transit representatives based on the board's best judgment.

Mr. Zimmerman said he is not sure that the approach suggested in the draft letter is more or less desirable, since he had not had an opportunity to review the various options provided in the

proposed guidance. He said limiting representation to those who are direct recipients of federal funding could be an interesting approach because there are a limited number of providers that meet that criterion. Under that approach, he said, there would be a large portion of the region's bus transit providers that would not be on the TPB, nor would NVTC or VRE.

Mr. Erenrich said that Ride-On is part of Montgomery County and that Montgomery County has a vote on the TPB. He said the members whose jurisdictions have transit providers theoretically consider those providers amongst their membership when they take a vote. He said one void might be VRE. He suggested that the letter go into greater detail and state that the other providers who are not direct recipients of FTA funding are represented by the local jurisdiction for which they provide service.

Mr. Kirby suggested adding a phrase in the letter following mention of the 13 providers noting that those providers are represented through other members at the TPB.

Chair York asked if any member had objection to sending the letter as amended. No objection was recorded.

Ms. Tregoning asked how the TPB would amend its bylaws regarding weighted votes for the transit providers.

Mr. Kirby said there is a process to amend the TPB bylaws. He said the Chair would appoint a task force of the board, usually consisting of three members, to work with staff in drafting an amendment to the bylaws. The proposed amendment would be brought back to the board for discussion with two months for comment prior to acting on the amendment.

Mr. Kannan said WMATA has received the proposed guidance and wanted to reiterate that WMATA has been a full participant in the TPB process. He said WMATA is not in a position to endorse any position on this guidance and he asked that WMATA be excluded from a statement of formal endorsement.

Chair York acknowledged WMATA's abstention from the endorsement of the letter.

Mr. Kirby continued summarizing the letters packet. He highlighted a letter from Youth Connect, which was presented during the public comment period. He said it deserves TPB consideration and might be appropriate for discussion during the item on the Regional Transportation Priorities Plan.

Mr. Kirby, at the previous request of Mr. Snyder, referred to a written summary of the Metropolitan Area Transportation Operations Coordination (MATOC) Program, including its involvement in the Navy Yard incident, as well as other incidents that occurred on that day. He summarized some statistics on MATOC operations that were detailed in the summary.

Mr. Snyder expressed his appreciation for the report, which supports the MATOC efforts very

strongly.

Mr. Mendelson asked if MATOC is becoming increasingly assertive in working with the departments of transportation in terms of incident response.

Mr. Kirby said MATOC is a partnership arrangement and that the MATOC Steering Committee is made up of the three departments of transportation and WMATA. He said the purpose of MATOC is for everyone to work together more effectively. He said his observation is that everyone sees the value of MATOC's role and that the departments of transportation have responded very quickly to the information they get from MATOC staff. He said everyone has a common interest in information sharing.

Mr. Mendelson said MATOC ought to be more than just information sharing, that it should provide some direction. MATOC staff sees the whole picture at the time of an incident and can provide higher-level guidance and direction.

Mr. Kirby said that final actions at the time of incidents must be taken by the departments of transportation because they have responsibility for the roads. He said it is fairly well established that MATOC has provided good information and recommendations, which the departments of transportation have typically followed. He said this is a result of mutual confidence and established relationships between the MATOC staff and staff from the departments of transportation. He reiterated that it is not a hierarchical structure.

Mr. Mendelson asked if MATOC's funding is adequate.

Mr. Kirby said it is for the moment. He said funding for MATOC is in the regular budgets of each of the departments of transportation.

Mr. Kirby said he would like staff to highlight a new online initiative launched by the TPB: the Transportation Planning Information Hub for the National Capital Region. He said there is an information card at each member's place. He said the purpose of the Hub is to provide a convenient way for people to access the major transportation studies and projects going on in the region by directing them to those websites.

Mr. Swanson said the Hub is divided into three overarching categories: planning processes; high-profile projects; and documents and resources. He demonstrated the themes and examples on the Hub to the TPB. He said it is designed to enhance the TPB's Citizens Guide. He said staff welcomes any suggestions for improvements.

Mr. Kirby added that it would be helpful to jurisdiction staff to review the Hub and provide any new information.

Chair York asked TPB staff to send information about the Hub to the board member's staffs.

Mr. Turner asked how the TPB is launching the Hub to the general public. He said there is a larger universe of people who would be interested in this information.

Mr. Swanson said the Hub will be launched using social media and press releases. He said TPB staff would welcome members' help in spreading the word about this resource.

Chair York said he will send information about the Hub to his e-mail list and his jurisdiction's public information officer.

6. Chair's Remarks

Chair York declined to make remarks.

ACTION ITEM

7. Briefing on the Draft Call for Projects and Schedule for the Air Quality Conformity Assessment for the 2014 CLRP and FY 2015-2020 TIP

Mr. Austin presented the draft call for projects and the schedule for the air quality conformity assessment of the 2014 CLRP and FY 2015-2020 TIP. He said the TPB will be asked to approve the document at its November 20 meeting. He said project inputs are due on December 16 and that the TPB will be asked to approve the project submissions for air quality analysis at the February 19 TPB meeting. He said the projects would be released for a final public comment period, along with the results of the air quality conformity analysis, at the June 12 Citizens Advisory Committee meeting, and that the TPB would be asked to approve the CLRP and TIP at its July 16 meeting. He said that the remaining sections of the memo address the policy framework for the CLRP, as well as the federal requirements.

Mr. Erenrich thanked staff for advancing the CLRP. He said many of the continuing discussion will likely focus on the Regional Transportation Priorities Plan and funding for Momentum, as well as other projects. He asked when the TPB would be providing information about the financial constraint of the CLRP.

Mr. Kirby said the TPB staff are currently updating the financial forecasts for the region and will present that information to the Technical Committee as soon as it is available. The submissions, once approved, will have to be within that funding envelope. He said those agencies developing submissions are likely aware of where the funding is and how much there is, but that it will be challenging to review all those components when they come together. He said he does feel that the CLRP schedule is rather optimistic. He said it would be possible to take more time if necessary. He added that the CLRP must be updated by the end of the calendar year.

Mr. Tregoning said that the last Call for Projects for the CLRP included an explicit acknowledgement of Region Forward, a document that had been approved by all 22 COG jurisdictions. She noted the absence of Region Forward in the current documentation and asked

that such language be included in the Call for Projects to remind people of that important policy context.

Mr. Austin said reference to Region Forward was removed because the language on the evolving policy context focused on the Regional Transportation Priorities Plan. He said it would be fine to add language about Region Forward in the documentation.

Chair York asked if any member had objection to adding Region Forward back into the policy framework. No objection was noted.

INFORMATION ITEMS

8. Discussion of the Revised Draft TPB Regional Transportation Priorities Plan (RTPP)

Chair York introduced the discussion of the revised draft Regional Transportation Priorities Plan (RTPP), which was released for public comment on October 10, 2013. He granted staff five minutes to provide a brief overview of the updated draft and told Board members not to feel constrained by time in providing comments on the plan. He said Mr. Zimmerman had agreed to postpone the next agenda item to a later meeting in order to provide Board members ample time to discuss the revised draft.

Mr. Kirby provided the staff overview of the revised draft RTPP. He drew the Board's attention to a memorandum summarizing the comments received in recent months on the initial draft, released on July 24, 2013, and staff's response to those comments. He explained that many of the comments had been incorporated into the October 10 draft. He said that seven key themes emerged from the comments, all of which staff addressed in the revised draft. The following is a lightly edited transcript of Mr. Kirby's point-by-point response to the seven key themes:

Mr. Kirby: The first [item we addressed in the memo] was the relationship between strategies and programs and projects. The last paragraph [in the October 10 draft] points out that getting to projects takes quite a lot of work and evaluation, and that's why we stayed at the strategy level in this plan. But this will lead to projects as the ultimate outcome.

The second item was how the challenges and strategies in the plan were developed, which was a question the Citizens Advisory Committee asked. They were framed by the staff here. We drew on all the resources we had available. We had focus groups earlier in 2012, and we actually changed direction at that point from what was a very quantitative performance measurement-type approach, which didn't seem to be resonating with stakeholder groups, to a more qualitative approach. And we reframed that and brought it back to you last summer after another focus group. So that's how it was done. We revised it several times through the public comment. The main focus was to get it into a form that we could communicate to a member of the general public sitting behind their computer

somewhere in the region without any other assistance, other than us giving them access to our web-based survey.

The third item dealt with tolling of existing lanes, and we got a few comments that said we should be tolling existing lanes and not just looking at new lanes or HOV conversions. [In the spring,] we revised the Aspirations Scenario to remove cases where we were not going to have the same number of toll-free lanes after the improvement as we had before, and we changed the scenario to be in conformance with the strict limits of the law, MAP-21.

And the language in MAP-21 about tolling is quite complicated and convoluted. The law did make some significant changes. On the positive side, there was a blanket approval to toll new lanes and HOV conversions on the interstates without going to the federal government to get permission on a case-by-case basis. On the down side, they essentially said, “You’ve got to maintain the same number of free lanes as you had before you introduced the tolling.” There are some exceptions to that, but the window for tolling existing lanes got much smaller in this legislation. We put that language, as best we could capture it, into the report, and it pretty much tracks what you see in this memorandum.

The fourth item was the relationship between the RTPP and Region Forward. There was a sentence in the July 24 draft that talked about the Region Forward transportation objectives being a subset of the TPB Vision objectives, and indeed Region Forward was built on the Vision and some others. However, the word “subset” led some people to believe that we were saying that Region Forward was a subset of the TPB Vision, which is not the case. That was not the intention, and the offending sentence has been removed.

The section on Region Forward also quotes some of the key points from the [recent Economy Forward event held on] September 27. A summary of that event is attached to this memorandum.

Fifth, we did elaborate on the relationship between the RTPP and the CLRP process. Mostly this is the Citizens Advisory Committee’s interest, as was mentioned by Mr. Still earlier.

Sixth, we did add a reference to Metro’s Momentum [strategic plan] in the final chapter. That was being developed on the same timeline as the work we were doing this spring, so we didn’t capture it in the July 24 draft. It was approved by the WMATA board on June 27. There are specific recommendations in Momentum, particularly Metro 2025, which is the central component of it in terms of new capacity, plus the rehabilitation program. These are in a form which I think can be advanced if we can identify the funding in the CLRP coming up. So we’ve put more language in about that and would like to devote more attention to it.

Finally, the last paragraph [of the October 10 draft introduces] longer-range studies and initiatives. I included examples of ideas or concepts not ready for inclusion in the CLRP. That section also includes a reference to the Transportation Planning Information Hub that you were briefed on a few minutes ago. That is going to be our way of accessing ongoing studies in the region that at some point could result in projects coming into the CLRP.

Mr. Kirby explained to the Board that the October 10 draft of the RTPP will be available for public comment through November 10. He said the next steps for staff will be to respond to comments received on the draft in a revised version that could be released at the November 14 CAC meeting and brought to the Board on November 20 for further discussion. He said the Board could act on the plan as early as December.

Chair York asked each Board member to offer his or her feedback on the plan, limiting comments to approximately two minutes each. The following is a lightly edited transcript of Board members' individual comments:

Mr. Snyder: I would like to make three points. First, non-recurring incidents are a fundamental part of what's causing delays on our highway system, and I'm wondering if the plan really takes account of accident prevention and response that sometimes can be very cheap to do, but have amazing returns.

The second question I would ask is: "Does the plan really focus enough on operations and maintenance of the region's highways?"

And third, "Does the plan focus enough on the application of technology to manage the traffic flow and to provide consumers the kind of information that they need?"

None of these are the things that get most of the controversy and most of the debate, and yet these three things may provide us the highest impact at the lowest cost in terms of approving the efficiency of our highway system. And other comments, of course, about transit and the need to overlay the region with a more effective transit system would be in there as well.

Mr. Elrich: My biggest concern continues to be transit and what I think is a continued bias toward automobiles, and the failure to really design what I think is the kind of robust transit systems that all of us need if we're going to deal with future demand.

I wish I had some magic wand that I could wave over regional cooperation so that we didn't do things in one jurisdiction that make it difficult for other jurisdictions to do things. I really wish we would look more at regional solutions. How we, for example, exact funds from developers to provide infrastructure, which is done unevenly across the

region. How we set parking standards and mode share standards so that the people that we're trying to attract don't compete among us for which jurisdiction provides the lowest standards and requires the least give on the part of the development community.

Basically we are perpetually in a race to the bottom, where we are compared against what someone else is willing to do at great expense and with not much efficacy sometimes. And I wish we were more focused on what we could all do to set a level playing field that minimizes the amount of money we have to lay out constantly and lets the people who are going to make hundreds of millions of dollars on the future development of the region bear larger costs of what it takes to provide that infrastructure.

Ms. Hamilton: No comments. I just want to say that our staff has worked very hard on this effort and we do so appreciate the input that we've been allowed to have. Thank you.

Mr. Kannan: Metro provided detailed written comments to Mr. Kirby and those who are putting together the RTPP, relating to items such as the specific inclusion in the document of not just transit in general, but specifically initiatives that are called for in our strategic plan. We are pleased to see that by and large those comments have been reflected in both Mr. Kirby's report today as well as in an updated document. And I think it's important to note that you've got other notes from commuter rail now, asking to be specifically included. And the more and more specificity we can give to the actions that need to be taken in addition to the concepts, the more powerful the document will become.

I know that we're moving towards a more specific understanding of how this interfaces with the CLRP. I'm not sure that we're all, as a group, comfortable with exactly what that relationship looks like yet, so I'm continuing to seek additional clarification on that.

And finally, at some point in time we may need to address specialized transportation services in a much more regional context. It's a financial drain in some respects, and Metro as a provider of last resort is not the efficient way to move specialized transportation services forward. I don't know if the RTPP is the document for that, but if it is supposed to be a strategic document that focuses on regional mobility, it may in fact be a place to specifically address that.

But I'll conclude by saying that it is important, and I think that it's certainly laudable that we've gone forward and made more specific the calls not just for transit generally, but for the specific Metro or the transit investments that are now included in the document.

Mr. Grove: We're pleased to see a lot of the revisions that are proposed for the document. As a jurisdiction that's looking for high-capacity transit, and we're working

very closely with Prince George's County, we're always looking for implementation strategies in anything that the regional approach can offer to see this thing come through. We also struggle with the highway issues and congestion. So, as this document evolves, the more that it can be focused on that regional cooperation and that implementation strategy is greatly appreciated.

Mr. Zimbabwe: I think my comments -- and I think these are reflected in the letter sent by DDOT and the Office of Planning -- sort of go towards the focus on the constraints of MAP-21 as it relates to a regional long-range plan. While I think we need to be mindful of what the federal legislation currently gives us to work with, I think that we don't want to use that as a foregone conclusion for the next 25, 30 years, looking out into the future, as it relates to the tolling of existing lanes versus tolling of new capacity, and what the cost/benefit relationship is.

I think that's something that we could actually help inform federal transportation policy discussions by saying, "Here's what this line in seven different places in the bill, actually imposes on regions in terms of a cost versus a benefit. And that by mandating that that tolling be of new capacity, you're actually increasing the cost to provide that management." And I think that's where I see some of the challenges in where the RTPP still is in terms of that discussion.

Ms. Tregoning: The comments that Mr. Kirby provided today just conflate the confusion between the CLRP and this Regional Transportation Priorities Plan. We know that the CLRP has to be fiscally constrained. That's why we wanted an RTPP, so that we could say, "Out into the future, maybe an idea good enough could attract funding in our region." And that's really the frustration. We want it to not be constrained. We don't need to know what the funding source is going to be. The Momentum 2040 stuff should be in there, as should the commuter rail aspirations that we have.

A recent article in the Post said: "Of the 5.5 million square feet of office under construction, 4.6 million, or 84 percent, isn't just near Metro, it's within one-quarter mile of a Metro station." And almost every jurisdiction represented here aspires to be able to have that kind of development proximate to transit, whether that's light rail or streetcar or a new Metro facility or a commuter rail facility. So I think that that's manifestly expressed in the Region Forward documents, which everyone signed on to, and I just would love to see the RTPP reflect that aspiration.

I think it's still not clear, and not sufficiently analyzed, that the tolled capacity is on new lanes. I understand the MAP-21 problem, but the expense of constructing those new lanes is astronomical, and the benefit, according to previous analysis, that comes from that -- from almost anything that we look at in this plan really comes from better land use.

And so, when the local governments say, "We want development near transit," then the

onus gets to be on them to get the land use right, to give us these benefits. And I think those things really need to be stressed in this document.

Mr. Mendelson: I was sort of struck, Mr. Kirby, at the beginning of your presentation. You mentioned this letter from VRE and sort of brushed it off: “Well, there are some references to commuter rail [in the document].” But there's another letter that came in yesterday from the Committee of 100 on the Federal City that makes this point. So there have been several commentators who are saying that this plan is understating the role that commuter rail can play.

What the Committee of 100 says in their letter is that there have been quite a number of comments that have been received over the last couple of months with regard to commuter and passenger rail; from VRE earlier than today's letter, from the Washington Airports Task Force, the Northern Virginia Transportation Commission, the Action Committee for Transit in Montgomery County. I could go on.

There have been quite a number of comments which the Committee of 100 notes. And they point out that in this report from the staff there's not any mention with regard to the comments since July, not any mention of this as an issue. And I think it highlights that there needs to be more attention to commuter rail playing a role in our regional transportation system. The plan needs to address that more distinctly.

Mr. Kirby said that he had no record of a letter dated October 15 from the Committee of 100. Mr. Mendelson clarified that Chair York received the letter the day before the Board meeting and asked Mr. Kirby if staff could duplicate and distribute the letter to Board members during the meeting. Mr. Kirby directed staff to do so.

Mr. Wells: I agree with Ms. Tregoning and my friend and colleague Mr. Elrich from Montgomery County. This is a plan that, if we didn't have Metro, I wonder if this type of plan would have even envisioned a Metro. I think that the plan is underwhelming and does not adequately reflect the future of where our region needs to go together.

Mr. Zimmerman: I appreciate the comments of my colleagues, all of which have things I agree with, and I don't want to repeat what they said. But I want to pick up where Mr. Wells just left off.

First, I'm glad we have more time to discuss this plan, because we need it. So we have something to start with, but we really need to work on getting this to something where we're all going to feel good about it addressing the problems we have.

There is a lot of good material to work from. The D.C. Office of Planning sent a letter, that is a really good summary of most of the issues that need to be addressed, although people will doubtless identify others.

There are both specific issues that have been cited -- for instance, the dearth of commuter rail as part of the vision for the future as one example, but there's also the general issue, and I think that was what Ms. Tregoning was addressing a little bit. And to me, this is where I'd like to see focus brought to this document. I think that it is important to understand what it is and what it doesn't need to be, and I agree with Ms. Tregoning's point that we have a CLRP and don't need another one.

I think of this a little bit -- for those of us who do land use -- as the difference between the zoning and the land use plan. Zoning is the current state of where law is on what you can do, and the general land use plan is, "Here's what we want things to be." And it guides us over time in making changes to the other. So the things we fund, the things we want to fund; that's one level. But we need something that is the framework within which we're going to make those kinds of decisions, to try to push things.

So it need not be constrained either by what happens to be the current state of funding or by the current state of federal law. Those things will change. MAP-21 is a two-year bill, so it really does need to contain vision.

And then, in articulating a vision, it needs to be built on the other work we've done. And to me, the most relevant thing is not the '98 Vision plan, which I think I've said before was a real step forward in 1998 and people who did that did us a service. But that was 15 years ago, and what we have right now is something people have done in the last two years through Region Forward, in which they've articulated some very big, broad transportation goals, and every single jurisdiction in the region signed off on them.

So this should fit within that, not merely bow to it in some way, but actually reflect connections between that. Beyond that, I'd like to see some of the specific issues that have been addressed as part of strategies in the plan -- like commuter rail, the bus priority network with BRT, streetcars, and Momentum -- as major transportation priorities.

I will say that one thing that came out of '98, the one thing everybody agreed on after the '98 Vision plan was adopted, was that the number one transportation priority in the region should be Metro. And everybody signed off on that. It's the only thing we actually did agree on regionally as a transportation priority. So you'd think at this point, certainly, the Momentum plan would have at least as high a role now as we move forward.

And then the final comment I would make is simply that the focus in the current document on essentially HOT lanes expansion seems not only out of touch with all those other things, but also out of touch with what anybody's planning. We have two projects in Virginia, on 95 and on the Beltway, and there's the ICC in Maryland, but I don't know of another one being planned by anybody in the region. So while I agree that all the tools

should be in the box and we should look at them, I don't know why we have so much emphasis on something that, as far as I can tell, no one is planning right now.

Ms. Hudgins: The first thing that comes to my mind is the fact that we have not wrapped this plan around the three efforts that have already been done, because they really kind of set the tone in the work that's been done. And, most importantly, that a lot of folks at the table are already there.

Secondly, I fear that as we look at where we are, we think we have enough of a vision for where we need to go. And, from a long-term standpoint, [it's important to ask] what the plan does in order to make sure that we're going forward.

And I have to use the tolling as an example because, sitting right next to the Silver Line, I'm sitting next to people who are planning more lanes around areas that land use plans say, "I need walkability, I need connectivity." And so if we don't articulate that broadly in what we regionally want, I think we leave the jurisdictions sometimes without enough of an incentive to do more and do best. It's very easy to say what TOD is about; it's difficult to actually implement it and implement it in a way that it benefits all of us collectively.

Tolling is important in some places, and if you get the pricing right it can work. But it isn't the instrument that should be used for every new construction project that's going to provide a highway lane. The fact that we're already compelled by the transportation map, it means that too many people are going to use that map guidance as incentive to increase capacity rather than use existing capacity if we want to do things such as bus rapid transit and the like.

Finally, when I heard the gentleman from Youth Connect speak, I thought about the plan. Because what we want to see in the long-term future is not someone coming to us, telling us what they're doing and what youth need, but that our planning and implementation has provided youth with the transit, connectivity, walkability, integration of uses they need and want.

So I think some way to help us be much more visionary, but really to follow some of the visionary pieces that have already begun, really is what I'd look for as an improvement in the plan.

Mr. Smith: I have just a few comments that are from a broad perspective, but I'm very pleased with the current state of the Regional Transportation Priorities Plan. Obviously, in an area where we have projected growth, one of the few areas in the country where not only are we already congested, we're going to get worse, we do have to take this into consideration. I agree that highway maintenance ought to be at the top. And the second priority of dealing with congested areas or bottlenecks and expanding transit, I think

those are very smart and there's a lot of opportunity there.

In terms of roads, this area is one of the few in the country where you have two major cities with interstate highways leaving those cities, going basically in one direction, and then converging in Frederick. And that creates a regional bottleneck, and this is the perfect area to help us address that. It's not going to get any better, because some of the growth is coming there and those are the two major arteries where the commercial traffic that will come from increased activity in Baltimore, it's going to go through, and so I'm just happy that that is there and can be addressed.

Secondly, with regard to transit, on the 270 corridor and on the 70 corridor going from Frederick to Baltimore and Washington, rail is not a viable option for those of us who have looked at it, but there are a lot of opportunities for transit where it can be expanded. And there are plans for it, but the fact that our plan calls for these to be priorities is wonderful, from our point of view.

Mr. Lovain: First, I'd like to associate myself with Mr. Elrich and Mr. Snyder on the operational improvements, especially incident response. Half of all traffic is caused by nonrecurring incidents, and this region is just way behind other regions in that regard.

I'd also like to agree with those who think that the plan should give greater weight to Region Forward and especially to the relevant goals and objectives, a lot of those dealing with land use. Our land use decisions are going to make a bigger difference in our transportation than our transportation investments a lot of times. And in accord with that, I think that the plan should place a higher priority on Scenario B, which is most consistent with the recommendations of the Region Forward plan, which has been endorsed by all jurisdictions.

I agree with those who have talked about mentioning Momentum and the plans in Momentum, and not just to be consistent with it, but to be explicitly mentioning the recommendations of Momentum, and also to more explicitly mention commuter rail. I also agree that this should be a visionary plan without regard to currently available funding. And I also agree with what -- in the D.C. letter about more reference to the jurisdictions who are currently doing high-capacity transit apart from Metro. Or, I guess in Alexandria's case, having a new infill Metro station.

A lot of these matters are across jurisdictional lines and they matter as a regional priority. One of my great frustrations with Alexandria's decision on its Corridor C BRT is that it comes within half a mile of the Pike Transit streetcar line but doesn't connect. And probably in part because it was outside the boundary. So we need to coordinate these plans regionally on matters like vehicle choice and other things. Those are regional concerns and need to be addressed.

Mr. Wojahn: First of all, the Transportation Planning Board has two advisory committees, both of which submitted comments regarding the RTPP. To my knowledge, neither the CAC nor, certainly, the Access for All Advisory Committee, has received a response to those comments. I would ask that the staff respond to those comments on a point-by-point basis so that we can continue a dialogue as advisory committees to the Board, to make sure that the comments submitted by those advisory committees is taken seriously.

As chair of the Access for All Advisory Committee, I'd like to point out a couple of specific comments that the committee has made relating to accessibility to the transportation network for people with disabilities and other traditionally under-served communities, such as low-income individuals. Particularly, we ask that the RTPP take into consideration throughout, instead of just having a single priority or objective, accessibility for people with disabilities. As an example, the transit maintenance strategy should also focus on ensuring maintenance of elevators and other requirements for accessibility for people with disabilities and that the pedestrian infrastructure be maintained so as to consistently ensure accessibility.

Also, another point that I'd like to highlight is the notion of affordability. I don't think the Board has ever expressed, as a priority, maintaining affordability of our transit network, and that's critical for low-income members in our community, as we are still struggling with the recession, and in the future to ensure that our transit network is not only available, but affordable as well.

Mr. Weissberg: I think this is a very important document for setting the framework for moving the region forward, and I think great strides have been made to date.

The conversation has circled around how to address the issue of tolling, and I think there are some federal requirements that we're frankly not going to get around. I think it's important to decouple the issue of tolling from the issue of transit and walkable communities and TOD.

I think we really do need to focus on moving a transit-focused scenario forward, the BRT-oriented scenario, and also explore what we would consider true BRT -- fixed guideway connecting people to places, and less reliance on traveling on limited access highways.

We also appreciate the mention in the document of the east-west divide, and the amplification of the need to better balance the region is appreciated, and the emphasis on using transit to tie the region and centers, like TODs, together.

Mr. Turner: The two things that struck me today in some of the comments that I've heard, both from members and from the public, is, one, to talk about it as a regional

priority, and I think we've done a very good job on getting away from the project-focused discussion that might have been an easy thing to do -- listing projects, as opposed to changing the thought process.

Now, that could mean a couple of things, and I appreciate Mr. Zimmerman's analogy between your zoning authority and the general plan or your comprehensive plan, and which one this plan falls into. I think it falls into both, in all honesty, or should. One is how we implement it. I hear that a lot. And we've heard that a lot over the last couple of years; how we implement this as part of the TPB's review of projects that are submitted as part of the CLRP. I think that has to be a part of the plan because without having that role as the MPO to change the way that the states and the departments are submitting their projects and us to review them, I think that has to be part of that equation of being within the constrained plan.

But I also think that the document can be forward-thinking about the kind of transportation and/or planning issues that we've talked about. It's been talked about in Region Forward, it's been talked about in our scenario planning, it's been talked about and talked about and talked about. So now I'm hoping this plan is an implementation plan for how the Transportation Planning Board is going to look at those submissions and ask how do they address the regional priorities. And then we can have those measurables that I think everybody is looking for at the end of the process.

Ms. Erickson: I know we're never going to please everyone here, but I would like to thank staff for all the hard work that they've done in trying to please everyone. My one main comment is that I hope that the development of this plan doesn't impact the schedule for the long-range plan and TIP because our programs rely on that schedule.

Ms. Krimm: I want to follow up on former Chairman Turner's comments about implementation.

When we look at the goals of the RTPP -- of maintaining infrastructure, building new capacity of all modes of transportation, and in an environmentally-sustainable way -- who doesn't agree with that? I mean, you take that out on the street, everybody you talk to would agree with that plan. But I think what Mr. Turner was talking about was the implementation, and I think that's also what the CAC was trying to get at too. I did attend the Economy Forward event on [on September 27] and we had a CAC member at our table, and she was very vocal about knowing how we plan to get to these goals, these laudable goals that we have. So I think that, very soon after we approve the RTPP, we need to figure out how we get there.

And one thing that I would like to look at is the number of people who travel alone to work. That number doesn't seem to change. We have two-thirds of the traffic on the roads, and those people are traveling alone to work. There has to be a way to reduce

that number. Offering more transit, of course, is the first way. When I come to this meeting, and every time I ride up and down 270, you just look right and left, and you see just one person in the car. I'm one person in the car. So we have to figure out a way to reduce that percentage. And once we do, I think then we will reduce congestion and offer people more opportunities, more ways to get to work, whether it's commuter rail, whether it's commuter bus. I'm a big bus proponent now. I think that that is a way out of our current congestion. So I would like to see us move to that implementation phase as soon as possible.

And then I want to take a look at this statement we still have on the screen, "Transportation decisions in our region are made every day at many different levels of government." Getting back to what Ms. Tregoning was saying, if you just take out "transportation," and you go, "Decisions in our region are made every day at many different levels of government" – "that affect transportation." And that includes land use. Every day. I look back at my jurisdiction; yes, we make decisions every day on land use issues that we certainly could be affecting transportation in a more positive way.

Mr. Erenrich: First, I'd like to hope that we could take Mr. Turner and Ms. Krimm's words and get some sort of transcript of that, because I think that belongs in an introduction [to the RTPP]. Because really what we have is a document that's really two parts. We have regional priorities and we have slash plan, leading to plan, and projects. And it's that first part that we're all talking about – "regional priorities." And I thought that the letter from the District was excellent, and I think the comments are good.

There are a lot of regional priorities. We need to say that this is the body that should articulate them. They need to be consistent with the other planning work, whether it be Momentum, whether it be Economy Forward, and individual jurisdictional plans.

We then have to then say in this document how you go from priorities to developing plans and projects and programs. And that's what Ms. Krimm was talking about. Each jurisdiction has a process. We're not going to change the process by which the states develop programs and projects or local jurisdictions do, but it is important to have some sort of hierarchy to make sure that the projects fit together. And also I wrote down to myself that we need to highlight cooperation and coordination.

Now, whether Montgomery County and the District are going to work together on the streetcar system, so it doesn't stop at Takoma and goes to Silver Spring, and that our extensive network of BRT that we're planning in Montgomery County actually can deal with Howard County, can deal with Frederick County, can deal with the District and Prince George's County.

So we need to work, but we have to start with the priorities. And so my recommendation would be if we could look at maybe creating that distinction in the

document between “regional priorities” and then how to move forward into developing plans and programs.

And just a side comment. When we looked at the CLRP last go-round and we look at how much money we spend on transit, I believe we said two-thirds of the investment of all of the Constrained Long Range Plan is transit-oriented. And most of that is in maintaining the infrastructure -- maintaining the buses and buying buses and things like that. I think those things need to continue.

Mr. Enslinger: I don't have any comments at this time.

Mr. Grimes: No comments.

Chair York: I just got back yesterday from being overseas, and I'm always struck that when I go to various places that I'm able to get around without having to step into a car. And I bring that to my perspective from Loudoun County looking forward.

We went through the process of finally opting in to Metrorail. It is important for us to make sure that we get our transportation network as we have planned it, and that basically includes roads. We will now, in 2018, have two stations in Loudoun County, effectively three -- one's on the airport property, little we can do with that. And we'll essentially be sharing one that is next door in Fairfax County.

The one reason I supported it is because Loudoun County has very little option to expand the road network to add capacity going east. And the transportation system, including buses and Metrorail, are important.

And I think it's a shame that we're getting to the point that we're behind in funding and keeping these systems up to par, and maintenance, etc. And I wish the federal government were more involved in funding and helping us locally to maintain the system. But I think it is imperative for us, as a region, to work together to ensure, where it is feasible, to expand the bus network, even to include rapid bus transit as well as a rail.

And I think the one thing that we really need to take a look at is connecting all the dots. Unfortunately, the way Metro was designed, to go into one area and then go back out, as opposed to allowing you to go around a region without having to go into Washington itself. So I look forward to us getting this adopted and moving forward to implementation, because a plans going to do no good if you just leave it on the shelf to collect dust.

But we also have to realize that the difficulty that we all face is funding. And we've lucked out in this last legislative season in Virginia and Maryland, and that is probably the biggest challenge that we have. We know what's needed to be done; it's a matter of getting it paid for.

9. Briefing on the Final Report of the TPB Bus On Shoulders (BOS) Task Force

This item was postponed until the November 20 TPB meeting.

10. Update on the Regional “Street Smart” Pedestrian and Bicycle Safety Education Campaign

Mr. Farrell of TPB staff showed a video that summarized the FY 2013 Street Smart public safety advertising campaign. He also announced the kickoff meeting for the Fall 2013 Street Smart campaign on October 22. The video can be found here: <http://vimeo.com/78105356>

11. Other Business

There was no other business brought before the TPB.

12. Adjourn

The meeting was adjourned at 1:53pm.

TPB Technical Committee Meeting Highlights

December 6, 2013

The Technical Committee met on December 6^h at COG. Two items were reviewed for inclusion on the TPB agenda for December 18th.

- TPB agenda Item 9

The Committee was briefed on the performance analysis of the 2013 CLRP which was adopted by the TPB on July 17, 2013.

- TPB agenda Item 10

The TPB Regional Transportation Priorities Plan (RTPP) is being developed to identify regional strategies that offer the greatest potential contributions toward addressing regional challenges. The revised final draft RTPP was released for public comment on December 12. The Committee was briefed on comments received to date on a November version, and on proposed revisions for the version of the priorities plan to be released December 12.

Five items were presented for information and discussion:

- The implementing agencies updated the Committee on the projects anticipated to be submitted for inclusion in the 2014 CLRP on December 13. Staff updated the Committee on initial work to develop the financial plan for the 2014 CLRP, and reviewed the challenges of identifying future federal, state and local funding through 2040 necessary for maintaining WMATA in a State of Good Repair. It was determined that more time to discuss and reach agreement to address these challenges will be needed. The Committee recommends that the January release of the project inputs and Air Quality Conformity work scope be changed to February 8. This means that the TPB will be asked to adopt the 2014 CLRP and FY 2015-2020 TIP and conformity assessment on September 18 instead of July 16, 2014.
- The Committee was briefed on the updated list of priority regional bicycle and pedestrian projects recommended for consideration in the FY 2015-2020 TIP by the Bicycle and Pedestrian Subcommittee of the TPB Technical Committee.
- On November 19, the Federal Register published a notice of the draft initial designation of the highway Primary Freight Network (PFN), as required by MAP-21, with additional information addressing non-PFN portions of the Interstate System and rural freight corridors. The Committee was briefed on regional considerations regarding the draft PFN, as well as coordination of review and comments by the Federal deadline of January 17, 2014.

- The Committee was briefed on a draft comments letter on the MAP-21 Advanced Notice of Proposed Rulemaking (ANPRM) on Transit Safety and State of Good Repair performance provisions. This letter was prepared by TPB staff to specifically comment on the section of the ANPRM that discusses the role of the metropolitan planning organization (MPO) in regard to the planning process and setting performance targets for safety and state of good repair for transit providers. The letter endorses keeping things simple and allowing the maximum flexibility in setting either regional targets or individual agency targets, as appropriate to the performance measure. Staff is coordinating with the transit providers in the region to finalize the letter as comments are due to the FTA by January 2, 2014.
- Committee members who worked with Ron Kirby who led the Technical Committee meetings for 26 years shared their remembrances of Ron.

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES
ATTENDANCE - December 6, 2013**

DISTRICT OF COLUMBIA

DDOT Mark Rawlings
DCOP Dan Emerine

MARYLAND

Charles County -----
Frederick Co. Ron Burns
City of Frederick Tim Davis
Gaithersburg -----
Montgomery Co. -----
Prince George's Co. Vic Weissberg
Rockville -----
M-NCPPC
 Montgomery Co. Gary Erenrich
 Prince George's Co. Faramarz Mokhtari
MDOT Lyn Erickson
 John Thomas
 Matt Baker
MTA -----
Takoma Park -----

VIRGINIA

Alexandria Pierre Holloman
Arlington Co. Dan Malouff
City of Fairfax -----
Fairfax Co. Mike Lake
Falls Church -----
Loudoun Co. Robert Brown
Manassas -----
Prince William Co. George Phillips
NVTC Claire Gron
PRTC Nick Alexandrow
VRE Christine Hoeffner
VDOT Norman Whitaker
VDRPT -----
NVPDC -----
VDOA -----

WMATA

WMATA Danielle Wesolek

FEDERAL/OTHER

FHWA-DC -----
FHWA-VA -----
FTA Melissa Barlow
NCPC -----
NPS -----
MWAQC -----
MWAA -----

COG Staff

Gerald Miller, DTP
Robert Griffiths, DTP
John Swanson, DTP
Michael Farrell, DTP
Mark Pfoutz, DTP
Ron Milone, DTP
Andrew Austin, DTP
Jane Posey, DTP
Andrew Meese, DTP
Elena Constantine, DTP
Eric Randall, DTP
Rich Roisman, DTP
Mark Moran, DTP
William Bacon, DTP
Nicholas Ramfos, DTP
Feng Xie, DTP
Dusan Vuksan, DTP
Ben Hampton, DTP
Dan Sonenklar, DTP
Paul DesJardin, DCPS
Lyn Winchell-Mendy, DTP
Joan Rohlf, DEP
Jeff King, DEP
Sunil Kumar, DEP

Other Attendees

Bill Orleans
Cindy Petkac, USRC

National Capital Region Transportation Planning Board

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Item #5

MEMORANDUM

December 12, 2013

TO: Transportation Planning Board

FROM: Gerald K. Miller
Acting Co-Director, Department of
Transportation Planning

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

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

Attachments

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3315 Fax: (202) 962-3202

DRAFT December 12, 2013

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

SUBJ: Comments on The National Public Transportation Safety Plan, the Public Transportation Agency Safety Plan, and the Public Transportation Safety Certification Training Program; Transit Asset Management [Docket No. FTA-2013-0030]

Dear Administrator Rogoff:

The National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the metropolitan Washington, DC area, greatly appreciates your efforts and those of FTA staff to provide opportunities for input and consultation on the development of rulemaking for the new Public Transportation Safety Program (National Safety Program) and transit asset management provisions (National TAM System), as authorized under the Moving Ahead for Progress in the 21st Century (MAP-21) legislation. The TPB looks forward to working closely with the FTA in the development of the metropolitan planning process to consider and integrate public transportation provider Transit Asset Management (TAM) and Safety Plans and targets into the decision-making process.

The TPB staff has coordinated with our transit agency partners, including the Washington Metropolitan Area Transit Authority (WMATA), the Maryland Transit Administration (MTA), and the Potomac and Rappahannock Transportation Committee (PRTC), as well as state and local agencies that are recipients and sub-recipients of FTA funds, in developing the following comments on the Federal Register advanced notice of proposed rulemaking (ANPRM) of October 3, 2013. Specifically, the TPB is responding to the questions (numbers 116 to 121) posed in Section IX. *Coordination of Targets and Plans with Metropolitan, Statewide and Non-Metropolitan Planning.*

116. What procedures or requirements should FTA establish to ensure that Transit Agency Safety Plan and TAM Plan goals, measures, and targets from individual transit systems are integrated into the metropolitan transportation planning process?

The TPB is charged with producing long-range transportation plans and transportation improvement programs (TIPs) for the National Capital Region, which includes the District of Columbia as well as portions of the States of Maryland and Virginia. The TPB fulfills responsibilities for the federally required metropolitan planning process, as well as providing a forum for regional coordination and technical resources for decision-making. As part of the MAP-21 metropolitan planning process, with its adoption of performance goals, measures and targets for surface transportation, the TPB recognizes the need to collect, analyze, and report on performance data, on either a regional basis or through the summation of local data as appropriate. The TPB would welcome guidance from USDOT and FTA in the specification of adequate data collection, analysis, and reporting processes and mechanisms, while recognizing that these requirements could easily pose considerable administrative requirements with modest benefit or worthwhile use for the effort of the data process. Accordingly, the TPB suggests that procedures or requirements for Safety and TAM Plans be as general as possible, and be process-oriented or outcome-oriented rather than administratively or quantitatively prescriptive.

117. Should MPO's be required to set a region-wide target for transit state of good repair, or should MPO's be required to incorporate the both safety and transit state of good repair targets from each transit system within their jurisdiction into the performance-based planning process, or should have MPO's have discretion to choose between these two approaches?

The National Capital Region has thirteen providers of public transportation, three of which are Section 5307 recipients. These providers operate a wide range of services, ranging from urban bus to commuter bus, and also heavy rail, commuter rail, and - in the very near future - streetcar. These providers face different situations of infrastructure condition, age, and ownership; of rolling stock types and use; and of external road and rail traffic use. Accordingly, the TPB considers that it may be impractical to set region-wide targets for safety or state of good repair and asset management. Depending upon the performance measures that are established by the FTA for state of good repair, as well as the final requirements for data collection and reporting, the TPB would prefer to have the

discretion to set either region-wide or individual transit provider targets for any specific proposed measure of safety or state of good repair.

118. What procedures or requirements should FTA establish to ensure that Transit Agency Safety Plan and TAM Plan goals, measures, and targets from individual transit systems are integrated into the statewide and nonmetropolitan transportation planning process? Since States are already setting the transit SGR performance targets for rural area grants received by the State, are any additional steps needed for integration into the planning process?

One of the Section 5307 providers of public transportation in the National Capital Region is the Maryland Transit Administration (MTA), which operates commuter buses and the (locally funded) MARC commuter rail system. The MTA's services primarily provide public transportation between locations outside the TPB planning area and the metropolitan core. Accordingly, the TPB would endorse an option for Safety Plan and TAM Plan goals, measures, and targets associated with the operations, rolling stock, and facilities of state-wide or extremely large area providers to be incorporated into the statewide transportation planning process, rather than the metropolitan planning process.

119. Should FTA establish procedures or requirements to ensure that Transit Agency Safety Plan and TAM Plan goals, measures, and targets from individual transit systems are integrated into other metropolitan planning products, such as the Unified Planning Work Program ("UPWP") and Congestion Management Process ("CMP")?

The Unified Planning Work Program (UPWP) coordinates all federally assisted state, regional, and local transportation planning activities proposed to be undertaken in the metropolitan region. The TPB makes use of the annual UPWP to coordinate the fulfillment of its responsibilities for the federally required planning process, as well as to provide a forum for regional coordination and technical resources for decision-making. To meet the MAP-21 requirements for metropolitan planning organizations, public transportation providers, and states to establish and use a performance-based approach to transportation decision-making, the TPB intends to use the UPWP to provide the resources for collecting, analyzing, and reporting the performance measure data requested by USDOT. The TPB recommends that general language to this effect, including the maximum flexibility for fulfillment of these responsibilities, be included as a required element for the UPWP. Besides a listing of relevant

rules, however, the TPB does not see the need for greater specification in addressing transit agency safety plans and TAM plans in the UPWP.

The Congestion Management Process (CMP) is required to address congestion management through the safe and effective integrated management and operation of the multimodal transportation system based on a cooperatively developed and implemented metropolitan-wide strategy utilizing travel demand reduction and operational management strategies. While safety and good state of repair are fundamental to effective operation of public transportation services, it is not clear how long-term Safety and TAM Plans, based respectively on internal management procedures and training and on asset condition management and investment, would be directly relatable in a significant way to travel demand reduction and operational management at a metropolitan level. Accordingly, the TPB does not see the need for inclusion of any specifics of transit agency safety and TAM plans in the CMP.

120. FTA is interested in hearing recipient and stakeholder perspectives on how the investment priorities set forth in can be most-effectively reflected in the prioritization of projects, strategies, and resources – including Federal, state, and local funds – in MPO Plans and Transportation Improvement Programs, as well as the Long-Range Transportation Plans of States and Statewide Transportation Improvement Programs. Specifically, how should transit state of good repair needs identified in be addressed alongside other investment goals in these financially-constrained plans?

The eight planning factors of Title 23 which guide metropolitan transportation improvement programs and long-range transportation plans already include an emphasis on safety and state of good repair which embraces transit needs (specifically factors 2. *Increase the safety of the transportation system for motorized and non-motorized users*, and 8. *Emphasize the preservation of the existing transportation system*.) The TPB’s Transportation Improvement Program (TIP), as required, includes transit, highway, bikeway, and pedestrian and ridesharing capital improvement projects as well as transit and ridesharing operating support, which can be implemented with already available and projected sources of transportation revenues while the existing transportation system is being adequately operated and maintained. State, regional and local transportation agencies in the National Capital Region update the TIP each year to reflect priority projects in the TPB’s fiscally Constrained Long-Range transportation Plan (CLRP). Accordingly, the TPB considers that projects prioritizing transit safety and state of good repair needs have already been identified and selected for advancement

by their inclusion in the TIP and CLRP, and does not see the need for additional specification in any new rulemaking.

An understanding of the prioritization and impact of specific projects on safety and state of repair might be better addressed through a separate process for performance measurement and an appraisal of project selection for the TIP and CLRP in regard to observed trends and adopted targets.

121. How should safety targets be considered in the planning process by State's and MPOs? Should MPO's be required to set a region-wide safety target? Or, should MPO's be required to incorporate each of the safety targets from each transit system within their jurisdiction into the performance-based planning process? Or, should MPO's have discretion to choose between these two approaches? How would each approach make the planning process easier or more difficult for transit agencies?

As per the TPB's response to question 117 (above), the providers of public transportation in the National Capital Region operate a multitude of transportation services under varying conditions. As with asset management targets, depending upon the performance measures that will be established by the FTA, as well as the supporting data collection and reporting requirements, the TPB would prefer to have the discretion to set either region-wide or individual provider targets for any specific proposed measure of transit safety.

In summary, the TPB believe that the requirements for incorporation of TAM and Safety Plans for transit agencies in the metropolitan planning process should be: 1) outcome-oriented; 2) offer the maximum flexibility between regional and individual provider measurement, target-setting, and reporting, and 3) make use of current procedures and documents as much as possible. The TPB also feels that requirements and specifications should be based on the collection and reporting of practical, useful information, rather than overly detailed data collection. With many types of MPOs and transit providers across the country, there is a need for simple, broad guidelines when incorporating transit safety and state of good repair goals into the metropolitan planning process to meet the intent of MAP-21 legislation.

Thank you for considering these comments on the development of development of the metropolitan planning process to consider and integrate public transportation provider TAM and Safety

Plans and targets into the decision-making process. Please feel free to contact me or Eric Randall on my staff, at erandall@mwcog.org or (202) 962-3254, if we can provide any additional information.

Sincerely,

Gerald Miller
Acting Co-Director
Department of Transportation Planning
National Capital Region
Transportation Planning Board



GREATER WASHINGTON DC

November 14, 2014

Chairman Scott York
National Capital Region Transportation Planning Board
777 North Capitol Street N.E. Suite 300
Washington, DC 20002

Dear Chairman York,

I would like to take this opportunity to thank you and the National Capital Transportation Planning Board (TPB) Bicycle and Pedestrian Subcommittee for co-hosting the Safe Routes to School Regional Meeting on October 29th. This was the first meeting on Safe Routes to School held at the regional level.

Safe Routes to School programs are increasing across the region, and the school commute is a factor in regional transportation planning. More than 70 persons attended the meeting. Meeting feedback and preliminary evaluation indicate the meeting was a huge success. Several people noted that they appreciated the TPB's interest in Safe Routes to School and have requested the meeting be held annually.

I especially would like to thank the TPB staff that made this meeting possible. Special thanks to Deb Kerson Bilek, Michael Farrell and John Swanson who were part of the regional meeting planning team. They recognized the need to bring professionals and interested parties together to discuss how to promote and keep students safe walking and bicycling to school.

Regional Meeting Synopsis

The meeting kicked-off with presentations from the four Safe Routes to School coordinators in the region with long-running programs. The coordinators shared their expertise in how to implement walking and bicycling to school. They were joined by a parent leading the Safe Routes to School effort in his community and an educator implementing bicycle curriculum.

The next portion of the meeting focused on the benefits of Safe Routes to School to include the benefits of Safe Routes to School as part of school transportation demand management; ensuring all communities, especially low-income and minority communities receive the benefits of and are safe while walking and bicycling; reducing congestion; and improving health through increased physical activity. Special thanks to the Commuter Connections program for

Greater Washington DC Safe Routes to School Regional Network

Christine Godward Green, Regional Policy Manager

Christine@saferoutespartnership.org | 202.596.1328 | P.O. Box 15737 Washington D.C. 20003

www.saferoutesgreaterwashington.wordpress.com

presenting their SchoolPool tool that allows parents to organize walking school buses and bike trains.

After hearing about the great work from existing Safe Routes to School programs and learning the benefits, funding was discussed. We would especially like to thank TPB member Supervisor Michael May and his aid Brian Lee for presenting on their recent successful Safe Routes to School application and Sarah Crawford, TPB staff for explaining the new MAP-21 process.

While I do not have any quantitative data on the connections resulting from the regional meeting, I have heard many stories that the regional meeting resulted in new connections and people beginning to learn from each other and work more closely together across the region.

Why Safe Routes to School Matters

The recent draft of the Regional Transportation Priorities Plan includes several near-term, ongoing and long-term strategies to increase walking and bicycling as a form of transportation. Safe Routes to School takes cars off the road and educates the next generation to be safe pedestrians and bicyclists. Through the trip to school, Safe Routes to School fosters the ability to take more trips by bicycling and walking therefore changing the travel patterns of entire families. Activity Centers present the perfect opportunity to encourage the trip to school on foot or by bike and change behaviors for other trips too.

Safe Routes to School spans many existing goals of the TPB and the Metropolitan Washington Council of Governments including the TPB Vision and Region Forward.

The TPB Vision specifically addresses convenient bicycle and pedestrian access and reduced reliance on the automobile in the regional core and activity centers. Regional Forward goals include increasing the share of walking and bicycling trips, making communities safe for walking and bicycling and reducing greenhouse gases. The Region Forward goal to reach the Healthy People 2020 obesity goal highlights the diverse nature of Safe Routes to School. Safe Routes to School encourages physical activity and therefore helps to reduce obesity.

Next Steps

The regional meeting ended with a facilitated discussion about what was needed to strengthen Safe Routes to School in all communities throughout the region. We heard that there is a lack of data on the trip to school, yet communities feel the impact of those trips during the morning and afternoon drop-off and pick-up. Money is being spent on busing and teachers to control pick-up and drop-off but potential savings could be realized with a Safe Routes to School approach which would also alleviate traffic in neighborhoods. There was also interest in development standards that include walking and bicycling access to school, lessons learned

Greater Washington DC Safe Routes to School Regional Network

Christine Godward Green, Regional Policy Manager

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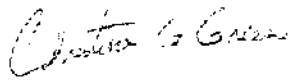
www.saferoutesgreaterwashington.wordpress.com

from Activity Centers may be a good place to start to look at the intersection of land use, transportation and the trip to school.

The Greater Washington Safe Routes to School Regional Network looks forward to continuing the discussion about the trip to school to learn how it impacts overall transportation and how the region can capitalize on the multitude of Safe Routes to School benefits from reduced traffic congestion to increased physical activity through walking and bicycling.

Thank you again for TPB's support of the regional meeting which definitely moved the discussion forward and unified a diverse group of key players.

Sincerely,



Christine Green
Greater Washington DC Regional Policy Manager
Greater Washington DC Safe Routes to School Regional Network



November 7, 2013

Honorable Scott York
Chair, Transportation Planning Board
Metropolitan Washington Council of Government
777 North Capital Street, NE, Suite 300
Washington, DC 20002

Dear Chairman:

On behalf of the White Flint Partnership, in support of the strategy and focus of the draft Transportation Priority Plan dated October 10, 2013; we believe that the vision for Rapid Transit in the Washington region is exemplified in the White Flint Sector Plan dual dedicated center lane Rapid Transit vehicle system within Rockville Pike. The strategies called for in the plan recognizes three priorities of which Priority Two recommends focus on transit options and needed funding in the coming years. It also correctly recognizes the major role that cost-effective bus rapid transit systems can play in the near term.

We have partnered with Montgomery County on the transportation and development vision approved for in the White Flint Sector. Essential to this vision is a Rapid Transit Vehicle (RTV) system that will connect the federal, residential, retail, office, business communities along Rockville Pike with our urban, sustainable, mixed use transit oriented development which is at the fulcrum of the full RTV system.

The Transportation, Infrastructure, Energy and Environment Committee of Montgomery County have unanimously recommended that the Countywide Transit Corridors Functional Master Plan be moved to full council. This will set the framework for a county-wide RTV system. We are enthusiastic to have the White Flint/Rockville Pike corridor adopted as the next regional pilot of a bus rapid transit system. We are now working with COG staff, as well as Montgomery County, SHA and MTA, to advance the adoption of this project in the near term, as a part of the implementation of COG's Transportation Priorities Plan.

We ask for your support and leadership in this regard. We are appreciative of the excellent support and advice that the COG TPB staff has provided to the White Flint Partnership thus far in this important effort. Thank you for your consideration of this request.

Sincerely,

A handwritten signature in black ink that reads "Francine E. Waters". The signature is fluid and cursive, with the first name being the most prominent.

Francine E. Waters
Executive Director
White Flint Partnership

cc: Roger Berliner, Montgomery County Council
Thomas J. Street, Assistant Chief Administrative Officer, Montgomery County



November 7, 2013

National Capital Region Transportation Planning Board
The Honorable Scott York, Chair
777 North Capitol Street NE, Suite 300
Washington, DC 20002-4239

Dear Chairman York:

The purpose of this letter is to provide comments on the revised draft of the Regional Transportation Priorities Plan (RTPP) dated October 10, 2013. The effort by the Transportation Planning Board (TPB) to develop the RTPP is an important, comprehensive undertaking to identify key transportation strategies that address regional challenges and which are not fiscally-constrained. Yet we also acknowledge that "the ultimate purpose of the RTPP is to highlight priorities that should be funded and included in the region's Constrained Long-Range Transportation Plan (CLRP)." Understanding this duality and the importance of the RTPP to next year's update of the CLRP and future TPB initiatives, the partners of Washington Union Station's 21st Century Redevelopment - Amtrak, Akridge and the Union Station Redevelopment Corporation (USRC) - would like to submit the following comments for consideration.

We would like to start by saying that we fully agree with the comments made by others, including the Virginia Railway Express, District Department of Transportation and DC Office of Planning, that there should be more emphasis in the RTPP on maintaining and expanding the regional transit network and the importance of commuter rail in achieving that objective. Amtrak's Master Plan for Union Station, released in 2012, recognizes the renewed growth in rail travel in the U.S. along with the fact that Union Station is operating well beyond its capacity, especially during rush hours and peak travel times. Amtrak's Plan envisions a high-functioning and well-integrated multimodal transportation hub that provides for a tripling in rail passenger capacity and a doubling in train service for both intercity and commuter rail.

Amtrak proposes building four new passenger concourses and improving the existing main concourse adjacent to the historic station, widening rail platforms and adding better pedestrian connections to the surrounding neighborhoods. These improvements to existing rail and transit infrastructure would require little to no new land acquisition, and can facilitate hundreds of thousands of non-auto commuting trips annually both into and out of the core for decades to come. Upgrades at Union Station would also unlock the potential for dozens of major transit oriented development sites within the District, Maryland and Virginia, all of which rely upon Union Station as the region's rail and transit hub.

We also agree that the RTPP should include recommendations from WMATA's Momentum and Regional Transit System Plan (RTSP) for expanded Metrorail service as a necessary and critical component to an enhanced regional transit network. Specifically, we are especially supportive of Metro's plan to address forecasted ridership and congested conditions in the region's core with a new river crossing at Rosslyn and separated Blue and Yellow lines connecting southeast, southwest and Union Station. The "Large Loop Scenario" as presented in the RTSP II Round 3, would provide better connectivity to the underserved and expanding residential and employment areas of NoMa, H Street, Capitol Hill and Capitol Riverfront as well as allow a direct Metro connection from Union Station to Dulles Airport.

Amtrak's plan for Union Station, coupled with Akridge's air-rights development over the train tracks, which includes three million sq. ft. of office, residential, hotel and retail uses, will essentially create a new, vibrant activity center in the regional core. The 21st Century Redevelopment of Union Station is a transformative in-fill development and infrastructure enhancement project that should be highlighted and recognized in the RTPP as a perfect example of Scenario B: Concentrated Growth with More Transit Capacity (LT2), a long-term strategy that 1) achieves land-use and transportation efficiencies, 2) meets rising demand for transit, especially in the regional core, and 3) supports higher-density development and encourages more bicycling and walking.

With the capacity of six transportation modes at Union Station stretched to their limits, the region is facing both an incredible challenge as well as opportunity to unlock an economically sustainable growth strategy for the next several decades. Realizing this potential requires prioritization of this unique asset at the regional level. In closing, thank you for the opportunity to comment on the RTPP. We look forward to working with the TPB and others over the next 15-20 years to implement the exciting, long-term plans for Union Station.

Sincerely,



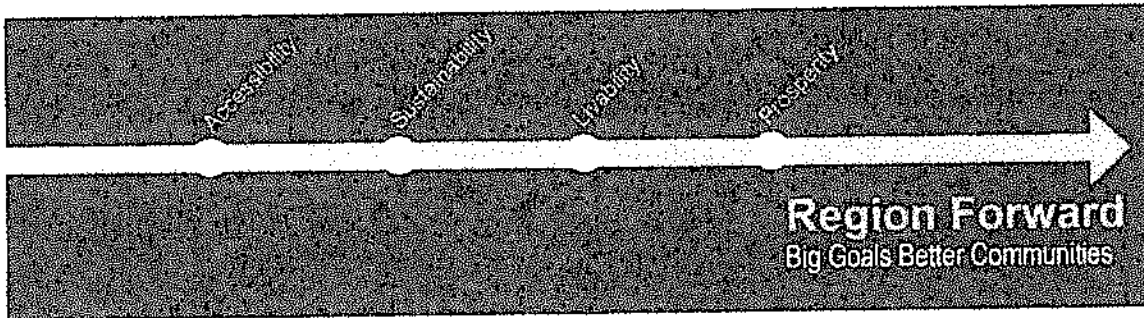
Robert LaCroix
Chief Corridor Development
Northeast Corridor Infrastructure & Investment Development
Amtrak



David Tuchmann
Vice President Development, Akridge



Beverley K. Swaim-Staley
President & CEO, Union Station Redevelopment Corporation



November 8, 2013

National Capital Region Transportation Planning Board
The Honorable Scott York, Chair
777 N. Capitol Street, NE, Suite 300
Washington, DC 20002-4239

Dear Chairman York,

We write today as the leadership of COG's Region Forward Coalition. As you know, in 2010 all 22 jurisdictions in our region endorsed the integrated goals contained in Region Forward. Since that time, the Coalition, its members, and COG staff have been developing the building blocks necessary to achieve the Region Forward vision including key performance metrics.

We appreciate the importance of TPB's 1998 Vision statement as a key building block of Region Forward. However, we believe that the RTPP must be set firmly in the integrated Region Forward Goals and targets which are broader, more comprehensive, and a more recent expression of regional consensus. To that end, we would suggest that the executive summary include and acknowledge Region Forward as the most recent expression of the region's long-term vision and that the report's section on the TPB Vision, Region Forward, Economy Forward and WMATA's Momentum be more thoroughly integrated within the framework of Region Forward.

We firmly believe that aligning the RTPP strategies to Region Forward's adopted objectives of accessibility, sustainability, livability and prosperity will put the region on a successful path. In particular, we request that the Region Forward targets for Land Use, Transportation, Climate and Energy, and the Environment be used to provide the proper, lasting context for evaluating regional transportation priorities and guiding funding decisions. The targets below are especially pertinent to analyzing the strategies contained in the RTPP:

- increase the rate of construction of bike and ped facilities
- increase the share of walk, bike and transit trips
- all activity centers have bus or rail accessibility
- reduce VMT per capita
- region's transportation system gives priority to management, performance, maintenance and safety of all transportation modes
- activity centers will be linked by transportation investments
- by 2020 H&T will not exceed 45% of AMI in activity centers

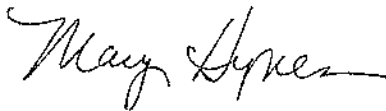
- reduce greenhouse gas emissions

Achieving the above Region Forward targets is critical to our region's vibrancy. As you know, COG has already committed to regularly monitoring these targets through a regional "report card". Since regional transportation investments are among the most costly ones our region will undertake, the region is looking to TPB to make transit and transportation facility recommendations that align the Region Forward goals with our recently enhanced transportation funding to provide cost effective, efficient regional solutions that move the "report card" targets in lasting ways.

As part of making strategic recommendations, we urge the TPB to require staff to include cost magnitudes in the RTPP, analyses of how each RTPP strategy affects the key Region Forward targets and how land-use strategies embodied in Region Forward present the possibility for lower-cost solutions to the region's mounting transportation problems. Absent those analyses it will be difficult to determine whether the funding decisions we make will actually improve the regional economy and quality of life.

Finally, we commend the TPB for using a regional survey as a component of the RTPP. We used a regional survey during development of Region Forward and we are reminded again of our residents' thoughtfulness when it comes to big planning choices. In particular we were struck by the RTPP finding that, regardless of personal mode choice, there was strong support across all groups for assuring that all modes work well for those who rely on them. Every survey done in the past 18 months consistently reported that the region cares deeply about fixing the assets we already have and expanding mobility and accessibility.

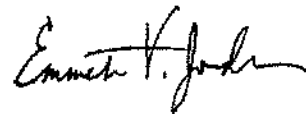
Thank you for giving this matter your attention. We appreciate all the work that you do.



Mary Hynes
Chair



Harriet Tregoning
Vice Chair



Emmett Jordan
Vice Chair

Air and Climate Public Advisory Committee

November 8, 2013

The Honorable Scott York, Chair
National Capitol Region Transportation Planning Board
777 North Capitol Street, N.E. Suite 300
Washington, D.C. 20002


Dear Chairman York,

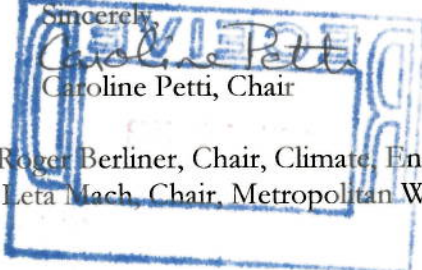
On September 16, 2013, the Metropolitan Washington Council of Government's Director of Transportation Planning Ron Kirby briefed the Air and Climate Public Advisory Committee (ACPAC) on the development of the Regional Transportation Priorities Plan (RTPP). The purpose of the RTPP is to identify regional transportation strategies and priorities that will contribute significantly to addressing regional challenges. ACPAC appreciates this opportunity to comment on the draft RTPP.

The transportation sector contributes significantly to the build-up of climate change gases and unhealthy air pollution in the National Capital Region. Encouraging less-polluting transportation strategies and alternative modes of mobility should be a high priority for regional transportation planning. The RTPP should focus on:

- Improving and expanding public transit options (e.g., Metro, commuter rail, streetcars). Metro repair and maintenance should be a top priority.
- Promoting clean commuter and transportation alternatives such as walking, bicycling, and electric vehicles.
- Improving pedestrian, bicycling, and electric vehicle infrastructure.
- Encouraging transit-oriented development and parking policies which encourage transit use to and from transit locations.
- Minimizing displacement of open and green space by minimizing the development and/or expansion of new roadways.
- Designing and maintaining roadways with Low-Impact Development techniques to accommodate healthy street trees and to reduce environmental impacts.

These priorities should be incorporated in regional near-term, on-going, and long-term transportation plans. The long-term strategy outlined in "Scenario B" of the draft RTPP best reflects these priorities.

Sincerely,

Caroline Petti, Chair



cc. Roger Berliner, Chair, Climate, Energy, and Environment Policy Committee
Leta Mach, Chair, Metropolitan Washington Air Quality Committee



SHARON BULOVA
CHAIRMAN

COMMONWEALTH OF VIRGINIA
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November 19, 2013

The Honorable Scott York, Chairman
National Capital Region Transportation Planning Board
777 North Capitol Street, N.E. Suite 300
Washington, D.C. 20002-4239

Dear Chairman York:

On behalf of the Fairfax County Board of Supervisors, I am writing to provide you comments and recommendations on the draft Regional Transportation Priorities Plan (RTPP) for the National Capital Region. These comments were approved by the Board on November 19, 2013, and replace comments submitted by County staff on November 1, 2013. The Board commends the Transportation Planning Board's (TPB) efforts to address the impacts of growth on the National Capital Region and identify transportation strategies that best promote TPB goals through the development of the RTPP. We agree with the overall purpose of the RTPP, which is to identify and focus our region on "near-term, ongoing, and long-term regional strategies that offer the greatest potential for addressing regional challenges and that the public can support." As the TPB works to finalize the Plan, please include our suggestions attached to this letter in your deliberations.

Thank you for the opportunity to provide comments on the draft RTPP. If you need any clarification or further information, please contact Mike Lake at (703) 877-5666.

Sincerely,

Sharon Bulova
Chairman

Attachments: a/s

cc: ✓ Gerald Miller, Chief, Program Coordination, Transportation Planning Board
Members, Fairfax County Board of Supervisors
Edward L. Long Jr., County Executive
Robert A. Stalzer, Deputy County Executive
Tom Biesiadny, Director, Department of Transportation

Comments on TPB Regional Transportation Priorities Plan - Revised Draft
November 19, 2013

General Comments

Ongoing Goals #4 (OG4) Increase Roadway Efficiency:

- Intelligent transportation systems (ITS) are briefly mentioned in OG4. There continues to be significant development in ITS. ITS solutions are very cost-effective compared to the provision of additional transportation infrastructure and will compete well when performance measures are applied under MAP 21.

Ridesharing:

- The latest developments in instant ridesharing and car sharing are significant and require policies and possibly regulations by local and state jurisdictions.

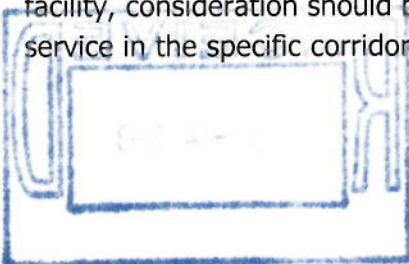
Specific Comments

Page 44 / Chapter 3, Strategies (On-Going) – Apply Bus Priority Treatments (OG3):

- Transit signal priority and queue jumps can be useful in helping buses traverse a very limited number of consecutive congested intersections. However, in a corridor with a substantial number of congested intersections, or beyond a certain level of congestion throughout a segment of a corridor, transit signal priority and queue jumps may expedite the passage of a bus through one intersection, only to reach the back of the queue for the next signal downstream. These strategies can be useful in expediting bus travel within the limitations outlined above.

Pages 53-55 / Chapter 3, Strategies (Long-Term) – Scenario A: Express Toll Lanes:

- If the Regional Transportation Plan includes managed lanes which convert existing general-purpose lanes to High Occupancy Toll lanes, care should be taken to address the impacts on parallel roadways.
- The County supports Bus Rapid Transit projects; however, in developing those projects, the details of how station facilities are provided vary greatly, as do the right-of-way impacts. Care should be taken to ensure that these facilities are compatible with surrounding communities.
- High Occupancy Toll lanes are an important tool for addressing congestion. Although the first use of revenues will be to pay the operation and debt service costs of the facility, consideration should be given to using the toll revenues to support transit service in the specific corridor as a second priority.



The TPB Citizens Advisory Committee
Metropolitan Washington Council of Governments

December 4, 2013

CAC Updated Comments on the Draft Regional Transportation Priorities Plan (RTPP)

The CAC has been engaged in the formulation and discussion of the RTPP since its conception. Most recently, the 2013 CAC has continued to have extensive dialogue on the RTPP, both in meetings and in written discussion.

The following document provided additional feedback to the TPB and staff regarding the latest RTPP draft dated November 21, 2013.

General Comments

The CAC appreciates that staff intends to diligently push forward with a RTPP final report and implementation in the next months. The sudden passing of Ron Kirby, who personally oversaw many elements of the draft RTPP, is a significant loss to the region and to the development of the RTPP. In Ron's last days he worked to make further enhancements to the Plan based on CAC, TPB and citizen inputs, and the Plan was strengthened as a result.

The latest draft does reflect improvements in various areas that the CAC has mentioned. This includes additional language on the long-term vision for the region that specifically references other important work including Region Forward, and WMATA's Momentum Plan.

There are however areas still in need of further improvement. This is particularly true with regard to implementation steps, as described below.

Implementation Shortcomings

Implementation needs to be specific, actionable, and measurable, otherwise the RTPP will be limited to an interesting policy document. The RTPP draft is still lacking in some key areas as described below.

The RTPP clearly makes a linkage to the Constrained Long Range Plan (CRLP) as the primary vehicle for implementation. The RTPP states, "The ultimate purpose of the Regional Transportation Priorities Plan is to highlight priorities that should be funded and included in the CLRP." The RTPP further states, "The release of the final Priorities Plan ...is designed to ensure that the priorities identified in the Plan are

available for consideration in developing the next four-year update of the CLRP, due by the end of 2014.”

The challenge as the Plan freely admits is that the TPB has limited influence on what projects are put forward in the CRLP to meet the priorities. “The TPB has little direct control over funding, and the actual implementation of priorities, in most cases, will occur at the state and local levels.”

Therefore, it is critical that specific direction be given to the local jurisdictions on how they can best put forward projects and funding that best serve the RTPP. So far, it appears that the direction is limited. In the November 14, 2013 “Call for Projects” on the 2014 CRLP, page 8 does have a short section on the RTPP. Mainly this is a description of the history of development of the RTPP. There is a very little in the way of specifics on how the CLRP should conform to the RTPP. The entirety of advice appears to be limited to a single sentence. **“The strategies identified in the RTPP should be considered by implementing agencies as they develop project submissions for the CLRP and TIP.”** In the check-lists for project attributes on pages 23 or 32, there is no mention of conformity to the priorities in the RTPP.

Implementation Recommendations

The CAC has continually mentioned the need to for specifics with regard to implementation. The following steps should be considered for inclusion in a broader implementation section:

- Revise the “Call for Projects” document. The list of project attributes listed on pages 23 and 32 needs to be expanded to indicate how each project advances the priorities outlined in the RTPP.
- Proactively request that jurisdictions summarize their contribution to the RTPP: Along with their 2014 CLRP project submissions, each jurisdiction should submit a letter to the TPB indicating how their CLRP submissions specifically address the priorities set forth in the RTPP. This should include broader strategies used to accomplish the priorities, as well as highlighting specific key projects that advance the RTPP.
- Allow for more frequent revisions of the RTPP: The current draft suggests that the RTPP should be updated every four years. We would expect that the first year will yield significant learnings, and a revision should be contemplated 12 month hence, at least with respect to implementation steps.
- Inclusion of measurement criteria: There is no framework suggested for measuring success. At minimum this needs to include a report from the jurisdictions how they have advanced the RTPP in the last year. In addition, TPB staff should design a means to track success against the priorities, and issue a summary report that highlights in qualitative and quantitative terms how the RTPP advanced.

In general, the RTPP should be considered a living, breathing document that should be updated and made more specific over time.

Next Steps

The CAC will again discuss the RTPP at its December 12th meeting. Comments will be provided to the TPB in the December 5th RTPP workshop as well as the December 18th TPB meeting. The CAC will continue to be active in monitoring the success of the RTPP.

John Swanson

Subject: FW: RTPP comments

From: Doug Allen [mailto:dallen@vre.org]
Sent: Monday, December 09, 2013 2:23 PM
To: Chuck Bean
Cc: John Swanson; Robert Griffiths; Gerald Miller; Christine Hoeffner; Joseph Swartz
Subject: RE: RTPP comments

Chuck – Thank you and your staff for the opportunity to review the RTPP final draft. Since this is a critically important document, we would like to ensure it reflects the role we see commuter rail serving in our growing region’s future. Noted below are a few sentences that we think communicate this. I appreciate your consideration. Please let me know if you or your staff have questions or if you need anything else from us. Thx - Doug

Doug Allen
CEO, Virginia Railway Express
1500 King Street, Suite 202
Alexandria, VA 22314
(703) 838-5411 (direct)
(571) 238-9092 (cell)



Assistant: Lezlie Lamb
(703) 838-9328 (direct)
(571) 238-9054

P10, second to last paragraph

Suggest the addition of the following as the second to last paragraph

In addition to Momentum, both MARC and VRE are developing system-wide plans to address long-term growth in the region’s commuter rail systems. MARC’s Growth and Investment Plan Update, released in September 2013, ties together future ridership increases, rolling stock investments, and facility/parking expansions to realize MARC objectives to maintain the system in a state of good repair, increase ridership, improve service and enhance the customer experience. The plan contemplates extending MARC service to L’Enfant Plaza and Northern Virginia as a potential future (2026-2050) initiative. The VRE System Plan is under development and will be completed in early 2014. The plan identifies three major initiatives: a short-term focus through 2020 on maximizing existing service within current available capacity while maintaining the system in a state of good repair; expanding VRE service and system investment beyond 2020 in response to regional growth in employment and population and to provide expanded peak service, including opportunities for reverse-peak service; and long-term evolution of VRE service to support regional rail operations such as coordinated run-through service between Virginia and Maryland.

p.29, column 3, Suggest revision of the second to last paragraph

The region's ability to accommodate anticipated growth in freight, intercity, and commuter rail traffic in coming decades will also depend on the future of the region's only Potomac River freight crossing, a 2,500-foot span between the District of Columbia and Virginia known as the Long Bridge. The existing two-track bridge, which is shared by freight and passenger trains, is nearing its practical capacity in the AM and PM peak periods. Growing demand for freight and passenger traffic in coming decades will only worsen the capacity constraint, especially since CSX, the bridge's private owner, will retain the right to give priority to freight traffic over passenger traffic.

p.53, section "Meets rising demand for transit, especially in the regional core"

Suggest revision of the section as follows

Basic capital improvements in the Metro system, commuter rail, and the region's other transit systems are desperately needed, as are capacity improvements in key locations, especially the regional core. The Metrorail system is already operating at close to capacity in some locations during peak hours and will continue to get more crowded as the region grows. The region's commuter rail systems face similar capacity constraints that are impacting their ability to meet current travel needs as well as accommodate future growth.

These needs are acute and will require action in the short-term. According to current regional plans, there is no funding for expanding Metro capacity in the core, and as a result, the Metrorail system may be unable to handle projected ridership growth, limiting the number of people who can use Metrorail and possibly forcing more people onto already crowded roadways. That kind of constraint is exactly the wrong direction for our region and our future economic prosperity and well being, which will rely on increased transit ridership.

To respond to this challenge, the region needs to fund priority improvements for the next 10 years, including all eight-car trains during rush hour and Metro station enhancements. Critical too is initiating planning for expanding the region's commuter and passenger rail capacity for both the Potomac River crossing and other segments of the region's freight and passenger rail network to realize the full potential of the existing railroad infrastructure and enable commuter rail to play a greater role as a regional mobility solution. So much depends on whether Metro and other transit systems in the region can handle the challenges they will face over the next decade. Activity Centers – a cornerstone of our regional economic development policy – simply will not work if transit and commuter rail systems are not able to connect them and move people efficiently between them. And the new transportation systems that we have planned, including investments of \$7 billion currently in the CLRP, will not perform as expected if the existing transit system does not rise to the challenge of anticipated growth.

ITEM 8 – Information
December 18, 2013

Briefing on the Final Report of the TPB Bus On Shoulders (BOS)
Task Force

Staff Recommendation: Receive briefing on the final report of the task force.

Issues: None

Background: At the September 2012 meeting, the Board established the Bus on Shoulder Task Force to investigate promising locations in the region to operate buses on the shoulders of highways. On September 18, 2013, the task force reviewed and approved the final report for submission to the TPB.



***National Capital Region
Transportation Planning Board***

**Bus On Shoulders (BOS) Task Force
*Overview and Final Report***

***Transportation Planning Board
December 18, 2013***

Eric Randall
Department of Transportation Planning
Metropolitan Washington Council of Governments

TPB Task Force on BOS

- At the July 18, 2012 meeting of the Transportation Planning Board (TPB), it was requested that a task force be established to identify promising locations in the region to operate buses on the shoulders of highways.
- The proposed membership, work plan, and schedule were approved at the September 19 TPB meeting.



BOS is an arrangement by which buses providing public transportation service operate on designated highway shoulders, when safe and practical to do so, in order to circumvent peak traffic congestion.



Why BOS?

- Increased interest in regional transit network using the region's highway network.
 - Provide alternatives to single-occupancy vehicles and auto-dependency.
- Known congestion issues on region's highways.
 - I-495 Express Lanes in Virginia provide managed right-of-way for buses, but lack connections to make regional network effective.
- Modest experience in this region:
 - 1.6 mile section of Dulles Airport Access Road (VA-267) into West Falls Church Metrorail Station,
 - US-29 near Burtonsville, MD,
 - Previously, on Maryland portion of Capital Beltway (I-495) near the American Legion Bridge.
- Currently, VDOT is preparing to implement a BOS pilot project along I-66 inside the Beltway in Fall 2014.



History of Task Force

Task Force Meeting #1 – October 2012

- Discussed local and national/world experience with key issues: implementation, design, operational, and regulatory.

Task Force Meeting #2 – January 2013

- Discussed BOS feasibility on three study corridors: MD 5/US 301 Corridor in Prince George's and Charles Counties; I-270 Corridor from City of Frederick to the Capital Beltway; Virginia: I-66 Inside the Beltway.

Task Force Meeting #3 – April 2013

- Discussion of benefit-cost analysis (BCA) model.
- Draft Report distributed in July.

Task Force Meeting #4 – September 2013

- Reviewed and approved Final Report for submission to TPB.
- ***“An Assessment of the Feasibility of Bus On Shoulders (BOS) at Select Locations in the National Capital Region”***

Key Issues for BOS

Operating buses on shoulders has implications for general travel and emergency use of the shoulders. Among the key issues are:

- Operational Speeds and Hours
- Roadway Shoulder Width, Structural Strength, Geometry and Sight Distances
- Clearance at Barriers and Overpasses
- Posted Signage and Markings
- Enforcement and Public Outreach and Education
- Emergency Incidents and Responder Access
- Federal and State Exceptions to Design Code
- Eligible Vehicles and Bus Driver Training Requirements

These issues are in many cases location or agency specific, and would have to be addressed during preliminary engineering, in operations protocols, or as part of project implementation.



Three corridors were evaluated for BOS feasibility

Maryland

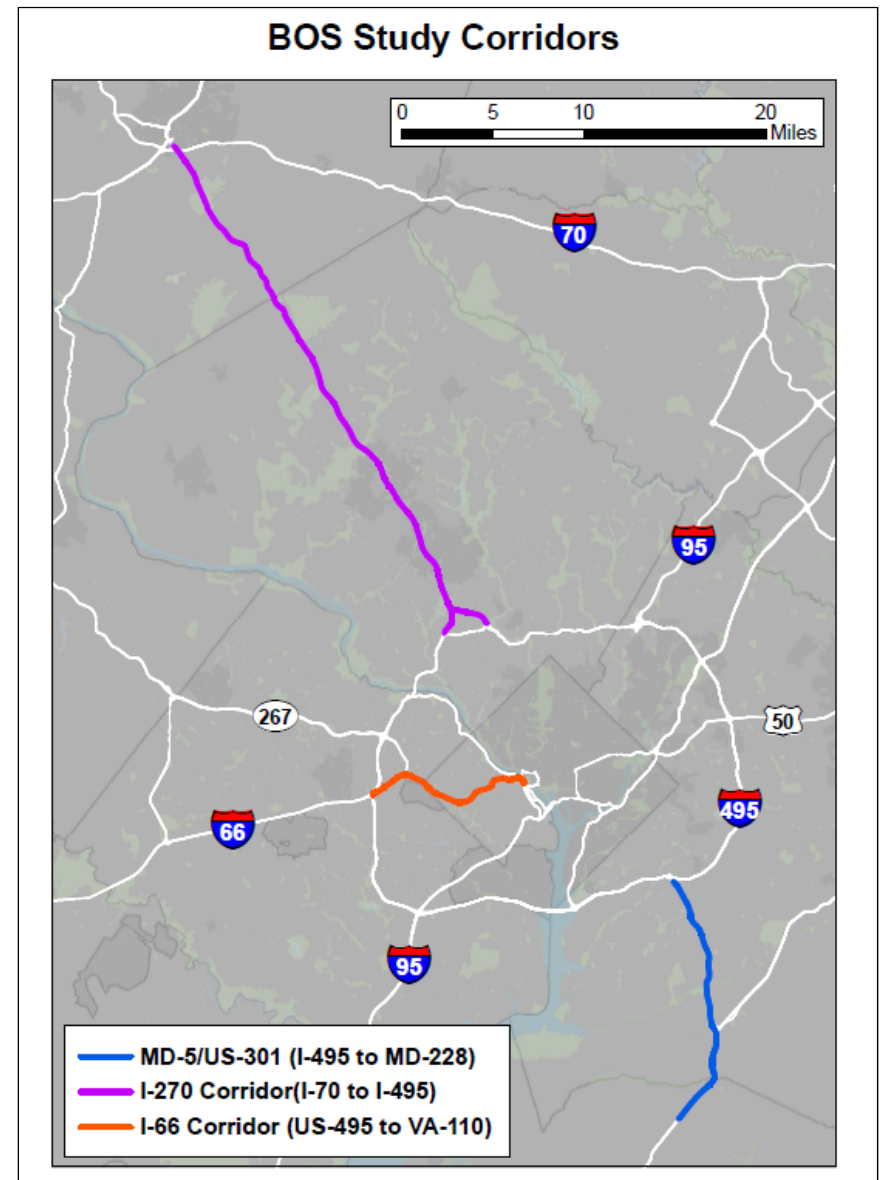
- MD-5/US-301 Corridor in Prince George's and Charles Counties.
- I-270 Corridor from City of Frederick to the Capital Beltway.

Virginia

- I-66 Inside the Beltway.

Reviewed information and data for three key criteria:

- **Bus Service** (number of buses and of bus riders)
- **Traffic Congestion** (average speed and unreliability in peak hour)
- **Shoulder Conditions** (known data on shoulder conditions)



Findings of Final Report – “An Assessment of the Feasibility of Bus On Shoulders (BOS) at Select Locations in the National Capital Region”



Shoulder Conditions

- Detailed information is generally unavailable on shoulder width and strength and overall suitability for routine use by buses.
- Pinch points and conflict points on the corridors require additional evaluation.
- Initial capital cost estimates to upgrade the shoulders of some corridors are high, but could be refined with further study.

Targeted Implementation

- BOS implementation is likely to be more feasible if initially targeted to short segments that have high transit usage and high congestion.
- Shoulder upgrade costs could be reduced or minimized if integrated with other road work.

Member Agencies' Next Steps for Examining Bus on Shoulders



- Update TPB in 2015 on VDOT I-66 Inside the Beltway Pilot Implementation and further BOS developments.
- Contingent upon funding, State DOTs, Jurisdictions, and Transit Operators should continue evaluating corridors for BOS feasibility:
 1. Further refine shoulder condition data through engineering evaluations.
 2. Identify and fund necessary capital improvements for specific segments.
 3. Define necessary procedural and operational steps to conduct BOS projects or pilot programs.
 4. Review long-range roadwork schedule for opportunities to upgrade shoulders for BOS operations in conjunction with rehab / re-surfacing.

Final Report and All Documents available at:

<http://www.mwcog.org/bostf>



ITEM 9– Information

December 18, 2013

Briefing on the Performance Analysis of the 2013 CLRP

Staff Recommendation: Receive briefing on the performance analysis of the 2013 CLRP, and the development of the 2013 Update to the CLRP brochure.

Issues: None

Background: The 2013 CLRP was adopted by the TPB on July 17, 2013.

DRAFT



The Financially Constrained

Long-Range Transportation Plan (CLRTP)

For the **National Capital Region**

2013 Performance Analysis

Presentation to the TPB Technical Committee

December 6, 2013

Significant Changes from 2012

Changes to the Round 8.2a Population and Employment Forecasts:

- Update includes results from the 2010 U.S. Census for all jurisdictions
- Forecast estimates have been reduced in early years, but the outer years (2030, 2040) remain similar to past rounds

Changes to the Version 2.3 Travel Model (based on recent validation work):

- The share of non-work, non-motorized trips in densely populated areas was marginally increased based on recent findings from the Geographically Focused Household Travel Surveys
- Measured time penalties were used to improve the match between estimated and observed traffic crossing the Potomac River
- Extensive coding refinements to the highway network were implemented using recent federal functional classification data obtained from the state

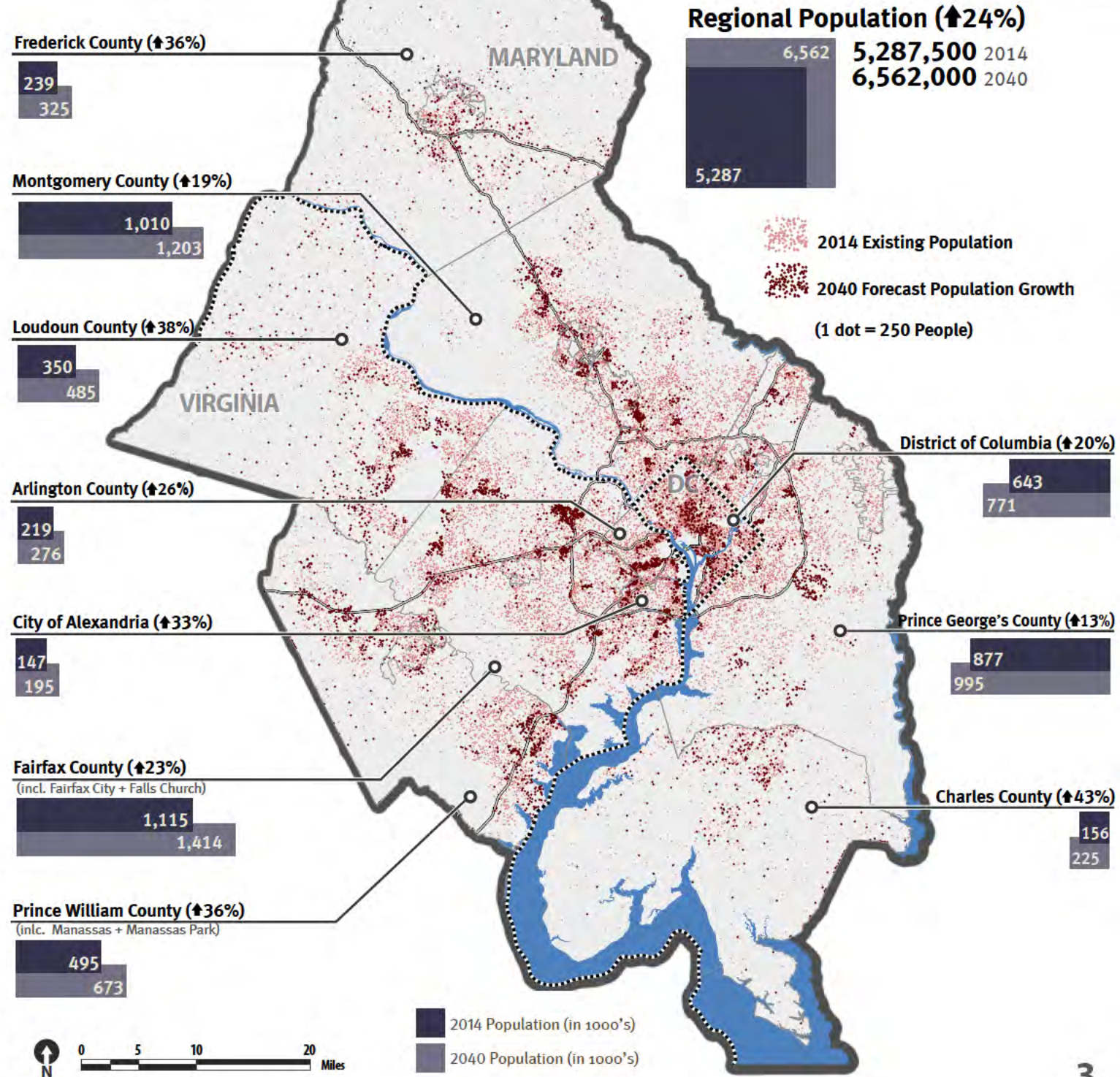
The MOVES2010a emissions model was used for the first time for air quality conformity estimates

Population Growth (2014-2040)

By 2040 the region's population will grow by 24% to over 6.5 million people.

The population of the outer jurisdictions is expected to grow at a faster rate than the inner jurisdictions.

The inner jurisdictions will retain the majority of the region's population in 2040.

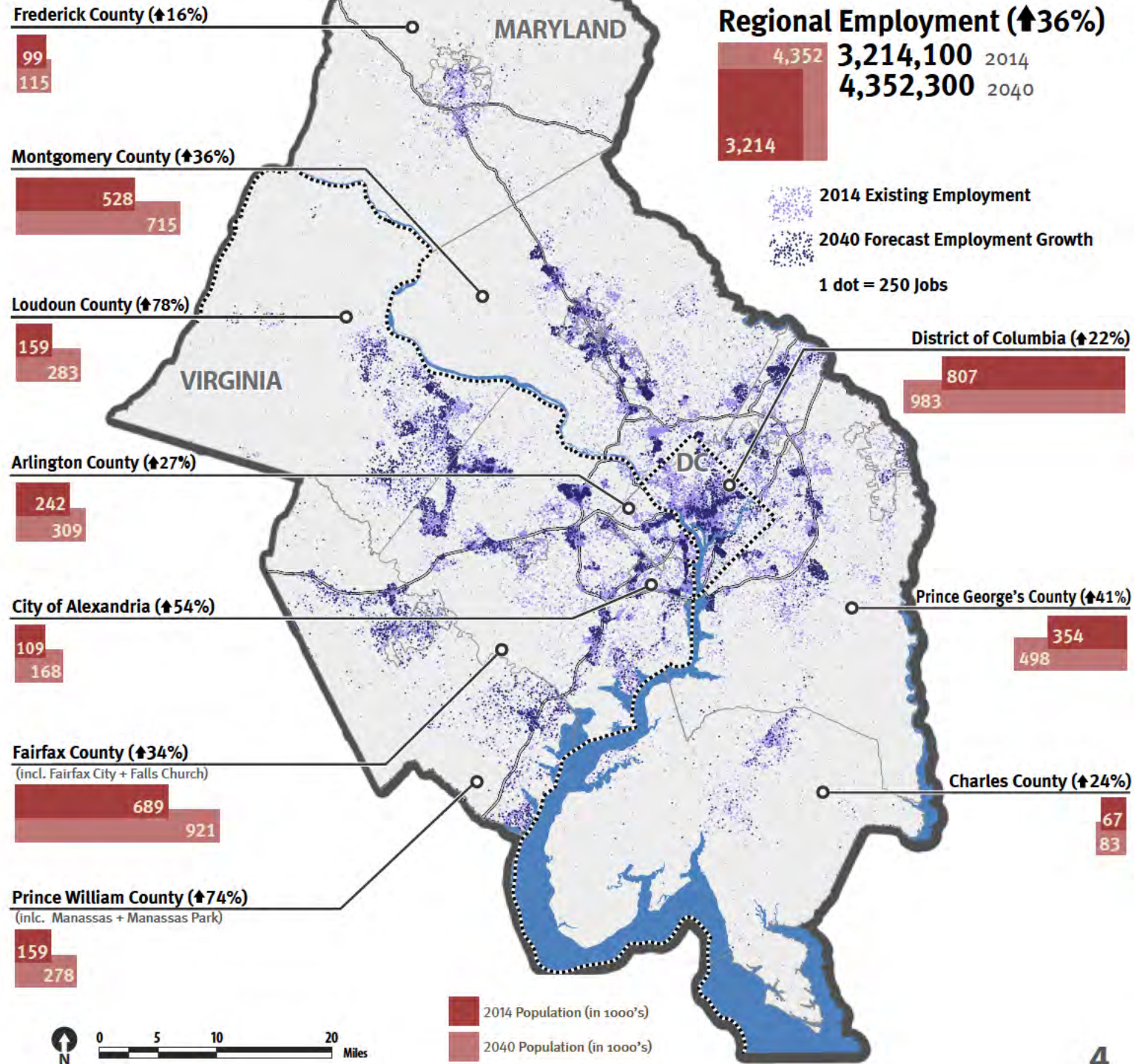


Employment Growth (2014-2040)

By 2040 the region's employment will grow by 36%.

Employment is expected to grow fastest in the outer jurisdictions of Virginia, but the highest concentration of jobs will be in the District of Columbia, Fairfax County, VA, and Montgomery County, MD in 2040.

In 2040 population will be slightly more dispersed than it is today, and jobs will continue to concentrate toward the western side of the region.

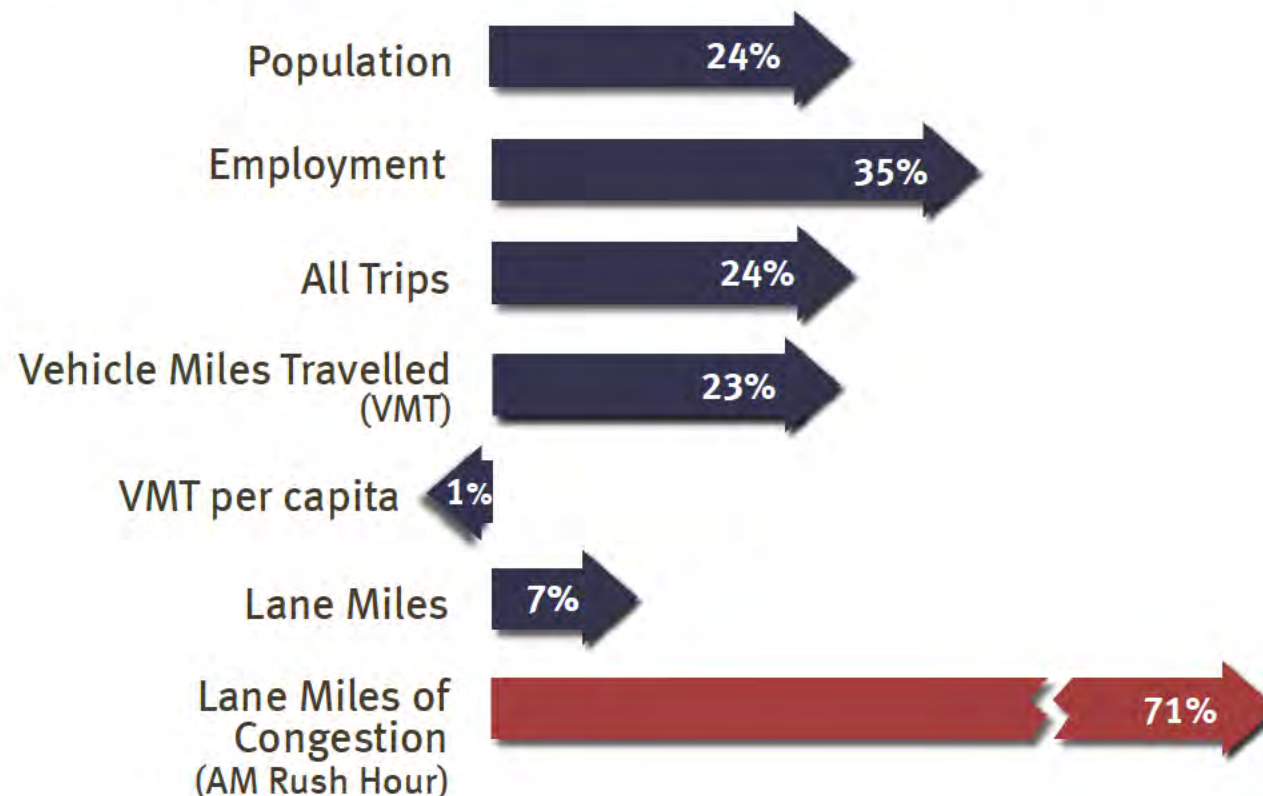


Travel Demand (2014- 2040)

Region-wide the total number of trips taken is expected to increase by 24%. The overall amount of driving in the region (VMT) is expected to grow by 23%, slightly less than population, which means VMT per capita is forecast to drop by 1%.

The increase in demand on the roadways (+24% more trips) is forecast to outpace the increase in supply (+7% lane miles), leading to a significant increase in congestion (+71% lane miles of congestion).

Change in Land Use and Travel Forecast 2014-2040

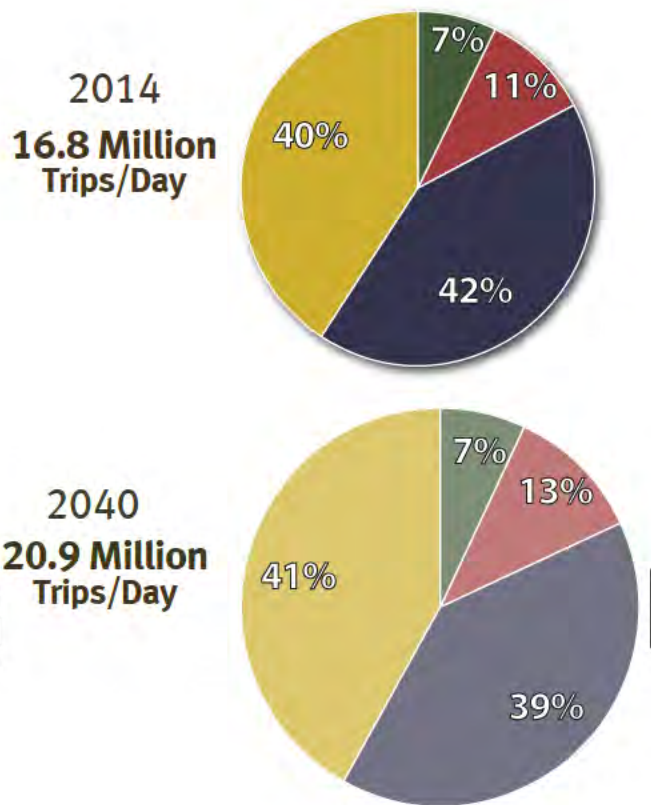


Daily Travel (2014- 2040)

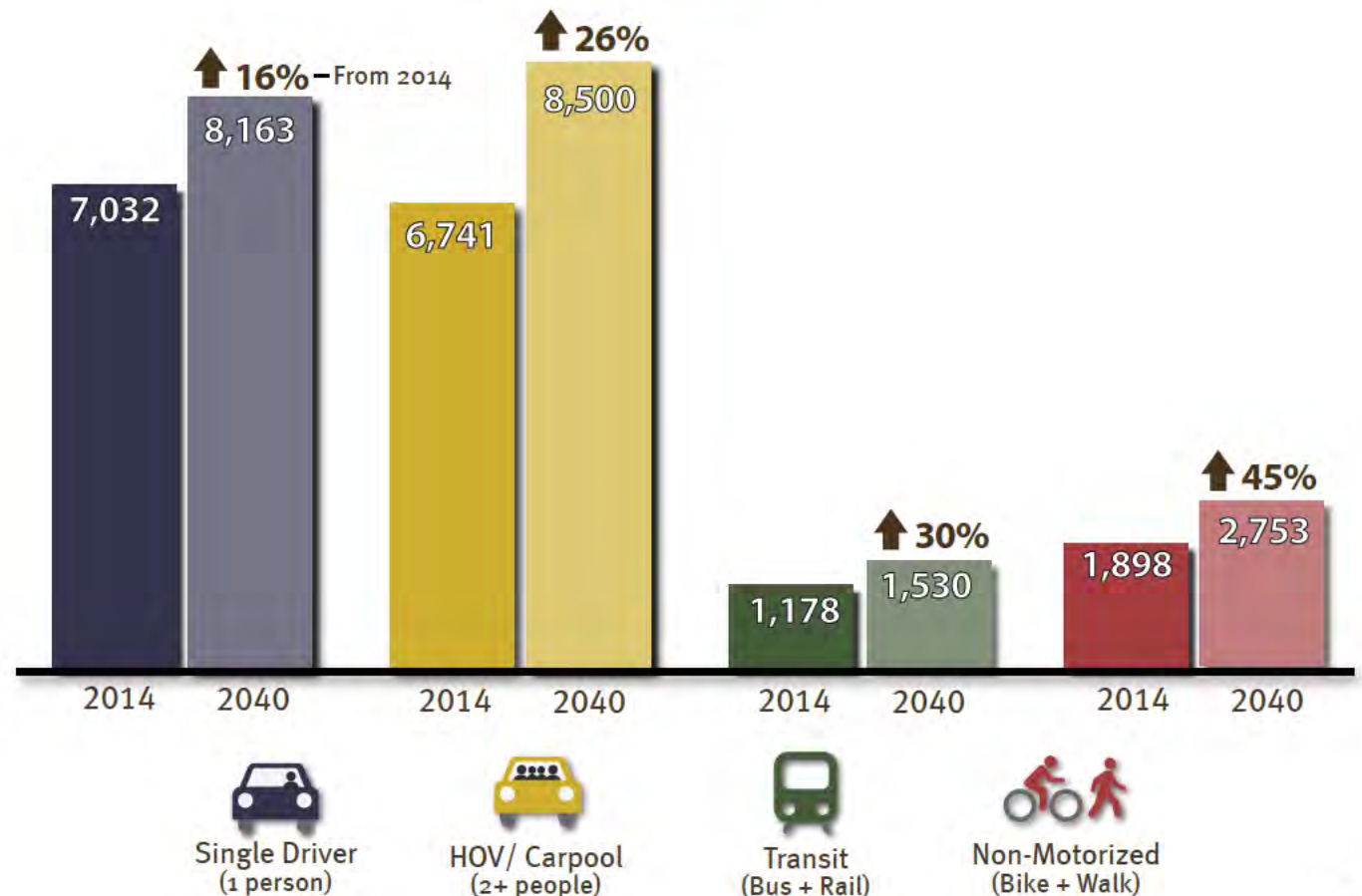
By 2040, trips made by drivers of single-occupant vehicles are expected to drop by a few percentage points, while carpool trips and non-motorized vehicle trips are expected to increase slightly.

Although mode share is not forecast to change significantly, the number of trips taken using each mode will go up substantially.

Mode Share for All Trips
2014 to 2040



Trips by Mode - All Travel
2014 to 2040
(Trips in 1000's)

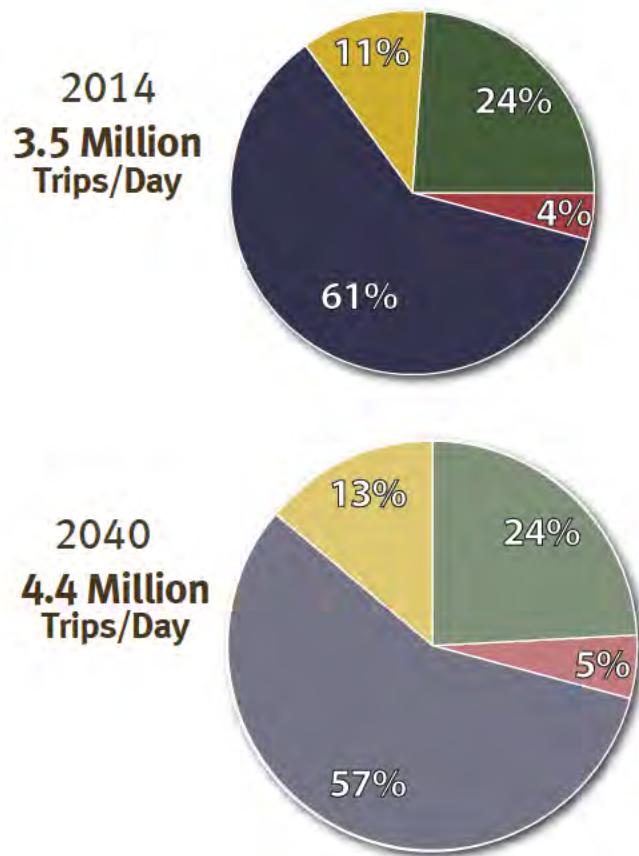


Commute Travel (2014- 2040)

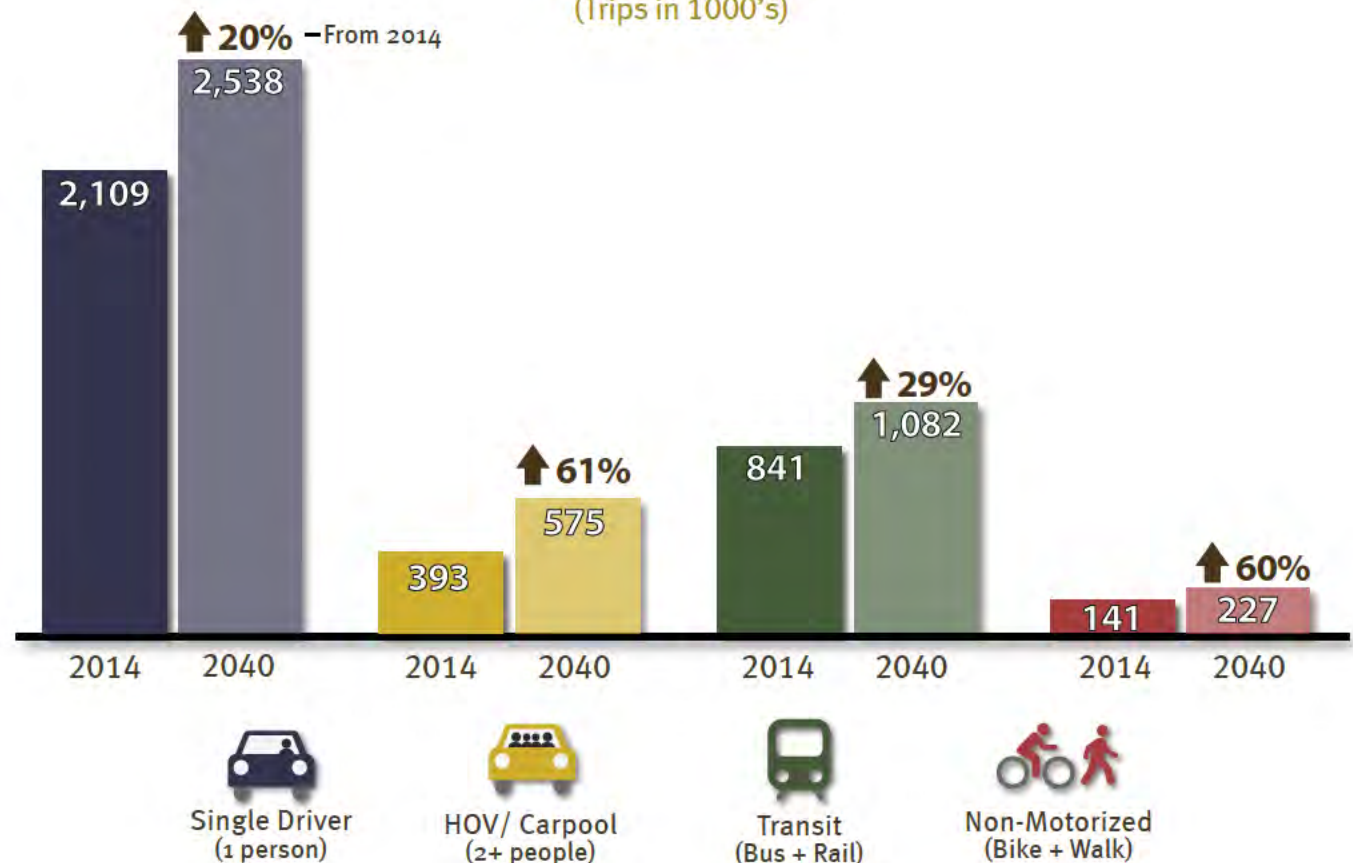
Population and job growth region-wide will lead to an increase in the total number of commute trips. Work trips are expected to account for 20% of all travel, but 40% of all vehicle miles travelled.

The share of works trips taken by single-occupant vehicles is expected to drop from 61% to 57%, carpool trips are expected to increase from 11% to 13%, and non-motorized trips from 4% to 5%.

Mode Share for Commute Travel
2014 to 2040



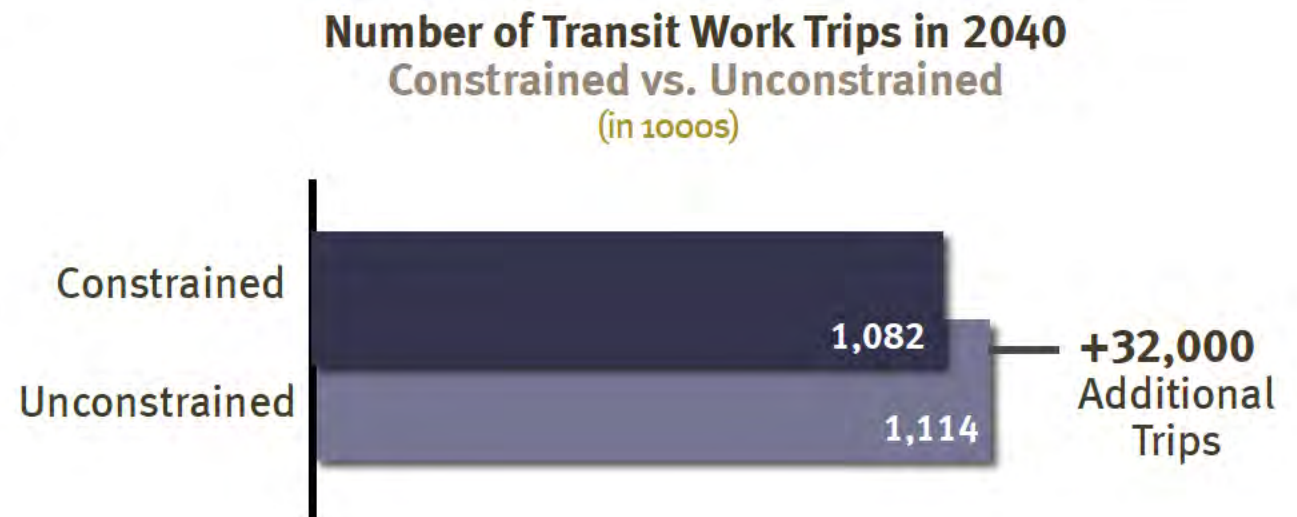
Trips by Mode - Commute Travel
2014 to 2040
(Trips in 1000's)



Unconstrained Transit (2014- 2040)

To address the lack of identified funding for WMATA's future rehabilitation and maintenance needs beyond 2020, Metrorail ridership to or through the core area was constrained to 2020 levels.

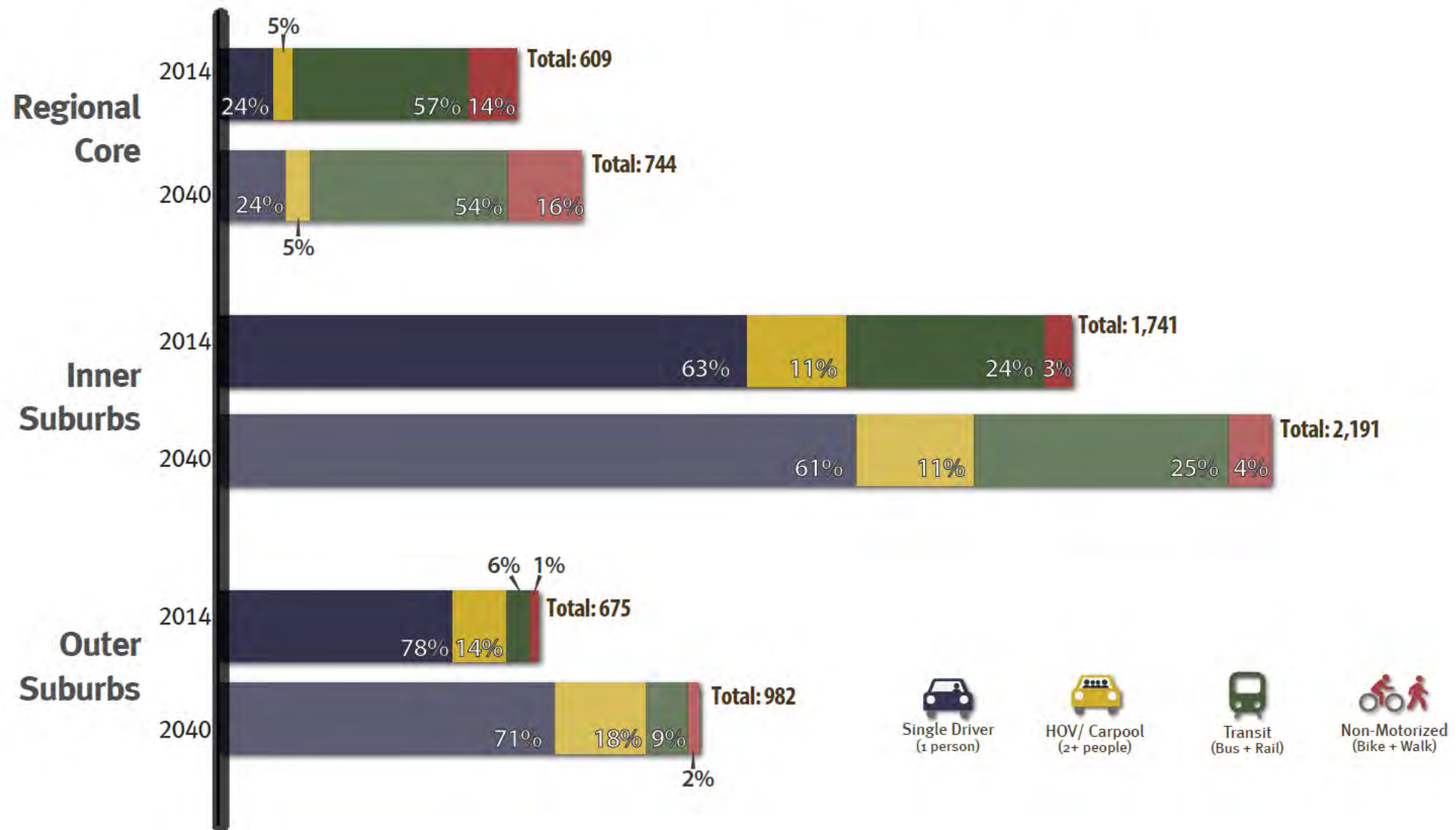
When this constraint on Metrorail trips is lifted, there is an increase of 32,000 transit work trips in 2040. This brings the commute mode share for transit up to 25% from 24%.



Commute Mode Share (2014- 2040)

By regional core, inner suburbs, and outer suburbs

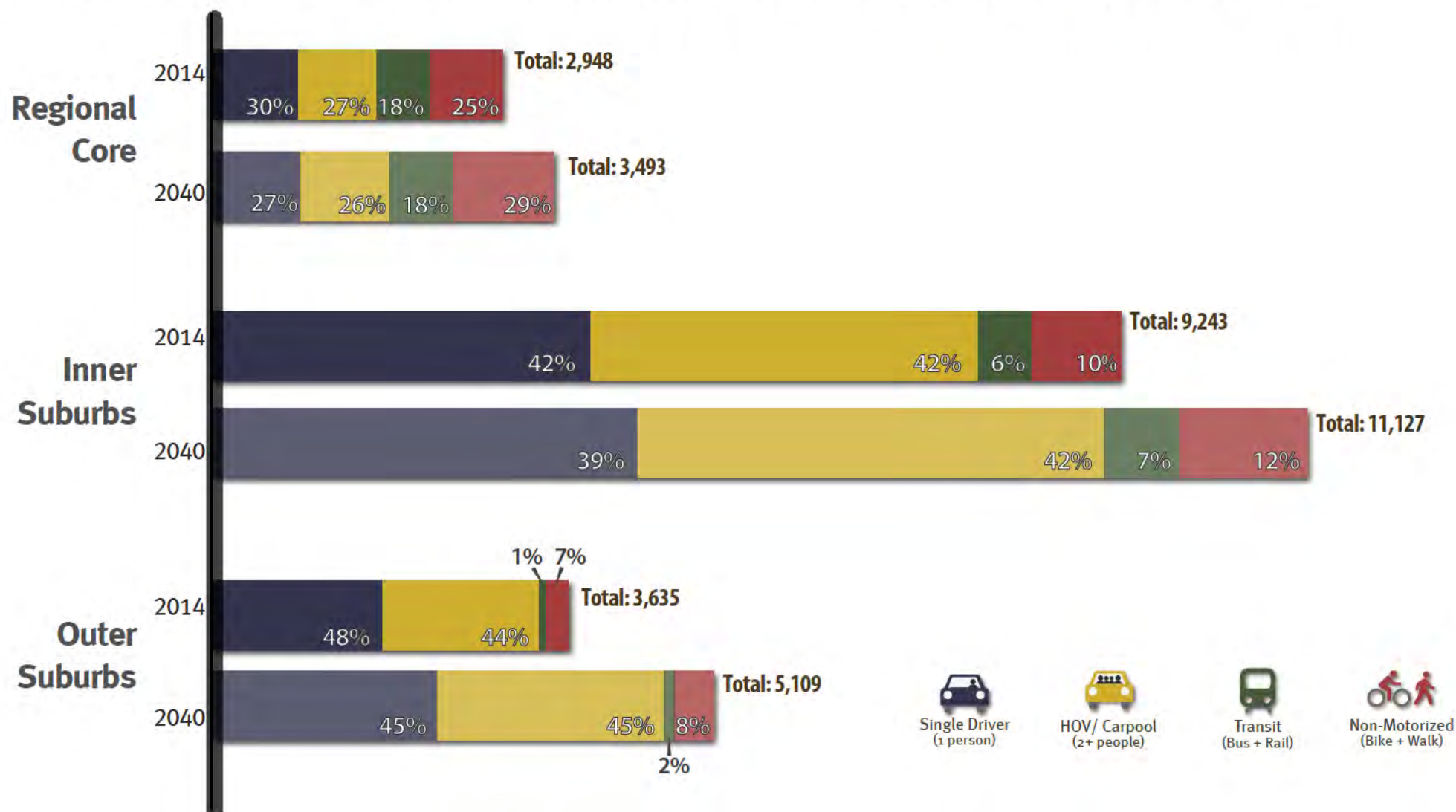
Today, commute mode share varies by geography and by 2040 slight changes in mode share are expected all three areas. In the regional core the share of transit trips is predicted to drop in favor of more walk and bike trips. In the inner suburbs single driver trips are expected to drop slightly in favor of slightly more transit and non-motorized trips. And in the outer suburbs, single driver trips are expected to go down while transit and carpool trips are expected to increase.



Daily Travel Mode Share (2014- 2040)

By regional core, inner suburbs, and outer suburbs

Daily travel mode share also varies by geography. By 2040 slight changes in mode share are expected all three areas. In the regional core single driver trips are expected to decrease in favor of more non-motorized trips. In the inner suburbs single driver trips are expected to drop slightly while the share transit and non-motorized trips increase slightly. In the outer suburbs, single driver trips are expected to go down while transit, carpool, and non-motorized trips are expected to increase slightly.

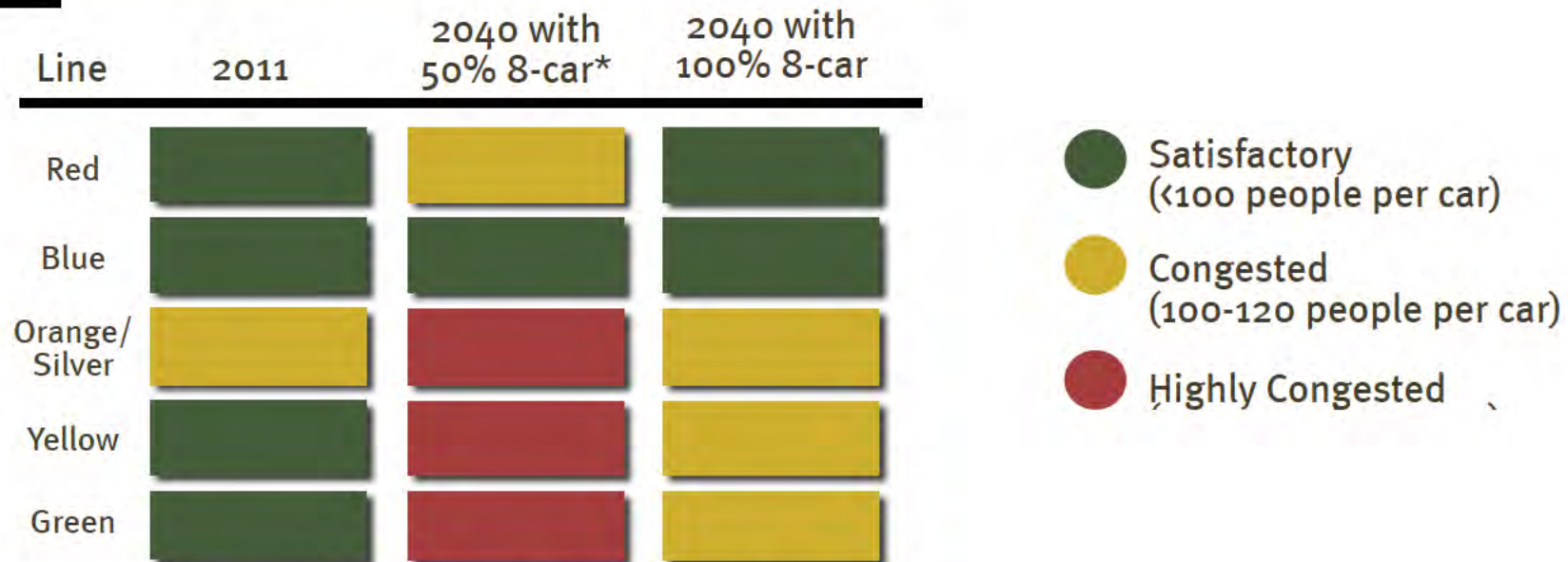


Transit Congestion (2011- 2040)

The Metrorail system will likely reach capacity on trips to and through the regional core, due to lack of funding for capacity enhancements.

Without additional railcars beyond those currently funded, all lines entering the core will become congested by 2040.

M MetroRail Congestion AM rush hour



*The 2013 CLRP assumes 50% 8-car trains in 2040

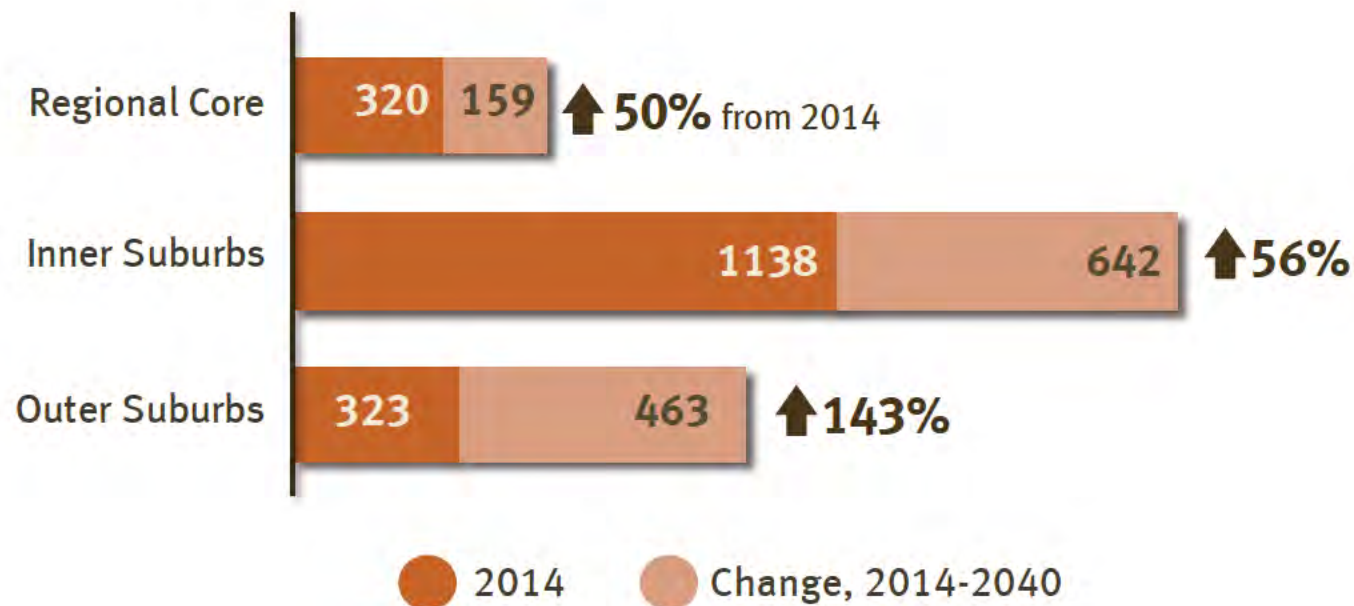
Source: WMATA 2011

Roadway Congestion (2014- 2040)

Severe stop-and-go congestion during the AM peak is expected to be prevalent throughout the entire region in 2040. Outer suburban jurisdictions are forecast to experience the greatest increase in congestion, while the already congested inner suburbs will experience the worst overall congestion.

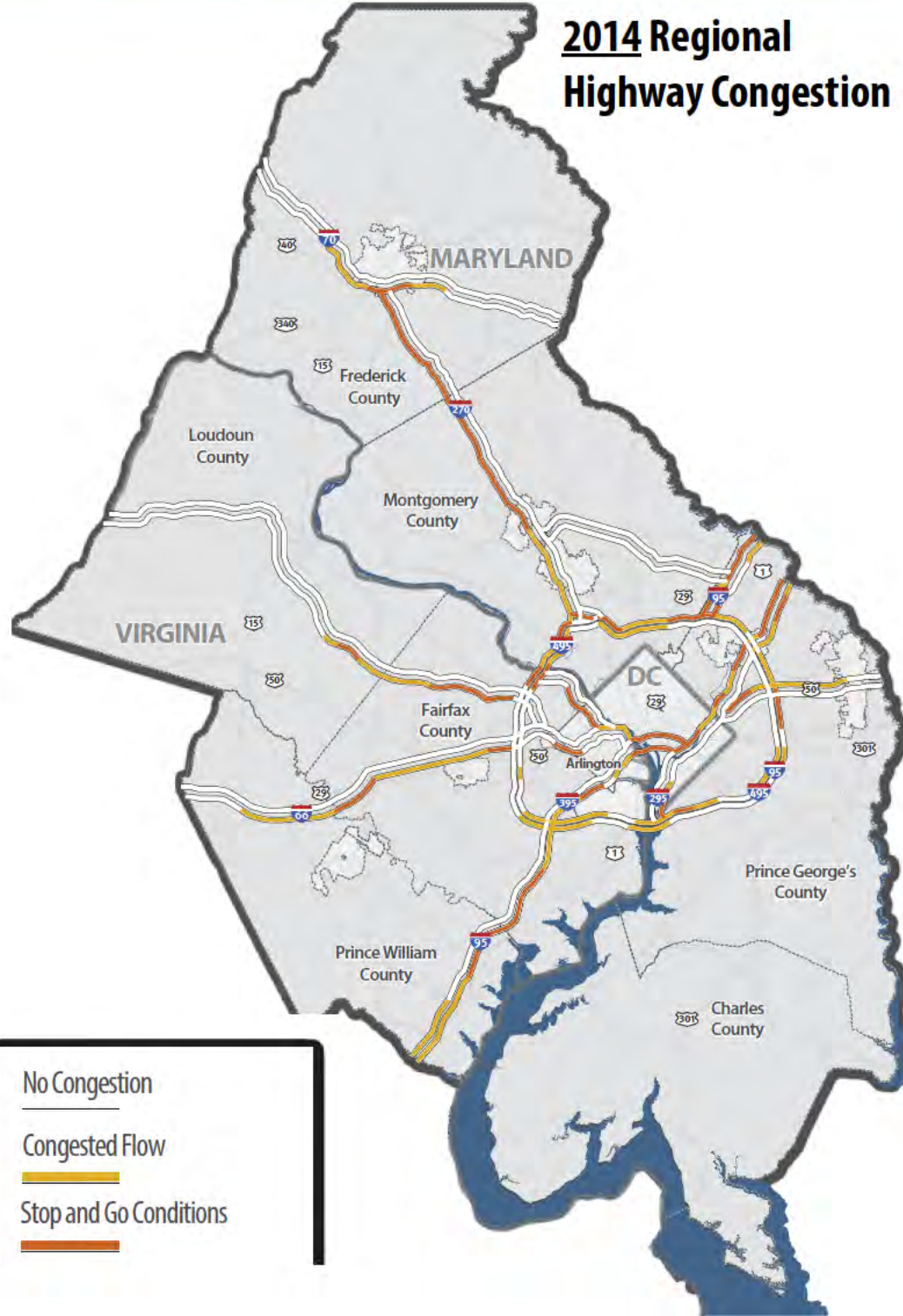


Lane Miles of Congestion AM rush hour



Highway Congestion AM Peak Period (2014- 2040)

2014 Regional Highway Congestion



No Congestion

Congested Flow

Stop and Go Conditions

INCREASED CONGESTION
I-70 East toward Frederick

REDUCED CONGESTION
I-70 East at I-270

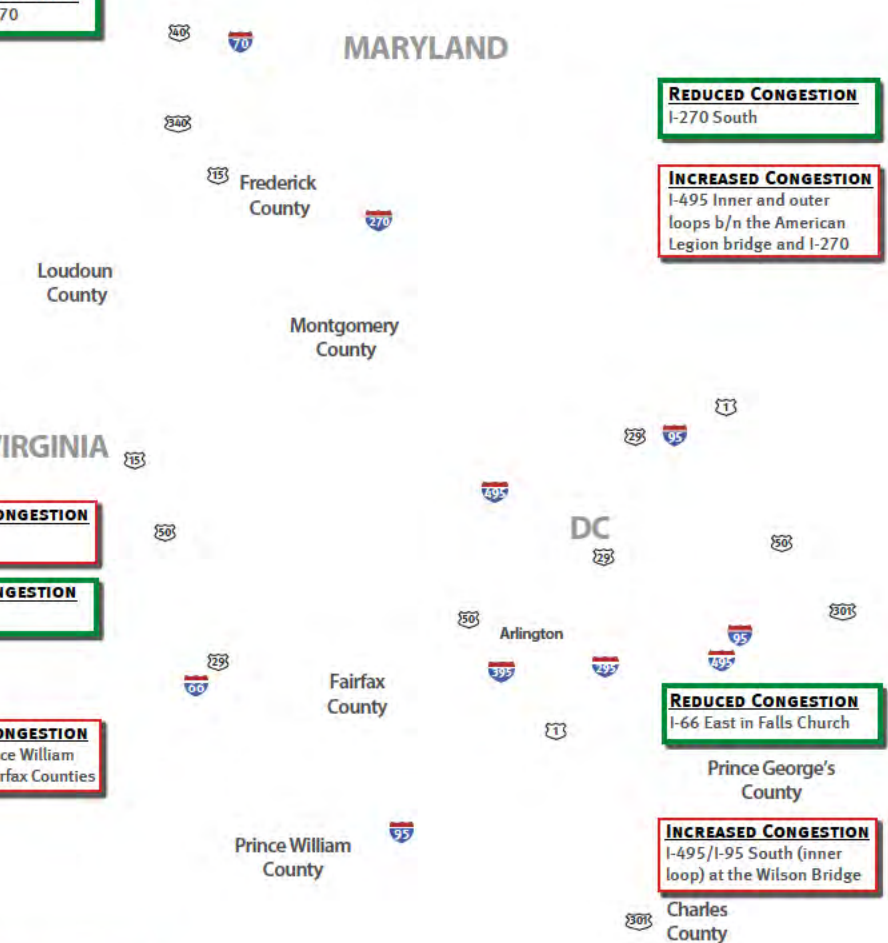
INCREASED CONGESTION
VA-267 East

REDUCED CONGESTION
VA-267 East

INCREASED CONGESTION
I-66 East in Prince William and western Fairfax Counties

INCREASED CONGESTION
I-95 North Prince William County

2040 Regional Highway Congestion with Major Changes from 2014



REDUCED CONGESTION
I-270 South

INCREASED CONGESTION
I-495 Inner and outer loops b/n the American Legion bridge and I-270

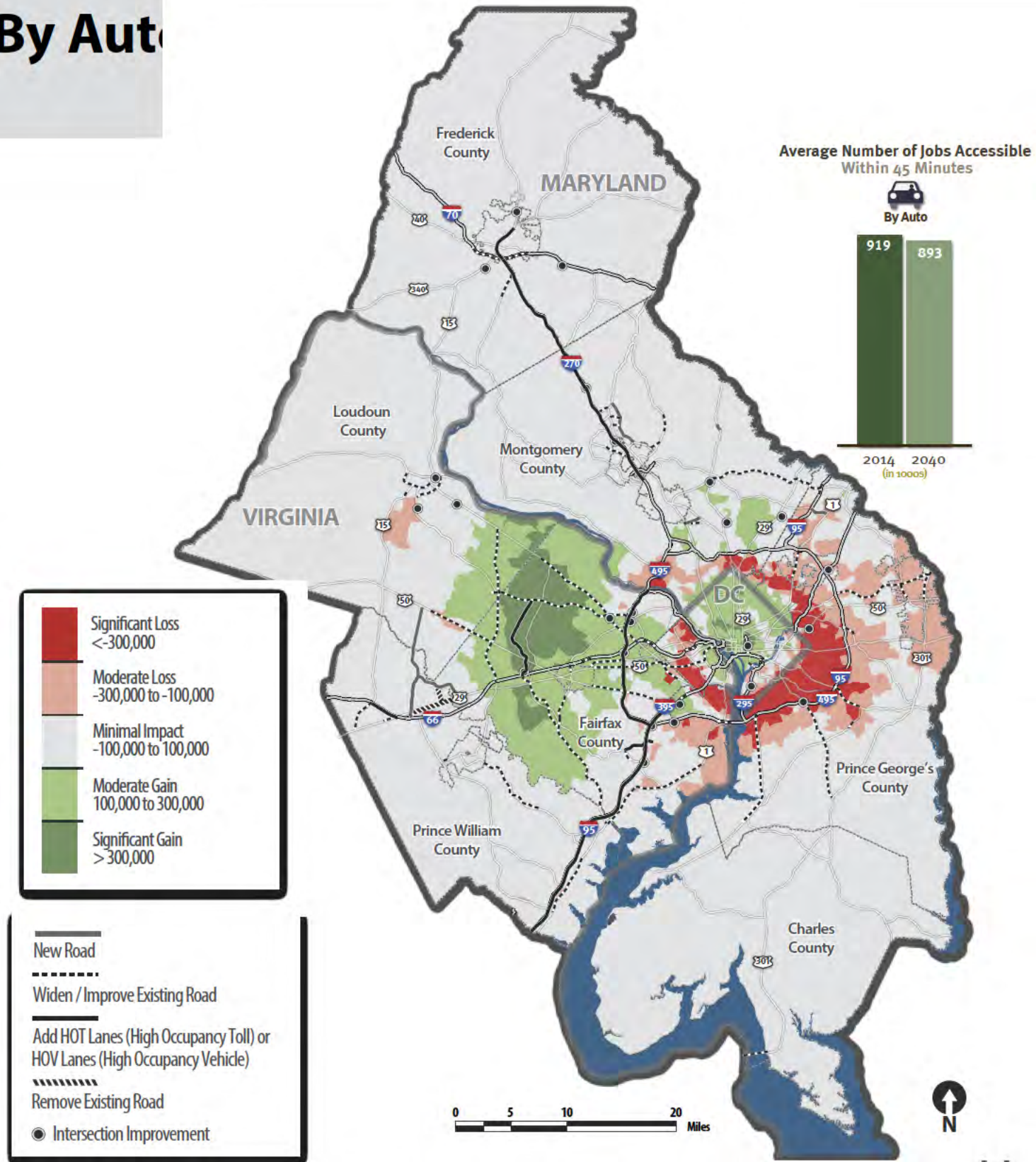
REDUCED CONGESTION
I-66 East in Falls Church

INCREASED CONGESTION
I-495/I-95 South (inner loop) at the Wilson Bridge

Accessibility to Jobs By Auto (2014- 2040)

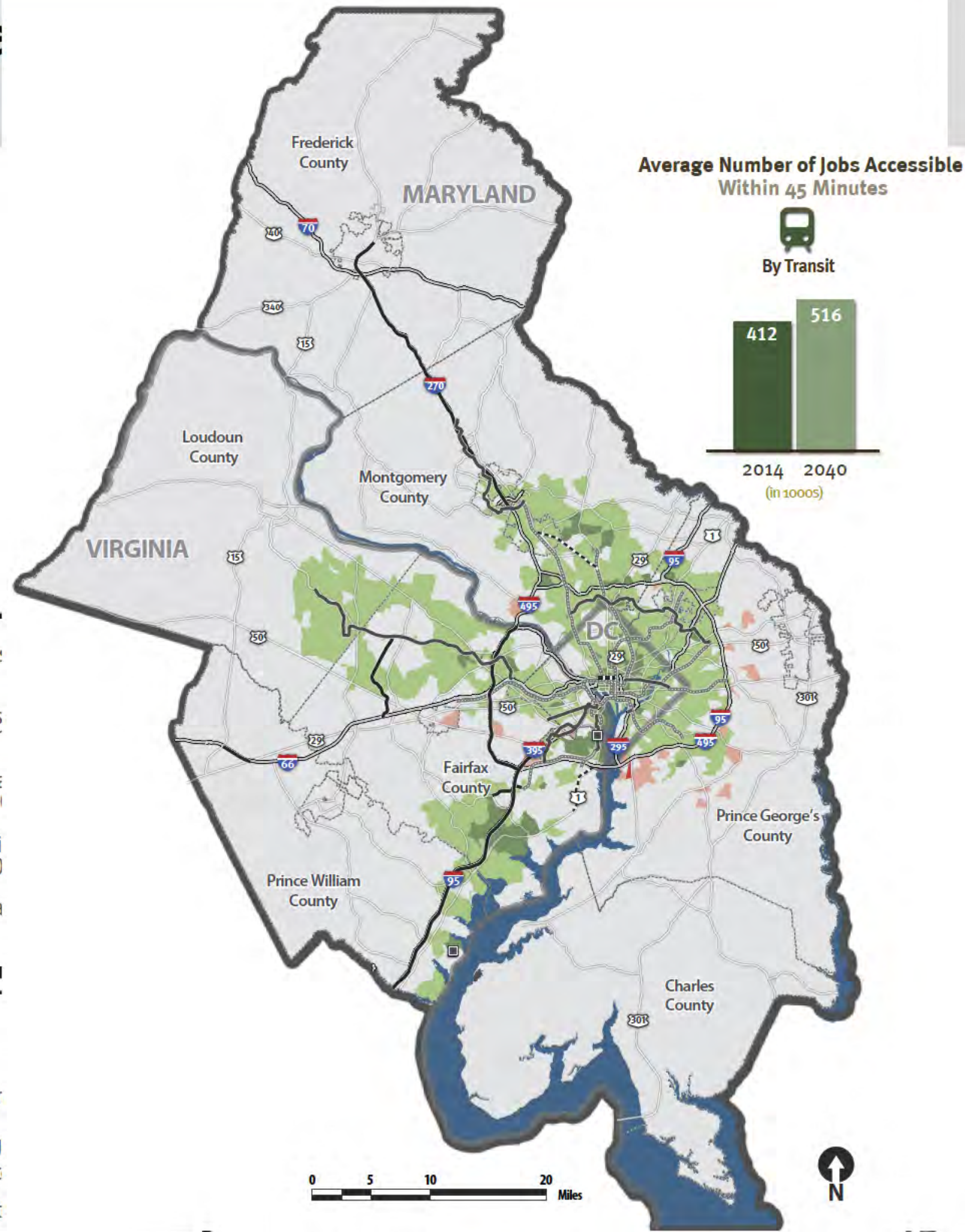
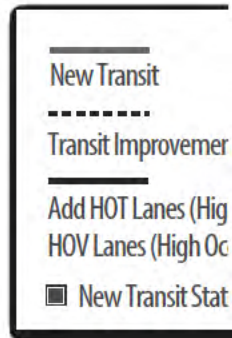
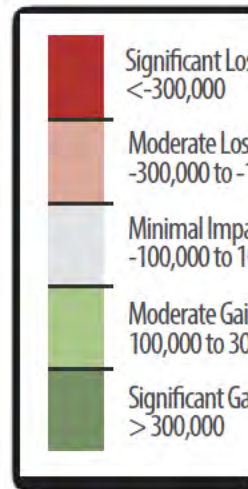
The average number of jobs accessible within a 45 minute automobile commute is expected to go down slightly.

The greatest reductions in job accessibility are expected to be on the eastern side of the region, due to increases in congestion system-wide and a higher concentration of future jobs on the west side.



Accessibility to Jobs By Transit (2014- 2040)

Average accessibility by transit is forecast to increase, but will remain significantly lower than by automobile.



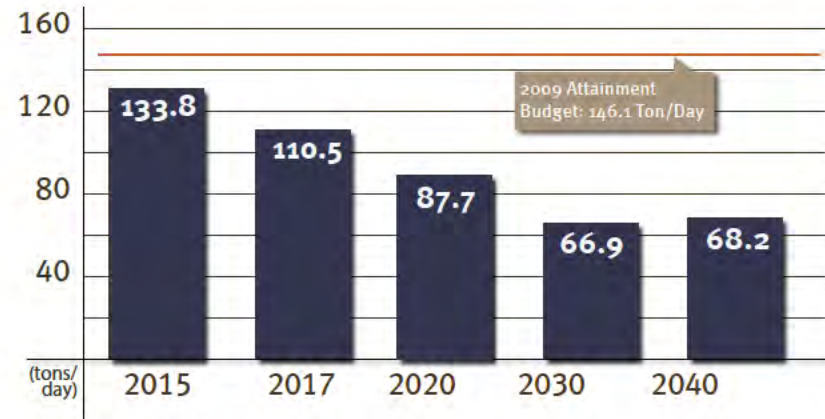
Air Quality - Criteria Pollutants

(2014- 2040)

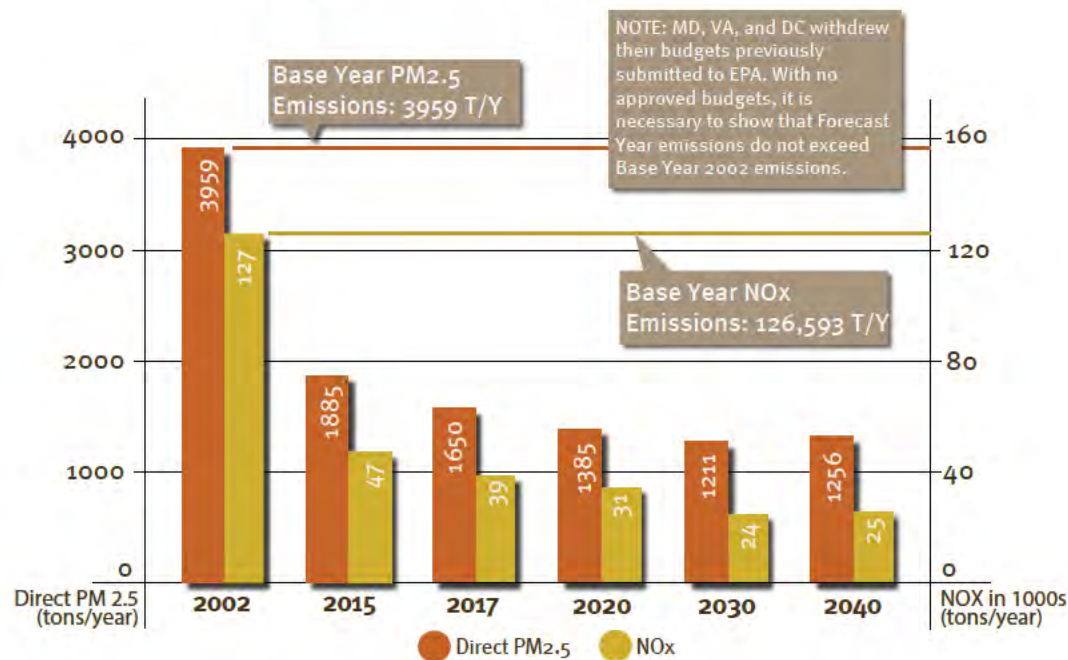
The CLRP shows substantial reductions in all main pollutants through 2020, with a very small uptick between 2030 and 2040.

Estimated emissions are well within the approved budget for each pollutant through 2040.

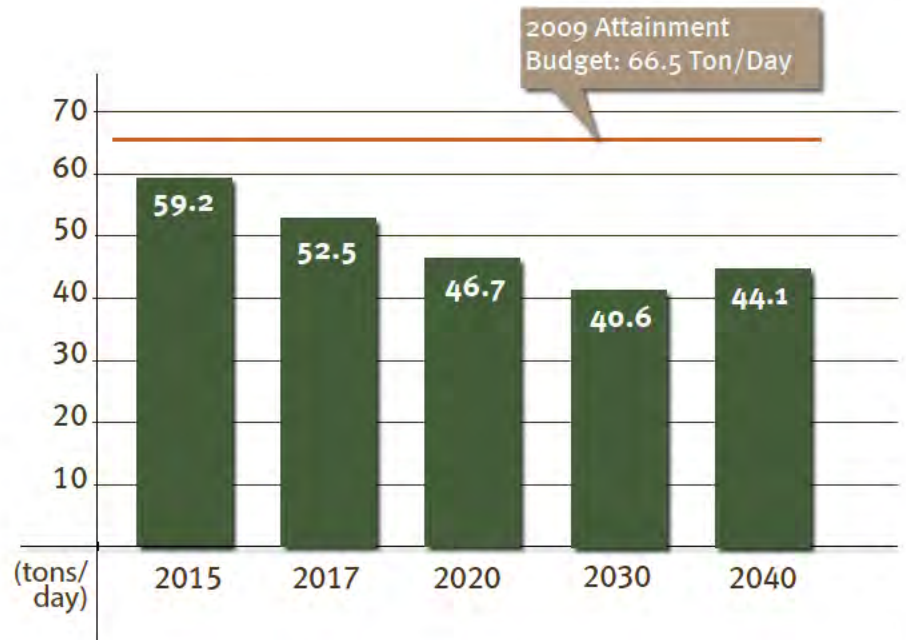
Mobile Source NOx Emissions FOR THE 8-HOUR OZONE ATTAINMENT AREA



PM2.5 and Precursor NOx Emissions

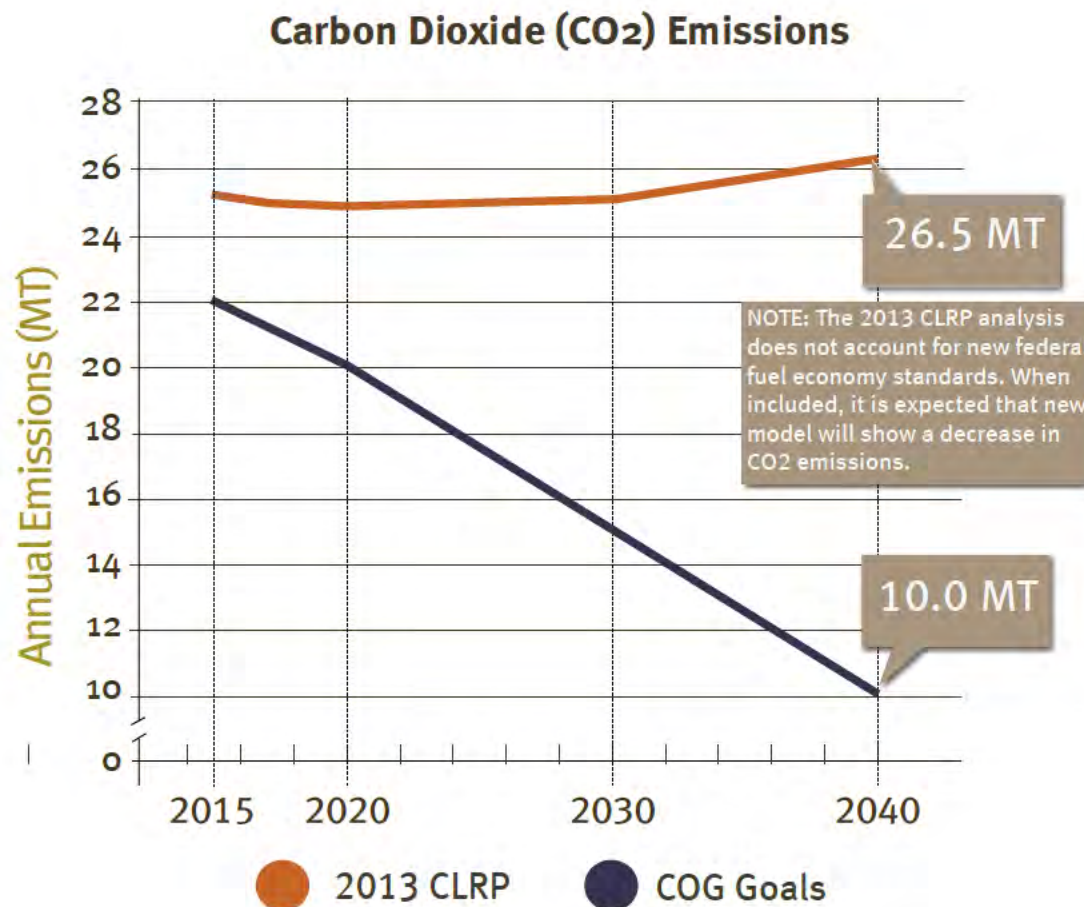


Ozone Season VOC Emissions FOR THE 8-HOUR OZONE ATTAINMENT AREA



Air Quality - Carbon Dioxide (CO₂)

(2014-2040)



The COG climate change report of November 2008 set a goal of reducing the region's CO₂ output to 80% below 2005 levels. To meet this goal, transportation related CO₂ emissions would need to be reduced by 60% compared to 2005 levels by 2040.

While some moderation in CO₂ emissions by 2040 are currently forecast, the regional target is far from being met. Similar to other pollutants, CO₂ emissions are projected to increase between 2030 and 2040.

ITEM 10 – Information

December 18, 2013

Update on the Revised Draft TPB Regional Transportation Priorities Plan (RTPP)

Staff Recommendation: Receive briefing on the work session on the revised draft RTPP document held prior to today's meeting and steps for approval of the plan at the January 15 meeting.

Issues: None

Background: The TPB Regional Transportation Priorities Plan (RTPP) is being developed to identify regional strategies that offer the greatest potential contributions toward addressing regional challenges. A revised draft RTPP was released for public comment on December 12.

Copies of the draft RTPP were not available for this mailing, but will be available at the TPB meeting on December 18 and the full document is available on line at mwcog.org/transportation/priorities.

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

MEMORANDUM

TO: Transportation Planning Board

FROM: Gerald Miller and Robert Griffiths
Acting Co-Directors, Department of Transportation Planning

SUBJECT: Release of the Draft of the Regional Transportation Priorities Plan (RTPP)
for Public Comment

DATE: December 12, 2013

Today we are releasing a revised draft of the Regional Transportation Priorities Plan for a 30-day public comment period. The document can be found at www.mwcog.org/transportation/priorities.

As a tribute to Ron Kirby, we decided in November that this Plan should move toward approval as quickly as possible. But we also recognized that there were continuing concerns with the document that needed to be addressed in a new draft. Over the past few weeks, TPB staff members have conducted intensive outreach to identify ways in which the earlier draft could be revised to respond to continuing concerns and build consensus for approval. This revision process included a number of individual discussions and meetings, as well as a special work session on December 5 and a lengthy discussion at the TPB Technical Committee meeting on December 6.

The changes in the new draft were carefully crafted to respond, fully and appropriately, to comments that have been received since mid-October. We believe that this latest version of the document, taken as a whole, will reflect broad consensus among TPB members and regional stakeholders.

Prior to the TPB meeting on December 18, we will conduct a work session at 10:30 a.m. in Room One to discuss the new draft. At the TPB meeting itself, a short presentation will be given on the Plan.

At the January 15 TPB meeting, the Plan is currently scheduled for Board action.

We wish to thank the many TPB members and stakeholders who have provided useful input in recent weeks as part of our effort to build consensus. If you have any questions or comments, please do not hesitate to contact us or John Swanson of our staff.