



NATIONAL CAPITAL REGION
TRANSPORTATION PLANNING BOARD

Item #5

MEMORANDUM

November 13, 2014

TO: Transportation Planning Board

FROM: Kanti Srikanth
Director, Department of Transportation Planning

RE: Letters Sent/Received Since the October 15th TPB Meeting

The attached letters were sent/received since the October 15th TPB meeting. The letters will be reviewed under Agenda #5 of the November 19th TPB agenda.

Attachments



COMMONWEALTH of VIRGINIA

Office of the Governor

Aubrey L. Layne, Jr.
Secretary of Transportation

August 14, 2014



Mr. Kanti Srikanth
Executive Director NCRTPB
National Capital Region Transportation Planning Board
777 North Capitol Street NE, Suite 300
Washington, DC 20002-4239

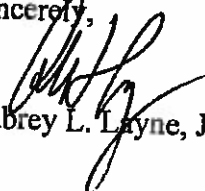
Dear Mr. Srikanth,

The expansion proposed for the metropolitan planning area boundary is hereby approved as shown on the accompanying map "Area for Inclusion in the National Capital Region Transportation Planning Board's Urbanized Area". This approval, affecting a portion of Fauquier County, is appropriate and consistent with federal regulations at 23 CFR 450.312; resolutions of the MPO and Fauquier County; and authorizations provided by the Governor's Executive Order 72 of 2008. This signed letter, accompanied by the map, shall serve as the documentation of the approval.

Consistent with federal regulations at 23 CFR 450, the subject area's transportation plans, programs and projects will require cooperative transportation planning approvals of the National Capital Region Transportation Planning Board as well as the Commonwealth.

For information purposes and to satisfy the federal transportation planning requirements, VDOT will be providing copies of this letter and map to appropriate offices including those of the Federal Highway Administration and Federal Transit Administration.

Sincerely,


Aubrey L. Layne, Jr.

Attachment



cc:

Mr. Paul McCulla,
Administrator, Fauquier County
10 Hotel Street, Suite 204
Warrenton VA 20186

COMMONWEALTH of VIRGINIA

Office of the Governor

Mr. Kenneth Mc Lawhon,
Aubrey L. Layne, Jr.
Secretary of Transportation
Manager, Town of Warrenton
P.O. Drawer 341
Warrenton, VA 20188-0341

Ms. Allison Detuncq
Culpeper CTB member
3300 Berkmar Drive
Charlottesville, VA 22901

Mr. Gary Garczynski
Northern Virginia CTB member
13662 Office Place
Suite 201 B
Woodbridge, VA 22192

Ms. Jennifer Mitchell,
DRPT Director
DRPT Planner
600 East Main Street, Suite 2102
Richmond, VA 23219

VDOT NOVA Dist Admin, Helen L. Cuervo,
VDOT Culpeper Dist Admin, John Lynch
VDOT TMPD, Marsha Fiol
VDOT Programming, Diane Mitchell
VDOT LAD, Jennifer Debruhl

Mr. Ivan Rucker,
Community Planner
400 North 8th Street, Suite 750
Richmond, Virginia 23219-4825

Ms. Sandra Jackson,
Community Planner,
District of Columbia Division
Federal Highway Administration
1990 K Street NW, Suite 510
Washington, DC 20006-1103

Mr. Tony Cho,
FTA Region III
1760 Market Street
Suite 500
Philadelphia, PA 19103-4124

ITEM 10 - Action
July 16, 2014

Approval of Fauquier County, Virginia
to Become a Member of the TPB

Staff Recommendation: Adopt Resolution R2-2015 to approve Fauquier County membership in the TPB.

Issues: None

Background The 2010 Census extended the Washington DC-VA-MD Urbanized Area into a portion of Fauquier County, including the Town of Warrenton. Federal planning regulations require that this portion with a population of about 21,000 be included in the metropolitan planning area and that representatives of the area be included in the TPB's transportation planning and programming process. Fauquier County has accepted the TPB's April invitation to become a member and represent the interests of its citizens in the regional transportation planning process.

TPB R2-2015
July 16, 2014

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

**RESOLUTION TO APPROVE FAUQUIER COUNTY, VIRGINIA MEMBERSHIP IN
THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**

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

WHEREAS, the TPB is responsible for the federally prescribed transportation planning process for the metropolitan planning area (MPA) determined as per 23 CFR 450.312(a) and related sections and comprises of the Washington DC-VA-MD urbanized area; and

WHEREAS, based on the results of the 2010 Census, a portion of Fauquier County, Virginia, including the Town of Warrenton and areas adjacent to Route 29 northeast of Warrenton has been designated as part of the Washington DC-MD-VA urbanized area; and

WHEREAS, the MPA for the TPB had to be expanded, as per 23 CFR 450.312(a) and related sections to include the newly added jurisdictions (portions of Fauquier County and the Town of Warrenton); and

WHEREAS, this would mean that transportation projects in this portion of the County and the Town must be included in the Constrained Long-Range Plan and the six-year Transportation Improvement Program prepared by the TPB to receive federal funding and the interest of residents of this portion of the County and the Town must be represented in the TPB's transportation planning and programming process; and

WHEREAS, on March 5, 2014, TPB staff and Virginia Department of Transportation (VDOT) staff met with officials from Fauquier County and Town of Warrenton to discuss these federally required planning and programming process and answered questions about the considerations and responsibilities that accompany membership in TPB; and

WHEREAS, at the April 16, 2014 meeting, the TPB approved sending a letter inviting Fauquier County to become a voting member of the TPB and represent the citizens' interests and participating in the metropolitan transportation planning process; and

WHEREAS, the MPA boundary was reviewed by Fauquier County, TPB staff and VDOT staff and it is proposed to be expanded (to include selected contiguous areas not

currently urbanized) pending approval of the Commonwealth's Secretary of Transportation, as shown on the attached map entitled "Areas for Inclusion in the National Capital Region Transportation Planning Board's Urbanized Area", including the entire Town of Warrenton and the Route 29/15 corridor south from the Town of Warrenton to the intersection of Routes 29/15/17 and Routes 29/15/17 BUS; and

WHEREAS, on June 12, 2014, TPB staff and VDOT staff briefed the Fauquier County Board of Supervisors on joining the TPB; and

WHEREAS, on June 12, 2014, the Fauquier County Board of Supervisors in the attached resolution authorized the County to join the National Capital Region Transportation Planning Board and participate in the region's transportation planning process;

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board approves Fauquier County, Virginia becoming a voting member with the right to fully participate in all TPB work program activities.

RESOLUTION

A RESOLUTION TO JOIN THE NATIONAL CAPITAL REGION
TRANSPORTATION PLANNING BOARD AND PARTICIPATE IN THE
REGIONAL TRANSPORTATION PLANNING PROCESS

WHEREAS, the 2010 Census designated the Town of Warrenton, portions of the adjoining service districts and areas adjacent to Route 29 northeast of Warrenton as an urban cluster; and

WHEREAS, the Washington DC-VA-MD urbanized area was recently expanded to include the urban cluster portions of Fauquier County; and

WHEREAS, the National Capital Region Transportation Planning Board (TPB) implements the transportation planning process for the region comprised of the Washington DC-VA-MD urbanized area; and

WHEREAS, Federal law mandates that transportation projects be included in the Constrained Long-Range Plan and the six-year Transportation Improvement Program prepared by the TPB to receive federal funding; and

WHEREAS, Federal law also mandates that the interests of residents in the planning region be represented in the transportation planning and programming process; and

WHEREAS, the National Capital Region Transportation Planning Board invited Fauquier County to become a voting member of the TPB, representing the citizens' interests and participating in the regional transportation planning process; and now, therefore, be it

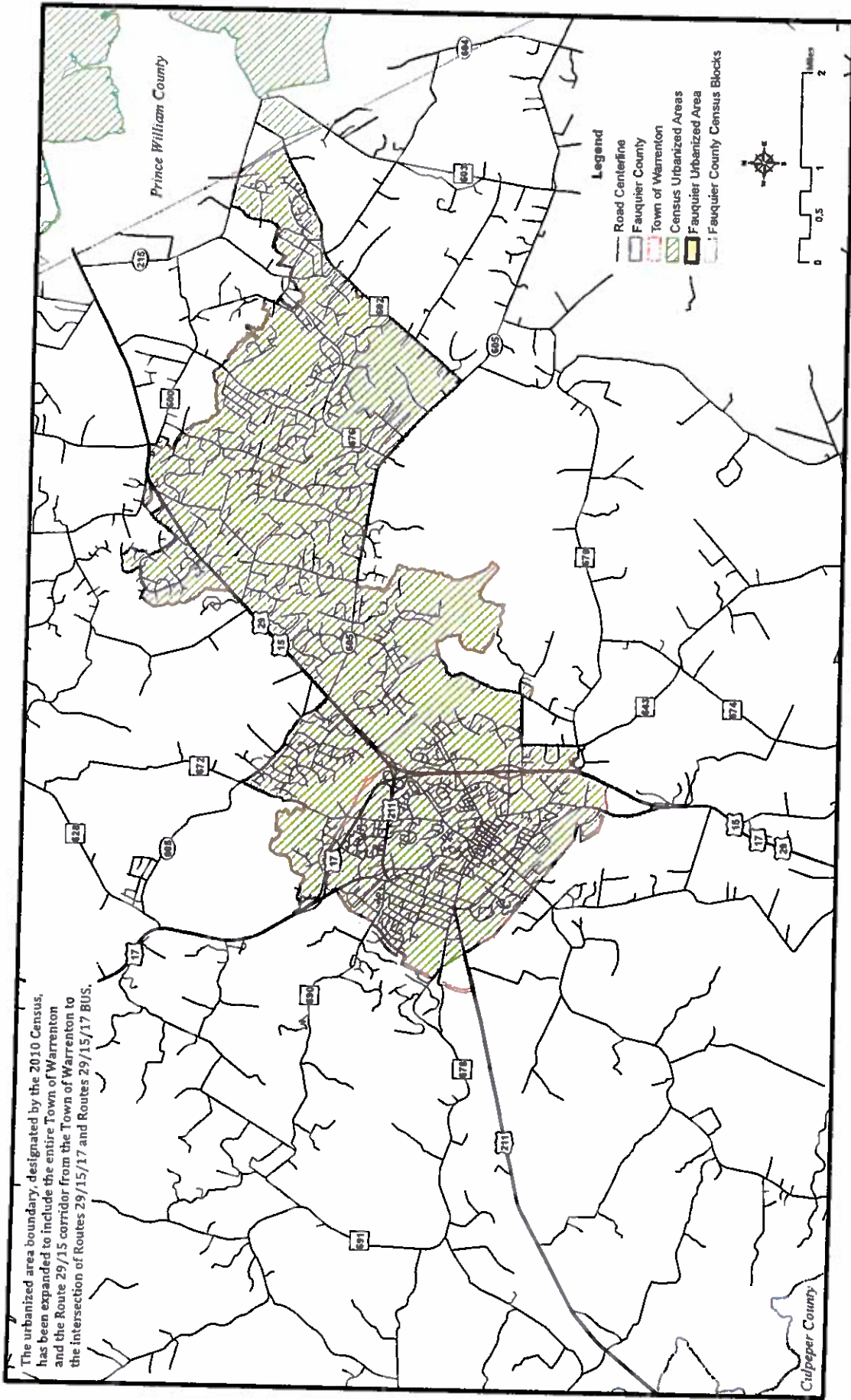
RESOLVED by the Fauquier County Board of Supervisors this 12th day of June 2014, That the Board of Supervisors does hereby authorize the County join the National Capital Region Transportation Planning Board and participate in the region's transportation planning process; and be it

RESOLVED FURTHER, That the Board does hereby designate the area for inclusion as shown on the attached map entitled "Areas for Inclusion in the National Capital Region Transportation Planning Board's Urbanized Area", including the entire Town of Warrenton and the Route 29/15 corridor south from the Town of Warrenton to the intersection of Routes 29/15/17 and Routes 29/15/17 BUS; and be it

RESOLVED FINALLY, That the County Administrator and County Attorney are hereby authorized to execute any requirements associated with membership in the National Capital Region Transportation Planning Board.

Area for Inclusion in the National Capital Region Transportation Planning Board's Urbanized Area

The urbanized area boundary, designated by the 2010 Census, has been expanded to include the entire Town of Warrenton and the Route 29/15 corridor from the Town of Warrenton to the intersection of Routes 29/15/17 and Routes 29/15/17 BUS.





COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219 2000

Charles A. Kilpatrick, P.E.
Commissioner

August 13, 2014

The Honorable Aubrey Layne
Secretary of Transportation
Patrick Henry Building
Richmond, Virginia 23219

Dear Secretary Layne:

The 2010 Census population figures released March 27, 2012 indicate that there has been an expansion of the Greater Metropolitan Washington D.C. Region urbanized area in Virginia. Portions of Fauquier County, Virginia, including the Town of Warrenton and community of New Baltimore, have attained urbanized area status (high urbanized land use population density). As per 23 USC 134 and 23 CFR 450, this portion of Fauquier County is now subject to federal metropolitan transportation approvals and receipt of federal metropolitan transportation planning funds, and must be added to the metropolitan planning area under jurisdiction of the National Capital Area Transportation Planning Board Metropolitan Planning Organization (MPO), with the expanded MPO metropolitan planning area boundaries formally to be approved by the Governor. The Governor's Executive Order 72 of 2008 (item 4) delegates the responsibility for approval of such metropolitan area boundaries to the Secretary of Transportation.

The Virginia Department of Transportation, representatives of the affected localities and the MPO have collaborated on the revision of the MPO planning area boundary and for the addition of a Fauquier County representative onto the voting membership of the MPO. Resolutions of the MPO (July 16, 2014) and Fauquier County (June 12, 2014) approve of the metropolitan planning area boundary expansion. The addition of one representative from Fauquier County is not considered a substantial change for the vast voting membership to that MPO, hence this revision does not warrant redesignation of the MPO. As with all urbanized areas, the area's transportation plans, programs and projects will require cooperative approvals of the MPO as well as the Commonwealth.

The Honorable Aubrey Layne
August 13, 2014
Page 2 of 2

For your review and approval, a draft approval letter is provided for your potential use. A reference map of the proposed expanded metropolitan planning area boundary is enclosed which should accompany your approval letter. Please sign and return your letter of approval to me for mailing, appropriate distribution of copies and record-retention purposes.

Thank you for your consideration of this request.

Sincerely,



Quintin Elliott
Chief Deputy Commissioner

Enclosures

cc: The Honorable Charlie Kilpatrick
The Honorable Jennifer Mitchell
Mr. Rick Walton
Mrs. Marsha Fiol
Ms. Diane Mitchell
Ms. Jennifer DeBruhl
Ms. Helen L. Cuervo
Mr. John Lynch

bc: Dan Painter (VDOT Culpeper)
Norman Whitaker (VDOT NOVA)
Craig Van Dussen (VDOT Fredericksburg)
Ms. Robin Grier
Amy Inman (DRPT)



COMMONWEALTH of VIRGINIA

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

DEPARTMENT OF TRANSPORTATION
4975 Alliance Drive
Fairfax, VA 22030



October 15, 2014

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

Dear Chairman Wojahn:

Thank you for your letter regarding the Transportation Planning Board's Access for All (AFA) Committee comments about the 2014 CLRP update.

As you requested, the comments will receive full consideration as we move forward with the project development process. We will provide a more specific response for the October 23 AFA Committee meeting.

If you have any questions or comments, please contact Norman Whitaker, our Transportation Planning Director, at (703) 259-2799 or norman.whitaker@vdot.virginia.gov.

We appreciate your cooperation in this matter.

Sincerely,

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

cc: Renée N. Hamilton
Maria Sinner, P.E.
Norman Whitaker



October 21, 2014



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

Dear Chairman Wojahn:

Thank you for your letter regarding the Transportation Planning Board's Access for All (AFA) Committee comments about the 2014 Constrained Long-Range Plan (CLRP) update.

WMATA shares many of the concerns expressed by the AFA Committee. In particular, WMATA agrees that the region is not sufficiently focused on the region's future public transportation needs. In fact, while recognizing the noteworthy step taken in the 2014 CLRP with the jurisdictions' commitment to provide the funds needed to keep Metro in a state of good repair, WMATA urged the TPB to turn its immediate attention to ensuring full funding for Metro 2025. Achieving a steady state of maintenance is an important first step, but the current CLRP has insufficient funding to support the needs of the region of the future.

Comments regarding community-based, affordable public transportation

The AFA Committee raised concerns about limited or unavailable bus service in areas further from the regional core. The Priority Corridor Network (PCN), part of Metro 2025, calls for improvements such as increased bus service frequency and span of service on 24 regional corridors that would help alleviate this concern. However, among other factors, one must consider that while Metro operates bus service, local and state jurisdictions own the roadways on which many of the improvements are planned. The implementation of these projects and the realization of their benefits require strong local partners, and significant funding commitments from the jurisdictions.

Like the AFA Committee, WMATA is also concerned about the affordability of public transit. The lack of a dedicated funding source necessitates a reliance on annually appropriated support. Unlike almost every other major transit system in the nation, WMATA depends on annual operating subsidies from member jurisdictions and revenues generated from passenger fares, advertising, parking, etc. As a result, WMATA faces frequent financial and budgetary shortfalls that necessitate the need to increase passenger fares, among other financing

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alternatives. The Authority understands the concerns that fare increases may have on traditionally-disadvantaged population groups, and continues to make the evaluation of potentially negative impacts a top priority when budget-related service changes are proposed.

Comments regarding improving and maintaining bus stops and pedestrian infrastructure

WMATA is encouraged by the support of the AFA Committee for our current efforts to improve access to bus stops for people with disabilities. In April 2014, the WMATA Board endorsed a goal to improve one percent of the region's inaccessible bus stops annually or about 68 stops per year. Since then, WMATA has identified 57 priority bus stops for improvement. Stop selection was based on a stop's inaccessibility as a factor in the granting of MetroAccess eligibility. To date, planning and design work for the first set of bus stop improvements is underway. WMATA will implement improvements at five of the priority stops using a New Freedom grant and is coordinating with the jurisdictions on the improvement of 18 other stops.

The AFA Committee raised the need for maintenance of bus stops and sidewalks after improvements have been made. Routine maintenance is scheduled for stops with a shelter and/or trash can, but is often performed on an as-needed basis for other stops. Therefore, to facilitate the communication needed for the maintenance and other aspects of each bus stop in the region, WMATA is planning to develop a regional bus stop accessibility database. This tool will allow jurisdictions to provide status updates on their stops and allow customers to provide comments or observations about each stop.

In sum, the region-wide bus stop improvement effort seeks to improve access to fixed route transit service, reduce the demand for paratransit service, and improve the safety of the region's bus stops. This three-fold initiative directly addresses several of the concerns expressed by the AFA Committee. WMATA will continue to collaborate with the jurisdictions on the implementation of improvements, and in its outreach to MetroAccess customers in proximity to newly improved stops.

Comments regarding MetroAccess eligibility and fares

The AFA Committee raised concerns about how stricter eligibility requirements are impacting those that are dependent on paratransit; however, the MetroAccess eligibility and certification process, which is in full compliance with the Americans with Disabilities Act and has been vetted by the FTA, has not been changed with stricter eligibility requirements. The process requires the completion of an application, including information from the individual's doctor, and an interview. WMATA also conducts a functional assessment to determine the individual's ability to access and use bus and rail services for at least some of

their trips.

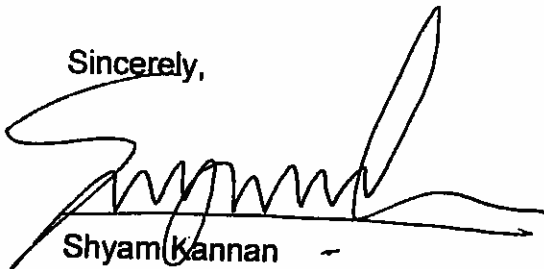
During the FY15 budget process, the WMATA Board examined the current approach to pricing for MetroAccess. Upon the recommendation of WMATA's Access Advisory Committee, the MetroAccess fare policy changed to reduce the maximum allowable fare from \$7.00 to \$6.50. In addition, WMATA's enhanced fare calculator within Trip Planner ensures that our paratransit riders obtain the lowest possible fare for the trip. Patrons are charged twice the equivalent fixed-route SmartTrip fare based on the cheapest fare among modes available at the time of their trip.

WMATA's Public Participation Plan

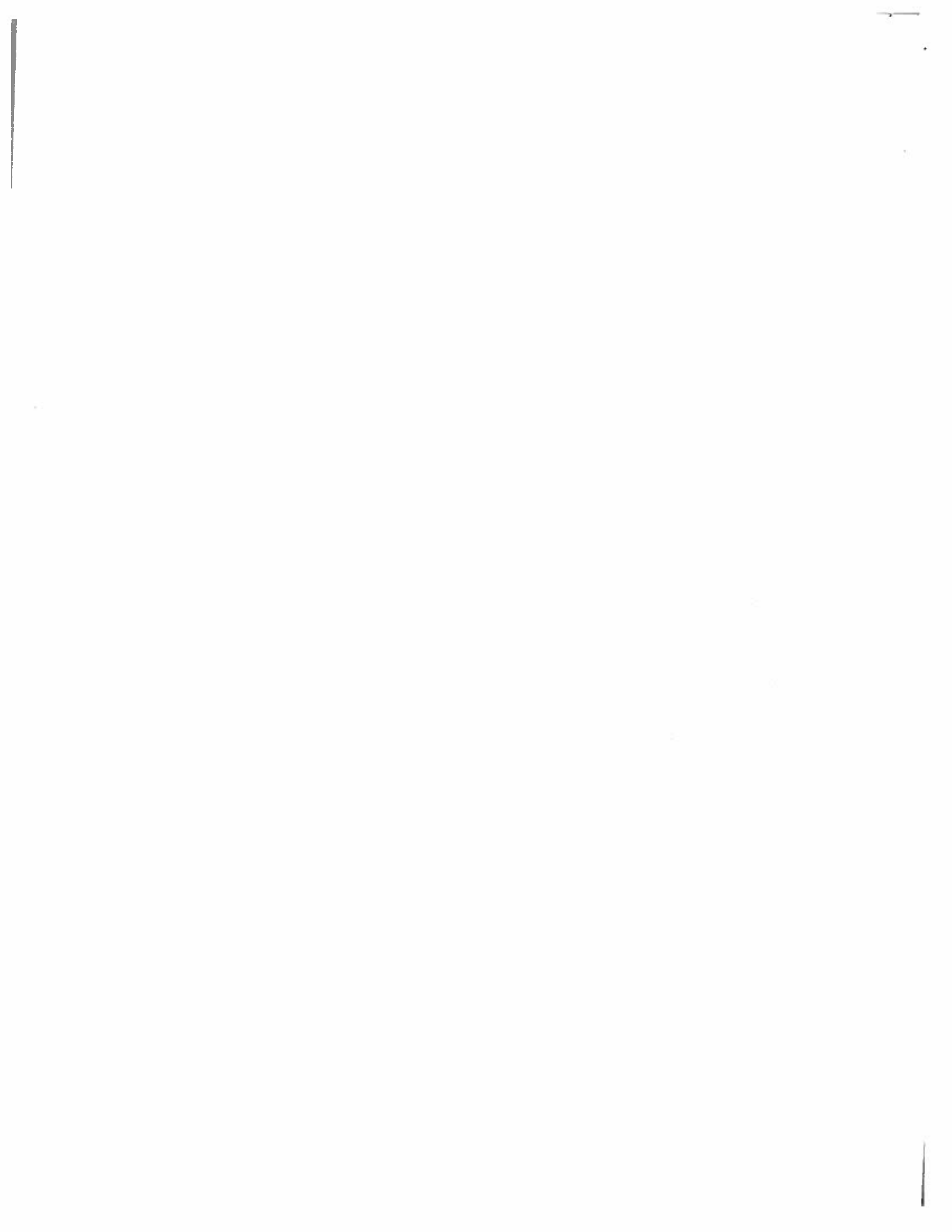
Last month the WMATA Board approved the Title VI Public Participation Plan (PPP) that, in its implementation, ensures the voices of our disadvantaged populations are heard. Key recommendations of the PPP include creating a consistent approach to outreach across the Authority, incorporating feedback to and from the public, and ensuring that our various populations are reached in a variety of mediums. That said, we appreciate the opportunity to review and respond to the concerns raised by the AFA Committee and will consider them as we move forward with the project development process.

If you have any additional questions on the comments included in this letter, please do not hesitate to contact James Hamre, WMATA's Director of Bus Planning, at (202) 962-2870 or JHamre@wmata.com or Christiaan Blake, WMATA's Director of ADA Policy and Planning, at (202) 962-1125 or CBlake@wmata.com.

Sincerely,

A handwritten signature in black ink, appearing to read 'Shyam Kannan', with a large, sweeping flourish extending upwards and to the right.

Shyam Kannan
Managing Director
Office of Planning



Kanti



October 24, 2014



Mr. Kanti Srikanth
Director, Department of Transportation Planning
Metropolitan Washington Council of Governments
777 North Capitol Street, NE, Suite 300
Washington, DC 20002

Dear Mr Srikanth:

In response to your letter of September 30, 2014, I am confirming the submittal of Washington Metropolitan Area Transit Authority's (WMATA) detailed forms, schedules, proposed revisions and budget adjustments to reflect the current status of the projects and confidence in completing the projects within the performance period. These documents were provided to the Council of Governments on October 6, 2014 by our Director of Bus Planning, Scheduling and Customer Facilities, James Hamre.

The summary of the three projects for which WMATA is responsible, and the proposed budget changes, are listed in the table below:

TIGER Grant WMATA Assigned Project Activities

| Project Description | Original Program Budget | WMATA Program Revision |
|---------------------------------|-------------------------|------------------------|
| Addison Road Line Project | \$ 200,000 | \$ 214,000 |
| I-395 Multi-Modal Project | \$ 9,930,000 | \$ 9,770,550 |
| Leesburg Pike (VA Rt 7) Project | \$ 1,340,000 | \$ 1,084,000 |
| Project Management to MWCOG | | \$ 401,450 |
| TOTAL | \$11,470,000 | \$ 11,470,000 |

It is WMATA's intent to complete work by March 2016 to allow for contractor invoicing, work documentation and payments before June 30, 2016, the end of WMATA's FY2016. That timing will facilitate completion of all grant-related submissions to MWCOG by the September 30, 2016 project deadline.

Project Budget and Schedule Revisions

- The Addison Road project is nearing completion and the proposed revision to the budget reflects the actual cost of the project.

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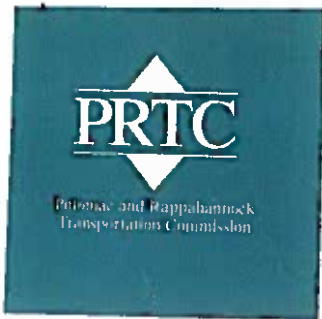
- The Virginia-7, Leesburg Pike project similarly reflects known costs and a scope change to reflect a focus on completing the Transit Signal Priority elements as defined in the recently approved MOU by VDOT.
- Work at Pentagon Transit Center (I-395 Corridor Project) has begun with 15 items currently under contract to F.H. Passion.
- The final engineering of the Franconia-Springfield Station portion of the I-395 Corridor Project is near completion. This request includes an adjustment to reflect cost-to-complete estimates creating a bus platform station canopy.
- The Real Time Passenger Information system design is complete. WMATA is prepared to install signage at the Pentagon and Franconia-Springfield stations and prepared to support related DDOT and SHA projects.
- The Department of Defense (DoD) has rejected the original proposal for additional bus bays at the Pentagon Transit Center. However, WMATA has been working with DoD and Arlington County to implement an alternative investment, with even greater security, safety and strategic value, through creation of a bus station on the Pentagon Reservation along Army Navy Drive (Hayes Street Lot). Work leading to construction documents has recently been initiated by DoD's Integrated Project Team. Therefore, the anticipated expenditures are reduced and the scope adjusted to reflect proceeding with the final design and a partial construction expenditure of approximately \$650,000, with completion of the project via other sources.

The result of these budget revisions and scope adjustments will result in a small reduction of reimbursable expenditures and completion of many ground-breaking projects important to the region's bus transit operations. WMATA is committed to supporting these projects with timely execution of procurement, project management and construction activities to improve the experience of thousands of daily bus riders. If you have further questions on the information and documentation that you have been provided, please contact James Hamre at 202-962-2870 or email him at jhamre@wmata.com.

Sincerely,


Richard Sarles
General Manager and
Chief Executive Officer

cc: ✓ Chuck Bean, MWCOG
Reginald Lovelace, FTA Region III
Corey Walker, FTA



14700 Potomac Mills Road
Woodbridge, VA 22192

October 16, 2014



Mr. Kanti Srikanth
Director
Department of Transportation Planning
Metropolitan Washington Council of Governments
777 North Capitol Street NE
Suite 300
Washington, D.C. 20002

RE: PRTC Completion Schedules for the TIGER Grant

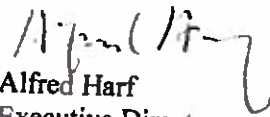
Dear Mr. Srikanth:

This is a reply to your letter dated September 30, 2014 seeking affirmation from project owners of their completion schedules for the TIGER Grant. As part of the PRTC Buses and ITS Technology – Buy Replacement Bus Project, the Potomac and Rappahannock Transportation Commission (PRTC) was awarded \$9,650,000 for three (3) projects: Bus Security Cameras; Replacement Buses; and acquisition/implementation of a Computer Aided Dispatch-Automatic Vehicle Location (CAD-AVL) System.

PRTC has successfully completed the Bus Security Cameras and Replacement Bus Projects, with a combined expenditure of \$5,232,481, or more than half of the grant. PRTC's final project, the CAD-AVL System, is still in progress and is expected to be completed by the outside date associated with the subject TIGER grant. To date, PRTC has received reimbursement of \$2,283,953 for the first four (4) Project Payment Milestones. There are five Project Payment Milestones remaining for the CAD/AVL Project, totaling \$1,868,581, and two other deliverables totaling \$264,985, as detailed in Attachment 1.

PRTC looks forward to our continuous participation with our regional partners in completing the TIGER projects in a timely and effective manner that meets the spirit of the TIGER grant. If you have any questions or need additional information please feel free to contact Betsy Massie at 703-580-6113 or via email at bmassie@omniride.com.

Sincerely,

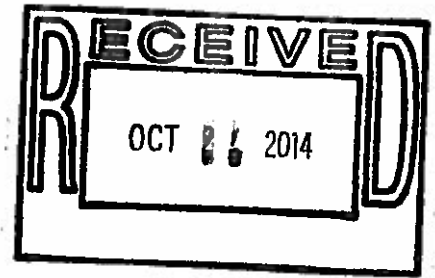

Alfred Harf
Executive Director

Attachment: As stated

cc: Eric Marx, Director of Planning and Operations, PRTC
Betsy Massie, Director of Grants and Project Management, PRTC
Carl Roeser, Manager of Information Technology, PRTC
Lora Byala, Foursquare ITP
Shana Johnson, Foursquare ITP

| PRTC CAD/AVL TIGER PROJECT - REMAINING PROJECT MILESTONES | | | |
|---|--|--------------------|--------------------------------|
| Milestone # | Description | Amount | Reimbursement Request to MWCOG |
| 5 | PRTC approval of successful installation and field performance testing of the central site CAD/AVL System equipment and communications equipment as necessary to support PRTC operations and successful completion of the Mini-Fleet Test. | \$332,013 | 11/30/2014 |
| 6 | PRTC approval of successful installation and checkout of onboard equipment on at least twenty-five (25%) of the total vehicles to be implemented (include Mini-Fleet), and successful phase over of these vehicles to full operation under the CAD/AVL System. | \$290,462 | 1/16/2015 |
| 7 | PRTC approval of successful installation and checkout of onboard equipment on all remaining vehicles to be implemented, and successful phase over of Ninety percent (90%) of all vehicles to full operation under the CAD/AVL System. | \$581,313 | 2/28/2015 |
| 8 | Receipt of all training and final documentation. | \$207,749 | 2/28/2015 |
| 9 | PRTC approval of successful completion of the availability test (Specification Section 7.8) and Final Acceptance as outlined in the Section 1.9a. | \$457,044 | 5/31/2015 |
| ADDITIONAL DELIVERABLES ¹ | | | |
| | Installation of the CAD/AVL system on five (5) OmnLink buses | \$77,000 | 2/28/2015 |
| | Purchase of a one-year maintenance contract | \$187,985 | 5/31/2016 |
| Total | | \$2,133,566 | |

¹These funds are associated with funds that were moved from completed projects to the CAD/AVL project.



DEPARTMENT OF TRANSPORTATION
AND ENVIRONMENTAL SERVICES

P.O. Box 178 - City Hall
Alexandria, Virginia 22313
703-746-4025

alexandriava.gov

October 21, 2014

Kanti Srikanth, Director
Department of Planning
Metropolitan Washington Council of Governments
777 North Capitol Street, NE, Suite 300
Washington, D.C. 20002

Re: TIGER Grant Status

Dear Mr. Srikanth,

This is in response to your September 30 letter requesting the schedule for completing all project activities for the TIGER grant project. I apologize for the delayed response. Please know that Alexandria is committed to completing this project by the June 2016 deadline.

We have two TIGER Grant projects:

- 1) Project #10 US -1 Transitway (complete).
- 2) Project #12 Van Dorn/Pentagon, TSP/Queue Jumps, Superstops (will be complete by June 2016.)

The City of Alexandria's schedule for this project is:

- SuperStops, Advertise Construction September 2014
- Queue Jump/TSP, Finalize Design November 2014
- SuperStops Award Contract November 2014
- SuperStops, Construction January 2015 – June 2015
- Queue Jump/TSP, Advertise Construction January 2015 – February 2015
- Queue Jump/TSP, Award Contract March 2015

Kanti Srikanth
October 21, 2014
Page 2

- Queue Jump/TSP, Construction June 2015 – August 2015
- Queue Jump/TSP Implementation September 2015 – March 2016
- Project Complete April 2016

There are no anticipated changes to the scope of this project and the above schedule is firm and the June 16, 2016 deadline is achievable.

If you have any questions or concerns, please feel free to contact Bob Garbacz, Division Chief, T&ES Traffic Engineering, at 703.746.4143 or Bob.garbacz@alexandriava.gov.

Sincerely,

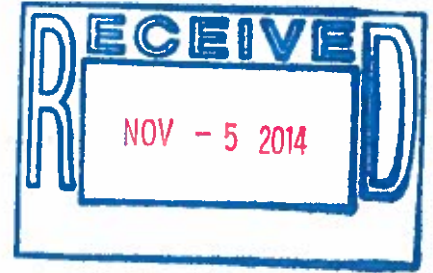


Yon Lambert, AICP
Acting Director

cc: Sandra Marks, Deputy Director, T&ES/Transportation
Bob Garbacz, Division Chief, T&ES, Traffic Engineering
Ravindra Raut, Civil Engineer IV, T&ES, Traffic Engineering
Lee Farmer, Principal Planner, T&ES, Transit Services



October 30, 2014



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

Dear Chairman Wojahn:

The Transportation Planning Board's (TPB) travel demand forecasting model (the model) is the basis for all planning studies and projects in the region, and this letter calls on the TPB to continue to improve the model to better represent transit and non-motorized modes of transportation. While the TPB has recently made significant improvements such as incorporating a mode choice model and transit assignment process as well as other refinements, the model still does not depict non-automobile trips on transit, bicycles, and foot as well as it could.

With the advent of Metroway bus rapid transit (BRT), streetcar, and the Purple Line light rail transit, the region is increasing the level of investment in transit, and the array of modes in the region is expanding well beyond what exists today. Due to the limited amount of funding available, there is also continued pressure from federal and state legislation to evaluate and prioritize transportation investments. Since the model is the basis for the evaluation, it must ensure that all modes are accurately represented to ensure decision makers across the region are making the best use of limited resources.

- In the current model, Metrorail and light rail are grouped together in the same category, whereas BRT and streetcar are grouped with express and local bus in the same category. While differences among these modes are clear in reality, without a model that reflects true differences of each investment, decision makers are unable to truly understand the attractiveness and impacts of each mode.
- As traffic grows, bus speeds continue to slow, and reliability and capital and operating costs are affected. In the current model, bus run times are independent of the level of traffic and subsequent traffic speeds. By further developing the model to integrate bus speeds with that of general traffic, decision makers will have a better understanding of the impacts of the myriad of the bus priority measures, especially right-of-way improvements, and their effect on ridership.
- Bicycling and walking to transit is the main mode of access for much of our ridership. It is also increasing in mode share across the region,

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Transit Authority**

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202/962-1234

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

*A District of Columbia
Maryland and Virginia
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especially in the core and central jurisdictions and some of the regional activity centers. In the past two years, the TPB's geographically-focused survey on non-motorized transit has provided a better understanding of bicycling and walking mode shares, especially in regional activity centers. WMATA would like to see this effort integrated into the model. Additionally, adding a non-motorized mode to the mode choice model would better reflect walking and biking when changes to surrounding land use are made. A better representation of biking and walking in the model would help the accuracy of station access modes.

WMATA applauds the TPB's continued engagement of consultants to identify best practices and test their compatibility with the current model; however, much remains to be done. The above are only a few examples of model improvements that the TPB could consider with regard to transit, bicycles, and pedestrians.

WMATA calls on the TPB to take action by undertaking a broader best practices review of how transit, bicycles, and pedestrians are incorporated into other regional models. From there, WMATA requests that the TPB identify the necessary steps and schedule that will bring the region's travel demand model in line with best practices and perhaps becomes a leading model for metropolitan planning organizations across the country. WMATA welcomes the opportunity to work more closely with the TPB to find a common ground and design and prioritize improvements to the modeling process that will further enhance its usefulness for transit-related studies and decision-making.

We look forward to seeing a proposal with an action plan, schedule and costs to improve how the regional transportation model represents the full range of modes. Improving the model would enable the region to make better decisions with the limited resources that we have.

Sincerely,

A handwritten signature in black ink, appearing to read 'Shyam Kannan', written over a horizontal line.

Shyam Kannan
Managing Director
Office of Planning



October 27, 2014

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

Dear Chairman Wojahn:

This letter calls on the Transportation Planning Board (TPB) to take a leadership role in (1) discussing how the Washington Metropolitan Area will provide the money needed to address regional and local transportation system priorities, (2) identifying the appropriate funding structure for the region's many unfunded transportation needs, and (3) tracking progress towards obtainment of funding.

In 1998, the Transportation Planning Board (TPB) unanimously adopted a Vision to provide the policy framework for continuing transportation system planning and implementation in the Nation Capital Region. The TPB Vision incorporates the eight planning factors specified in the current federal regulations¹ and has served as the overall blueprint and policy direction for the Constrained Long Range Plan (CLRP) since the 2000 CLRP update. Transportation agencies are required to explicitly consider the Vision as a policy framework in their project and program submittal processes, and it continues to serve as the guiding document for new initiatives such as the Regional Transportation Priorities Plan (RTPP).

Upon the Vision's adoption in 1998, the TPB unanimously decided to use it as their guide for regional transportation investments in the 21st Century. Seven of the eight policy goals have been incorporated into the regional planning process where progress toward these goals is assessed and reported on annually. It is time for the TPB to focus on the outlier; the goal that is difficult achieve, yet vitally important to the success of our region and the quality of the region. In 2004 the TPB issued the *Time to Act*² report, a call to action to address the serious funding shortfalls in transportation. *Time to Act* identified transportation needs, revenues, and funding shortfalls for the District of Columbia, Maryland, Virginia, and WMATA that required additional commitment from all levels of government: federal, state, regional, and local. As a result of this report, as well as the 2001 General Accounting Office report "Many Management Successes at WMATA, but Capital Planning Could Be Enhanced"³ and the Brookings Institution Report,

1 49 USC and 23 USC §134 (metropolitan) and §135 (statewide)

2 National Capital Region Transportation Planning Board MWCOG, "Time to Act", February 2004.

3 U.S. General Accounting Office, "Many Management Successes at WMATA, but Capital Planning Could Be Enhanced." GAO-01-744. (2001).

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*Washington Metro: Deficits by Design*⁴, the TPB established a panel sponsored by the Metropolitan Washington Council of Governments (MWCOG), the Greater Washington Board of Trade, and the Federal City Council for the purpose of advancing the critical issue of having dedicated funding for WMATA.

The Blue Ribbon Panel published its report on Metro funding in January, 2005. Among the primary findings, conclusions, and recommendations of the report were:

- There is and will continue to be an expanding shortfall of revenues available to address both capital needs and operational subsidies of the Metrorail and Metrobus systems.
- Federal needs require the federal government to significantly participate in addressing these shortfalls, particularly for capital maintenance and system enhancement.
- The Compact jurisdictions should mutually create and implement a single regional dedicated revenue source to address these shortfalls.
- The most viable dedicated revenue source that can be implemented on a regional basis is a sales tax.
- Federal and regional authorities should address alternate methods of funding the MetroAccess needs of the region.

Together with publication of the report, the Panel urged sponsoring organizations to advance their work by advocating on behalf of the Panel's findings, conclusions, and recommendations. They called on the region's leaders to take action to build a coalition to support a dedicated revenue source for WMATA. However, what was envisioned in 1998 with the adoption of the TPB's Vision, studied in the early 2000's by the GAO, the Brookings Institution, MWCOG, the Greater Washington Board of Trade, Congress, and WMATA, and advocated for by representatives of each since then remains undone.

Since the recommendations put forth almost ten years ago, there has been little additional work either in advancing the recommendations or in continuing to create new ideas. Importantly, Goal 7:

The Washington metropolitan region will achieve an enhanced funding mechanism(s) for regional and local transportation system priorities that cannot be implemented with current and forecasted federal, state, and local funding⁵

remains unlinked to the regional planning process and presents a large gap in the fulfillment of the TPB Vision. Meanwhile, the region continues to grapple with mounting transportation problems in the face of increasingly limited funding dollars to combat the mobility-based threats to economic growth, sustainability, and livability. Funding limitations continue to hamper regional transportation

⁴ Robert Puentes, "Washington Metro: Deficits by Design", (Washington: Brookings Institution, June 2004).

⁵ The TPB Vision. Available at: <http://www.mwcog.org/transportation/activities/vision/>

planning initiatives that support the TPB Vision, Region Forward, and Economy Forward, and should Goal 7 continue to go untended, it is unreasonable to assume that the current situation will change for the better.

For this reason, WMATA calls upon the TPB to take action. WMATA requests the TPB to recommit itself to advancing Goal 7 in the TPB Vision. This means that TPB should examine enhanced funding mechanisms and establish a policy recommendation on funding the region's transportation future. WMATA requests that the TPB take a leadership role in reigniting the torch on the discussion of how the region will achieve **enhanced funding mechanism(s) for regional and local transportation system priorities**, and identify the appropriate funding structure for the region's many unfunded transportation needs.

To ensure continuity of the conversation among regional leaders and to track progress toward the achievement of this goal, WMATA requests TPB staff incorporate a report of its status into the annual work program, and present findings to the Board.

We look forward to seeing a proposal on how this goal will be addressed in a regional forum and how the TPB will continue to work toward its achievement in the future.

Sincerely,

A handwritten signature in black ink, appearing to read 'Shyam Kannan', with a long horizontal line extending to the right.

Shyam Kannan
Managing Director
Office of Planning

