



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: November 9, 2017

The attached materials include:

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions
DATE: November 9, 2017

At its meeting on November 3, the TPB Steering Committee approved the following resolutions to amend the FY 2017-2022 Transportation Improvement Program (TIP):

- SR7-2018: To include \$10 million in state and local funding for the MD 97 at Brookeville Highway Construction project, as requested by the Maryland Department of Transportation (MDOT). This project is included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP.
- SR8-2018: To include \$4.4 million in FTA Section 5339(c) funding for the Low or No Emissions FTA Electric Bus Grant project, as requested by the Montgomery County Department of Transportation. This project is exempt from the air quality conformity requirement.

The Steering Committee reviewed and approved a comment letter from the TPB to the Federal Highway Administration (FHWA) on the Notice of Proposed Rulemaking (NPRM) to repeal the Greenhouse Gas (GHG) measure. Comments were due to FHWA by November 6, 2017. Chairman Newton has signed the letter, which is included in the Letters Sent/Received section of this item.

The committee also reviewed a set of twelve proposed changes to the draft amendment to the District of Columbia section of the FY 2017-2022 TIP that have been requested by the District Department of Transportation (DDOT). The changes would add approximately \$340 million in additional funding to the TIP amendment. All twelve projects had been previously included in the FY 2017-2022 TIP as it had been approved by the TPB on November 16, 2016, and there are no changes to the scope or completion of four of the projects which are included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP. The Steering Committee has recommended that the TPB include these corrections as a part of Resolution R7-2018 to approve the DDOT TIP amendment.

During the review of the draft TPB agenda, the Steering Committee also reviewed and approved a comment letter from the TPB to the MDOT/Maryland Transportation Authority (MDTA) regarding the Governor Harry W. Nice Bridge Replacement project. As discussed at the October TPB meeting, this letter requests a meeting and further dialogue on the project details. Chairman Newton has signed the letter, which is included in the Letters Sent/Received section of this item.

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

Attachments

- SR7-2018
- SR8-2018

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2017-2022 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THE MD 97 AT
BROOKEVILLE HIGHWAY CONSTRUCTION PROJECT, AS REQUESTED BY
THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

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

WHEREAS, on November 16, 2016 the TPB adopted the FY 2017-2022 TIP; and

WHEREAS, in the attached letter of October 26, MDOT has requested that the FY 2017-2022 TIP be amended to include an additional \$10.057 million in state and local funding for planning and preliminary engineering (PPE), right-of-way acquisition (ROW), and construction between FY 2017 and FY 2020 for the MD 97 at Brookeville Highway Construction project (TIP ID 3106), as described in the attached materials; and

WHEREAS, this project is included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP (CON ID 137, MP12C);

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP to include an additional \$10.057 million in state and local funding for PPE, ROW, and construction between FY 2017 and FY 2020 for the MD 97 at Brookeville Highway Construction project (TIP ID 3106), as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on November 3, 2017



Maryland Department of Transportation
The Secretary's Office

Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

Pete K. Rahn
Secretary

October 26, 2017

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

Dear Chairman Newton:

The Maryland Department of Transportation (MDOT) requests to amend the State Highway Administration (SHA) portion of the National Capital Region Transportation Planning Board's (TPB) Fiscal Year (FY) 2017-2022 Transportation Improvement Program (TIP) for one existing project as described below and in the attached memo. The change reflects MDOT's updated programmed expenditures from FY 2017 to FY 2022. This capacity project has already been included in the approved air quality conformity determination; the additional funds for this action do not impact or alter the project's or region's air quality conformity.

TIP ID#	Project	Phase	Amount of New Funding	Comment
3106	MD 97 at Brookeville Highway Construction, Brookeville	PP/PE RW CO	\$4,000,000 \$637,000 \$5,420,000	Add funding for planning/design, right-of-way, and construction.

MDOT requests that these amendments be approved by the TPB Steering Committee at its November 3, 2017 meeting.

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

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

The Honorable Bridget Donnell Newton
Page Two

We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact Ms. Kari Snyder at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@mdot.state.md.us. Of course, please feel free to contact me directly.

Sincerely,



Tyson Byrne
Manager, Regional Planning
Office of Planning and Capital Programming

Attachment

cc: Ms. Kari Snyder, Regional Planner, Office of Planning and Capital Programming,
MDOT

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

FY 2017 - 2022

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
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MDOT/State Highway Administration

TIP ID: 3106	Agency ID: MO7461	Title: MD 97 at Brookeville Highway Construction	Complete: 2020	Total Cost: \$52,000					
Facility: MD 97	Local	0/0/100	6,949 a	317 a	2,734 a				3,051
From: Gold Mine Road	NHPP	100/0/0	1,594 a						
To: North of Brookeville	State	0/100/0	641 a	529 b 82 c	949 a 1,918 b 4,843 c	415 b 16,956 c	14,109 c		39,801
Total Funds:									42,852

Description: Construction of new two-lane MD 97 from south of Brookeville, near Gold Mine Road, to north of Brookeville.

Amendment: Adding Planning/Design, Right-of-Way Acquisition, and Construction Funding **Approved on: 11/3/2017**
 Adding \$317,000 (Local) to FY17 PP/PE and \$2,734,000 (Local) and \$949,000 (State) to FY18 PP/PE. Adding \$529,000 (State) to FY17 RW, \$1,918,000 (State) to FY18 RW, and \$415,000 (State) to FY19 RW. Subtracting \$2,225,000 (Local) from FY19 RW. Adding \$796,000 (State) to FY18 CO, \$2,578,000 (State) to FY19 CO, and \$2,046,000 (State) to FY20 CO.

Modification: Subtracting Planning/Design, Right-of-Way Acquisition, and Construction Funding **Approved on: 8/24/2017**
 Subtracting \$250,000 (Local) from FY17 PP/PE. Subtracting \$1,500,000 (Local) from FY17 RW, subtracting \$1,711,000 (Local) from FY18 RW, adding \$2,225,000 (Local) to and subtracting \$1,374,000 (State) from FY19 RW, and subtracting \$1,626,000 (Local) from FY20 RW. Subtracting \$8,825,000 (State) from FY17 CO, subtracting \$11,349,000 (State) from FY18 CO, subtracting \$6,374,000 (Local) from and adding \$14,378,000 (State) to FY19 CO, and adding \$12,063,000 (State) to FY20 CO.

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2017-2022 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THE LOW OR NO
EMISSIONS FTA ELECTRIC BUS GRANT PROJECT, AS REQUESTED BY
THE MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION (MCDOT)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

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

WHEREAS, on November 16, 2016 the TPB adopted the FY 2017-2022 TIP; and

WHEREAS, in the attached letter of October 27, MCDOT has requested that the FY 2017-2022 TIP be amended to include \$4.4 million in Section 5339(c) and local matching funds for the Low or No Emissions FTA Electric Bus Grant project (TIP ID 6616), as described in the attached materials; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP to \$4.4 million in Section 5339(c) and local matching funds for the Low or No Emissions FTA Electric Bus Grant project (TIP ID 6616), as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on November 3, 2017



DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

October 27, 2017

Al R. Roshdieh
Director

The Honorable Bridget Donnell Newton, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E. Suite 300
Washington, D.C. 20002

Dear Chairman Newton:

The Montgomery County Department of Transportation (MCDOT) requests an amendment to the suburban Maryland section of the Capital Region Transportation Planning Board's (TPB) FY 2017-2022 Transportation Improvement Program (TIP) to include the County's recent FTA Low or No Emission Vehicle Program Grant award. MCDOT will update its transit fleet with four Proterra 35' E2 battery electric buses to replace four GILLIG 30' diesel buses. Additionally, MCDOT will procure and install four depot chargers. The buses would be Montgomery County's first zero-emission buses and would be a component of green and sustainable initiatives underway in the County.

MCDOT requests that this amendment be approved by the TPB Steering Committee at its November 3, 2017 meeting.

Thank you for your cooperation in this matter. Please contact Mr. Gary Erenrich, Special Assistant to the Director at (240)777-7156 or gary.erenrich@montgomerycountymd.gov if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Al R. Roshdieh".

Al R. Roshdieh
Director

cc: Mr. Gary Erenrich, MCDOT
Mr. Dan Hibbert, MCDOT
Ms. Kari Snyder, Regional Planner, MDOT

Office of the Director

101 Monroe St., 10th Floor • Rockville, Maryland 20850 • 240-777-7170 • 240-777-7178 FAX
www.montgomerycountymd.gov/dot

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

FY 2017 - 2022

Source	Fed/St/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
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Montgomery County

TIP ID: 6616	Agency ID:	Title: Low or No Emissions FTA Electric Bus grant	Complete: 2020	Total Cost: \$4,395
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Facility: Silver Spring Depot Charging Stations	Section 5339©	80/0/20	4,395 e	4,395
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From:

To: **Total Funds: 4,395**

Description: Montgomery County, Maryland seeks to update its fleet with four Proterra 35' E2 battery electric buses to replace four GILLIG 30' diesel buses. Additionally, Montgomery County seeks to procure and install four depot chargers. The buses would be Montgomery County's first zero-emission buses and would be a component of green and sustainable initiatives underway in the county.

Amendment: Add New Project **Approved on: 11/3/2017**
 Amend project into the FY 2017-2022 TIP with \$4.395 million in Section 5339(c) funding in FY 2019 for the acquisition of buses and charging stations.



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Update on the COG Metro Strategy Group
DATE: November 14, 2017

Maintenance of the existing transportation system in a state of good repair is one of the Transportation Planning Board's stated policy goals and priorities. Sustained funding for the Washington Metropolitan Area Transportation Authority (WMATA) to achieve a safe and reliable Metro system in a state of good repair is a priority of the metropolitan Washington region and current efforts are being led by the Metropolitan Washington Council of Governments (COG) Board of Directors. The Transportation Planning Board (TPB) has partnered with COG on a comprehensive effort to secure sustained, predictable and dedicated funding for WMATA since late 2015 when it conducted a detailed review of WMATA's funding needs.

COG METRO STRATEGY GROUP

The board was previously updated on the workings of the Metro Strategy Group (MSG) of local elected and appointed officials at the TPB's September meeting. A week previous at the COG Board meeting, the Metro Strategy Group Chairman Bulova reported on the status of the group's activities and that the MSG had reached consensus on the need to generate \$500 million annually in new dedicated funding to cover WMATA's capital funding gap, through a predictable, recurring and bondable source. This followed on an August meeting of the Maryland and Virginia Governors and the District's Mayor and the proposal of Maryland Governor Larry Hogan for a short-term arrangement to provide \$500 million in annual funding for four years, with equal shares from each of the three jurisdictions and the federal government.

At the November 8 COG Board meeting, Chairman Derrick Davis provided an update on the MSG's deliberations. The MSG is continuing to work toward a consensus on the best solution that works for all three major jurisdictions – the District of Columbia, Maryland and Virginia – on raising the agreed upon amount of new dedicated funding. This is admittedly a complicated task, and further collaboration is needed. This will require a stepped-up level of engagement with members of the state legislatures and the three executive offices in a coordinated fashion to help achieve agreement across the region as well as the involvement of Federal officials.

In the meantime, as the MSG works to reach a deal on permanent dedicated funding, it is critical that the region maintains its momentum and commits to a significant down-payment to assure WMATA's capital needs are fully covered in FY 2019. In Maryland, Governor Larry Hogan proposed additional funding for Metro at \$500 million a year from four partners for four years "to give the region and the parties to the Compact four years to formulate a long-term more permanent solution to WMATA's fiscal challenges." MSG members generally saw the Governor's proposal as moving the region forward towards meeting WMATA's ten-year capital needs as long as there is a commitment to finalizing the long-term permanent solution in the shortest possible time frame.

LAHOOD REPORT

On November 13, contents of the “LaHood Report”, an assessment of WMATA’s status and needs commissioned by Virginia Governor McAuliffe and led by former US Secretary of Transportation Ray LaHood were published in the Washington Post. The report includes a summary of the findings and recommendations (attached) on a range of topics including the performance of General Manger Wiedefeld, the governance structure of WMATA, and comparisons of costs and funding for WMATA relative to other major transit systems. The report lays out recommendations regarding governance, service levels, labor costs, and management of the capital program. The fifth and sixth recommendations speak specifically to the need for dedicated capital funding and a federal commitment. These two recommendations are consistent with the work activities and points of agreement reached by the COG Metro Strategy Group.

[Washington Post - November 12, 2017 - LaHood report on Metro](#)

NEXT STEPS

The MSG will be meeting in the next few weeks to continue its work and prepare a set of recommendations or options for further engagement. A report and proposal for next steps will be presented to the COG Board at a special meeting on December 14 (prior to the annual luncheon).

October 23, 2017

The Honorable Terence R. McAuliffe
Governor, Commonwealth of Virginia
Patrick Henry Building, 3rd Floor
1111 East Broad Street
Richmond VA 23219

Dear Governor McAuliffe:

In March, 2017 you asked me to undertake an independent review of the finances, management and operations of the Washington Metropolitan Area Transit Authority (WMATA). To carry this out, I spent the last six months reviewing information about WMATA and meeting with regional stakeholders. This letter describes what I found and contains my recommendations.

In performing this review, I worked closely with a team from the global engineering firm WSP. They collected data on WMATA's costs, revenues and other key indicators to compare it to other large U.S. transit agencies. WSP's benchmarking and other analysis is presented in a report being released in conjunction with this letter.

My findings and recommendations are as follows.

- ***Finding #1: WMATA General Manager Paul Wiedefeld is performing well.*** Turning around a major organization of any kind, whether a public agency or a private business, begins with the leadership team. Since coming on board in late 2015, Mr. Wiedefeld has not shied away from taking on the problems that have plagued WMATA for years. When lines needed to be temporarily closed to assure they were safe and reliable, they were closed. When employees failed to perform up to expectations, they were terminated. When service needed to be reduced to manage costs and assure maintenance could be performed, it was reduced. He is the right person for the job at hand.
- ***Finding #2: The WMATA board structure is not what the agency needs.*** The agency's board is too large, too fractious, and too oriented toward interests of the region's individual jurisdictions rather than the needs of the region as a whole. This is not the fault of the people currently holding seats on the board; these issues pre-date them and will persist after they leave unless something is done. Perhaps a poorly-functioning board could be tolerated if everything else was going well, but that is not our situation. For the next several years the board will need to focus on one thing: making the system safe and reliable. This will require tough decisions, and jockeying for position among the region's jurisdictions will need to take a back seat.

- ***Finding #3: WMATA’s costs are mostly average.*** Much attention has been paid to the cost of running WMATA. This is as it should be; the agency provides a public service and it needs to be cost-effective. Our review found that WMATA’s cost to deliver a unit of service is average for a large transit agency, and its wages are in line with the region’s cost of living. Opportunities for improvement exist, several of which are pointed out in the report accompanying this letter. I hope WMATA’s board and management will aggressively pursue them. WMATA has cost issues it can address, but they are similar to those at other agencies of its kind.
- ***Finding #4: Ridership has fallen, and this financials consequences.*** The years of steady ridership growth came to an end after 2015. Transit ridership is down modestly nationwide, but the decline at WMATA is far greater. Lost ridership means lost revenue, and the decline in patronage has put a major hole in WMATA’s operating budget that state and local funders have had to fill. WMATA’s biggest funder is its customers, and doing what it takes to bring them back is vital.
- ***Finding #5: WMATA offers more service per rider than other large transit agencies.*** Even as ridership declined, WMATA continued to add service – more and longer trains, more early-morning and late-night hours, and new Silver Line service. This was convenient for riders, but it came with a cost. For both bus and rail, WMATA has offered at least twenty percent more service per rider than the average large transit agency, which leads to higher costs than in other metro areas.
- ***Finding #6. WMATA has no capital funds of its own, and the jurisdictions that fund its capital needs have not provided enough to keep the system in acceptable condition.*** The Metrorail system opened in 1976, and for many years it performed well because the tracks, stations and other key systems were mostly new. But the system is now 40 years old and much of it needs renewal or replacement. Unfortunately, the funders that pay for WMATA’s capital program have grown accustomed to contributing at a level adequate for a new system, but far too low for an aging system.
- ***Finding #7: WMATA can be improved without opening the Interstate Compact that governs it.*** WMATA is unusual among transit agencies because it operates in multiple states. For this reason, it is governed by an Interstate Compact between D.C., Maryland and Virginia. Any changes to this agreement require legislative approval in all three jurisdictions and an Act of Congress signed by the President. This process can take years. I do not believe we can wait to reform WMATA, and so the recommendations I am offering can all be carried out without waiting for a change to the Compact.

Based on these findings, I propose the following actions to improve WMATA.

- ***Recommendation #1: Install a temporary Reform Board.*** For WMATA to succeed, its board needs to change. I propose the current 16-member board be temporarily replaced by a five-member Reform Board. One member each would be appointed from D.C., Maryland, Virginia and the federal government, and the four appointing authorities would jointly agree on a fifth person to serve as Chair. These new appointees would be given a very clear

mandate: bring WMATA back to what it once was, the best transit system in America. The findings in this letter and the accompanying report provide a roadmap to follow. I estimate it will take three years of sustained effort to assure WMATA is on the right path, and during this time the Reform Board would develop a recommendation for a transition to a new permanent board.

- ***Recommendation #2: Offer service that matches actual demand.*** For both bus and rail, WMATA has offered more service – more buses and train cars running more hours on more routes – than its peer transit agencies. With Metrorail, this mostly emerged over the last decade as ridership fell and service kept expanding. Mr. Wiedefeld has trimmed rail service for FY2018, and if rail ridership begins to grow again, a major re-think of rail service levels may not be needed. If rail ridership does not grow, more painful choices will need to be considered. The situation with Metrobus is different. Service levels have been high going back at least 15 years, and there is no indication bus ridership will grow to match the current level and pattern of service. For these and other reasons a major reset of the WMATA bus system is needed. This is discussed in further detail in the accompanying report. The idea is not simply to curtail low performing bus routes. Something much more comprehensive is needed. By re-examining the entire system of bus routes, schedules and operating practices, we can find opportunities for things like more efficient routing that save money and improve service. Other cities have reset their bus systems in this way in recent years, most notably Houston.
- ***Recommendation #3: Manage costs and increase productivity in the next labor contract.*** Although WMATA’s pay, benefits and employment policies are similar to those at other large transit agencies, improvement is still possible. On average, WMATA’s unionized workers contribute about three percent of pay toward pension, well below the national average for workers with similar pensions. WMATA workers count overtime earnings toward retirement pay with no cap; many other agencies either cap or prohibit this. The freedom for WMATA workers to pick their shifts should not extend to working excessive hours consecutively beyond what is safe. The next labor contract is an opportunity for reform in these and other areas.
- ***Recommendation #4: Reliably deliver a large capital program.*** WMATA needs to increase the pace of repairing aging infrastructure. This is beyond question. But those who are asked to fund this will hesitate if they doubt WMATA is capable of actually spending new money. Unfortunately, this has been a major shortfall in the past. For much of the last decade, WMATA was rarely able to spend more than 80 percent of the capital funds it budgeted for a given year. Performance has improved markedly under Mr. Wiedefeld; in FY2017 WMATA carried out more capital work than it had budgeted – a first – and invested significantly more than in any previous year. This is welcome news, but annual investment levels will need to continue rising for WMATA to have any hope of tackling its backlog of deteriorated assets.
- ***Recommendation #5: Give WMATA new, dedicated capital funding.*** WMATA’s infrastructure is aging and needs renewal, and the funding it receives today is not enough to get this done. Not even close. Mr. Wiedefeld has estimated a need for \$500 million per year

in new capital funding; WSP's analysis produced a slightly higher estimate, \$540 million per year, although it also identified areas for operating cost savings that could make up the difference. I think \$500 million per year should be our target. WMATA's problems will never be solved without this new money.

That said, the amount is not the only thing that matters. The major surge in capital spending that is needed will not be possible without WMATA taking on new debt, and this will be possible only if new funding is dedicated in a way that is accepted by the capital markets.

The final question is how to raise these funds. I am not proposing a specific method because many different arrangements would work. A single uniform source across the region, such as a sales tax, has been used with success in other places. However, the complex jurisdictional structure in our region makes this very challenging. Each of WMATA's funding partners will need to play a role, and each can generate its share in a way that makes sense for them. The methods can be different so long as the key criteria are met: the total is sufficient, the funds are dedicated, and they arrive soon.

- ***Recommendation #6: Create a new dedicated source of capital funding for WMATA at the federal level.*** WMATA is unique among U.S. transit systems because of its relationship with the federal government. Nearly 40 percent of rush hour Metrorail riders are federal employees, and this gives the federal government a special responsibility to help WMATA succeed. In 2008, Congress authorized \$1.5 billion in special WMATA funding over 10 years as part of the PRIIA legislation, to be matched by an equal amount of state and local funding. This raised the level of capital commitments to WMATA from all sources from roughly \$500 million per year to around \$800 million per year. It was a huge help, but \$800 million per year is not nearly enough. More troubling still, PRIIA funding is set to expire and it is not clear if it will be renewed.

Congress and the administration should create a successor program of dedicated WMATA funding to take over once PRIIA funding expires. If the state and local governments in the region increase their contributions to WMATA, so should the federal government. And just like any new state and local funds, if possible these federal funds should be legally dedicated to WMATA so they can be used to back bonds. In my discussions with members of the region's Congressional delegations I found essentially universal support for WMATA. They know it needs to succeed, and they're willing to help. Achieving an increase in federal funds will be difficult, but I trust that the members of the House and Senate that represent this region will do all they can to make it happen.

If these recommendations are followed, I am optimistic about WMATA's future. The Washington D.C. region is vibrant and growing, in part because of its transit infrastructure. Riders may not come back immediately, but if we make the system safe, reliable and convenient, they will come back eventually. However, if these recommendations are not followed, I cannot be optimistic about the future. The last decade has not been a good time for WMATA, and we need to make major changes to its leadership, operations and funding to turn this around.

These changes will happen only if the region's leaders and the federal government take the difficult steps needed to put WMATA back on the right path. On this point, I would like to commend you, Governor McAuliffe, for the leadership you have shown in bringing attention to this issue. I am honored that you asked me to offer my perspective, and I hope you and others in Virginia will find it useful, just as I hope that leaders in Maryland, the District of Columbia and at the federal level will as well.

Please feel free to call on me in the future in any way you feel could help in returning WMATA to what it once was – America's number one transit system.

Sincerely,

Ray LaHood



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: November 9, 2017

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



National Capital Region
Transportation Planning Board

November 2, 2017

Ms. Brandye Hendrickson
Acting Administrator
Federal Highway Administration (FHWA)
U.S. Department of Transportation (USDOT)
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Comments on the National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and the Congestion Mitigation and Air Quality Improvement Program [Docket No. FHWA-2017-0025]

Dear Acting Administrator Hendrickson,

The National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Metropolitan Washington Area, appreciates your efforts and those of FHWA staff to provide opportunities for commenting on the National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and the Congestion Mitigation and Air Quality Improvement Program. Our comments on the Notice of Proposed Rulemaking (NPRM) to repeal the Greenhouse Gas (GHG) measure are provided for your consideration below.

The TPB supports retaining the currently enacted GHG measure. The TPB believes that this rule is a good start that aids in increasing the accountability and transparency of the Federal-aid highway program and provides a framework to support improved investment decision making through a focus on performance outcomes for key national transportation goals.

The TPB works closely with the Metropolitan Washington Council of Governments (MWCOC), the region's partnership hub for local governments. MWCOC has set aspirational goals for reducing the region's emissions of greenhouse gases (GHG) through 2050, starting with the National Capital Region Climate Change Report in 2008. The TPB has endorsed these goals (Resolution 10-2015) and also works closely with other regional policy boards, including the Metropolitan Washington Air Quality Committee (MWAQC) and Climate, Energy, and Environment Policy Committee (CEEPC). These regional bodies affirmed these goals in 2014 and established a Multi-Sector Working Group to work on plans to reduce greenhouse gases. Efforts continue among all sectors, including the transportation sector, to develop and implement action plans to reduce greenhouse gases. Plans and actions to reduce GHG are therefore an important objective of the TPB and forecasting GHG emissions is integral to our region's metropolitan transportation planning. These efforts will be well complemented by the currently enacted federal rule establishing Percent Change in Tailpipe Carbon Dioxide Emissions on the National Highway System (also known as the GHG measure) as a performance measure under the FAST Act's Performance Management system.

Questions from the NPRM

1. Whether data are available to more directly measure GHG emissions effects of NHS projects undertaken by States or MPOs.
2. Whether the data used to calculate the measure are precise enough to meet the needs of a performance based approach.
3. Whether the measure provides meaningful utility for assessment of environmental performance of the NHS by States and MPOs.
4. Information or data that would justify the utility of this measure relative to the increased burden on States and MPOs to report this information.
5. Input from States and MPOs on the potential costs imposed by the addition of this measure.

Question 1. Whether data are available to more directly measure GHG emissions effects of NHS projects undertaken by States or MPOs.

The TPB currently forecasts the mobile source GHG emissions of the region's transportation network represented on the regional travel demand model as a by-product of its air quality conformity determination process. These emissions estimates are developed using EPA's Motor Vehicle Emissions Simulator (MOVES) model. The resulting measures of total and per capita mobile source greenhouse gas emissions have been part of the TPB's long range plan performance analysis for several years, and are considered by the board in its approval of the long range metropolitan transportation plan.

The national performance management measure of measuring GHG emissions by calculating tailpipe CO₂ emissions on just the National Highway System (NHS), would produce an estimates that would be a subset of the regional GHG emissions estimates and generated from a different set of data. However, the results should be comparable in direction and magnitude.

The final rule notes that there are many different methods of estimating GHG emissions and that some methods require more detailed and NHS specific data. The TPB has not, at this time, identified all of the desired data to more directly measure or calculate GHG emissions on just the NHS system. The TPB, however, has access to data that could be used to estimate changes in GHG emissions using other simplified methods outlined in the final rule. However, the use of a performance measure that is nationally comparable among States and MPOs that receive federal CMAQ funds is a desirable goal for performance-driven decision-making, and it is recommended that the FHWA establish a common basis for such comparable performance measurement of GHG emissions.

Question 2. Whether the data used to calculate the measure are precise enough to meet the needs of a performance based approach.

The national performance management measures, in general, must apply throughout the United States to provide information and comparability. Traffic operations in general can be influenced by local conditions, and in this the GHG measure is similar to many of the other national performance management measures. Accordingly, the data would appear to be precise enough to provide valuable information to decision-makers.

In addition, the TPB endorses the concept of performance management as a process, in which data is used to inform decision-making, rather than performance measurement focused on the data.

Accordingly, measures which inform performance management decision-making are preferable. Such measures need to accurately reflect any changes made in inputs, so that output follows input and enables outcome based decision-making. A focus solely on precision is not as important to the performance based approach. Additionally, the techniques and costs for gathering travel data continues to evolve and so will the ability of the data to better reflect local conditions.

Question 3. Whether the measure provides meaningful utility for assessment of environmental performance of the NHS by States and MPOs.

The NHS is a very important part of a region's transportation network and this is particularly true in the TPB's planning area. The TPB's member jurisdictions invest considerable amount of funds on its NHS system. The TPB's planning area is currently in non-attainment of the federal Ozone NAAQS and a recipient of federal CMAQ funds. These funds are invested to affect travel and reduce emissions. With a considerable amount of the region's travel happening on the NHS it is important to be able to assess environmental performance of the NHS. Additionally, given the importance the TPB and other regional policy boards place on GHG emissions reductions, the tailpipe emissions measure would be a very useful measure to inform the region's investments with regard to the environmental improvements. While the TPB will continue to use its regional systemwide GHG emissions estimates measure in regional planning, having the federal GHG measure as a commonly defined and available GHG performance measure across the nation would provide useful comparative information for the TPB.

Question 4. Information or data that would justify the utility of this measure relative to the increased burden on States and MPOs to report this information.

Having a commonly defined and available GHG performance measure across the nation would provide useful comparative information for the TPB. Accordingly, the TPB endorses the establishment of common, national data definition, collection, forecasting, and reporting, to enable comparative analysis and informed decision-making. There are no penalties or impacts from the national performance management measures for MPOs (or for the States except in potential allocation of safety and preservations funds), a principle which the TPB heartily endorses. However, the benefit of information on GHG emissions is important to many MPOs and States, and furthers the performance-driven planning process. Given the TPB's long range planning activities as a Travel Management Area (TMA) and a non-attainment area together with its proactive work on GHG emissions, the TPB does not view the additional work to implement the GHG as a considerable burden.

Question 5. Input from States and MPOs on the potential costs imposed by the addition of this measure.

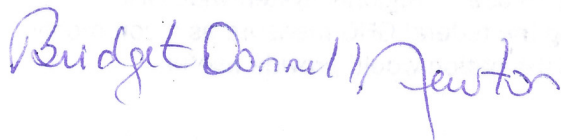
As noted above as a TMA and a non-attainment area the TPB currently deploys considerable resources to comply with all of the federal and state planning regulations. The TPB's current work activities does include estimating GHG emissions. Given the interest of the members of the TPB, MWCOG, and other regional policy boards in GHG reductions, it is anticipated that this MPO will continue its GHG emissions work for the region regardless of whether this performance measure is part of the required national performance measures. Accordingly, there would be limited costs imposed by this useful GHG measure.

Ms. Brandye Hendrickson
November 2, 2017

In summary: The TPB recognizes the importance of the performance provisions of MAP-21 and the FAST Act as set forth in the May 2016 final rule on Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). We welcome the move towards a performance-driven, outcome based approach to transportation planning. The TPB supports retaining the currently enacted GHG measure and believes that this rule aids in increasing the accountability and transparency of the Federal-aid highway program and provides a framework to support improved investment decision making through a focus on performance outcomes for key national transportation goals.

Please feel free to contact the TPB's staff Director of Transportation Planning, Mr. Kanathur Srikanth at ksrikanth@mwcog.org or 202-962-3257 if there is any additional information or support that the TPB can provide in the development and implementation of the performance-based planning and programming regulations.

Sincerely,



Bridget Donnell Newton
Chair, National Capital Region
Transportation Planning Board



November 8, 2017

Secretary Pete K. Rahn
Maryland Department of Transportation Secretary and
Maryland Transportation Authority Chairman
Maryland Department of Transportation
7201 Corporate Center Boulevard
Hanover, MD 21076

Re: Governor Harry W. Nice Bridge Replacement Project

Dear Secretary Rahn:

The National Capital Region Transportation Planning Board (TPB) at the Metropolitan Washington Council of Governments (COG) recently took action to amend the National Capital Region's Constrained Long-Range Transportation Plan (CLRP) to accommodate Maryland's schedule acceleration of the Governor Harry W. Nice Bridge Replacement Project. Several questions and concerns were raised by TPB members regarding project development details. On behalf of the TPB, I am asking that a senior knowledgeable Maryland Transportation Authority representative meet and engage in a dialogue with the TPB in the near future regarding aspects of the bridge replacement that are of concern to TPB member governments in Maryland, Virginia, and the District of Columbia.

The TPB appreciates and supports the State of Maryland's efforts to accelerate and accomplish the replacement and upgrade of this vital link in the Maryland, Virginia and National Capital Region transportation infrastructure, as evidenced both by the TPB's previous inclusion of the project in the CLRP, as well as our October 18, 2017 actions to include this project with the updated schedule in the latest air quality conformity determination and CLRP amendment. Before taking the actions at the TPB's October 18 meeting, however, a number of TPB members raised questions and concerns and provided comments for the record. These concerns were, in summary:

1. *Bridge Height:* District of Columbia and City of Alexandria representatives expressed concerns about the impact of the proposed bridge height reduction on movement of historic tall ships and other tall vessels that currently access Washington and Alexandria ports. Inability for such vessels to reach Washington and Alexandria, among other destinations, will have negative community and economic impacts.
2. *Emergency Breakdown Shoulders:* The Charles County representative raised issues also noted in an (attached) October 6, 2017 letter to you from the Board of Charles County Commissioners. This letter was forwarded to TPB and is included in our official comment records as part of the conformity determination and plan approval. Charles County is concerned that a new bridge without adequate shoulder widths for emergency breakdowns "will not help relieve the congestion that is currently being seen on this bridge."
3. *Bicycle and Pedestrian Accommodations:* Also raised at the TPB and in the Charles County Commissioners' letter was the inclusion of bicycle and pedestrian connections on the replacement bridge. With a planned 100-year lifespan of a replacement bridge, this represents a once-in-100-years opportunity to provide such a bicycle and pedestrian connection, with important community and economic benefits. Including a bicycle and

Secretary Pete K. Rahn
November 8, 2017

pedestrian connection would also be consistent with the TPB's adopted Complete Streets policy. Additionally, the Charles County Commissioners' letter asked for consideration of keeping and repurposing the existing Harry Nice Bridge as a bicycle and pedestrian facility.

The TPB would appreciate the chance for expert briefings and dialogue as the project design proceeds given these major concerns from jurisdictions around the region. We appreciate the ongoing participation in the TPB by Maryland Department of Transportation representatives of the Office of the Secretary. However, it will be vital in this case also to have senior representation from the Maryland Transportation Authority (MDTA) for these discussions, given the role that the MDTA and its board have in this project.

The TPB is currently engaged in the update of our long-range transportation plan for the National Capital Region, known as Visualize 2045. We look forward to providing our members with this opportunity for such a dialogue which will enable support for a timely and cost-effective replacement of the Nice Bridge that best enhances the National Capital Region's community needs and development for 2045 and beyond. We appreciate your leadership and assistance on these important considerations.

Sincerely,



Bridget Donnell Newton
TPB Chairman

Attachment

cc: Mr. R. Earl Lewis, Deputy Secretary, Maryland Department of Transportation
Mr. Kevin C. Reigrut, Executive Director, Maryland Transportation Authority



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: November 9, 2017

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Jon Schermann, TPB Transportation Planner
SUBJECT: National Capital Region Freight Forum - Highlights
DATE: November 9, 2017

This memorandum provides highlights of the National Capital Region Freight Forum held on October 31, 2017. Convened under the auspices of the TPB's Freight Subcommittee, the theme of the Freight Forum was "freight as an enabler of livability". Approximately 50 persons attended, including transportation planners, bicycle/pedestrian planners, transportation officials from a variety of local, regional, and state jurisdictions, FHWA and FMCSA officials, and representatives from UPS, the DC Truckers Association, transportation-oriented consulting firms, and the Transportation Research Board. Especially fortunate was that a number of TPB Board Members, including Kelly Russell of the City of Frederick, Sam Zimbabwe of DDOT, Gary Erenrich of Montgomery County, Christopher Lawson of FHWA, and Sandra Jackson of FHWA were able to attend and participate, as was TPB Technical Committee Chair Tim Davis.

FORUM AGENDA ITEMS

The agenda featured a panel overview of urban freight challenges, a breakout session on the topic of freight as an enabler of livability, a lunch speaker, an overview of proven strategies for improving freight system performance in urban communities, and a final breakout session focused on addressing goods delivery challenges in downtown Frederick, MD; the Chinatown area of the District of Columbia; and the Rosslyn-Ballston corridor in Arlington, VA.

The panel overview was moderated by Kris Milster of Traffic Technology Services and featured a mix of public- and private-sector perspectives on the challenges associated with delivering goods in congested urban communities. Laura Richards of DDOT then led a facilitated breakout session where participants discussed the connections between freight and livability.

During the on-site lunch, Ted Dahlburg of DVRPC presented on the Philadelphia region's experiences with engaging a wide range of stakeholders to address downtown delivery challenges. Immediately after lunch, Dr. Johanna Amaya-Leal from Iowa State University's Department of Supply Chain and Information Systems introduced the participants to relevant strategies and solutions for improving urban freight movement from TRB's National Cooperative Freight Research Program (NCFRP) Report 33 – *Improving Freight System Performance in Metropolitan Areas: A Planning Guide*.

Meeting participants then broke into three groups to identify strategies and initiatives for mitigating last-mile delivery challenges in the three focus areas: Chinatown (DC), downtown Frederick (MD), and the Rosslyn-Ballston corridor in Arlington (VA).

The forum concluded with a recap of key themes from the meeting and information about how participants can stay involved with regional freight planning efforts.

All documents for the meeting are available on the MWCOC website at:
<https://www.mwcog.org/events/2017/10/31/national-capital-region-freight-forum/>



MEMORANDUM

TO: Transportation Planning Board
FROM: Michael Farrell, Senior Transportation Planner
SUBJECT: Update on the TPB's Street Smart Program
DATE: November 9, 2017

BACKGROUND

To help raise public awareness of pedestrian safety the National Capital Region Transportation Planning Board (TPB) runs a regional pedestrian and bicycle safety campaign known as Street Smart. Street Smart is an educational campaign, directed at motorists, pedestrians and bicyclists, with the goal of reducing pedestrian and bicyclist injuries and deaths. It consists of Fall and Spring waves of transit, outdoor, and internet advertising, with supporting law enforcement carried out by partner agencies. The Fall 2017 campaign wave launched on Friday, November 3, and will run through December 3.



FALL 2017 STREET SMART PRESS EVENT

On Friday, November 3, representatives from the District of Columbia, Maryland, and Virginia kicked off the Fall *Street Smart* safety awareness campaign at Old Town Square in the City of Fairfax.

Transportation officials warned drivers, cyclists, and pedestrians to be more alert as daylight savings time came to an end, bringing darker commuting hours and increased risk for traffic crashes.

The National Highway Traffic Safety Administration (NHTSA) reported that in 2015, 74 percent of pedestrian fatalities nationwide occurred during the dark, dusk-till-dawn hours, with one in four occurring between the hours of 6 and 9 pm.

“The time change this weekend means that reduced visibility during the evening rush hour is a real safety concern,” said Chuck Bean, Executive Director of the Metropolitan Washington Council of Governments. “On foot, bike or behind the wheel, we must all take responsibility for being alert and following traffic laws, for our own safety and for that of others.”



To support the effort, now through December 3, police departments in the region also will be stepping up their efforts to enforce the laws protecting pedestrians and bicyclists. “Our goal is to save lives,” said Col. Carl Pardiny, Chief of Police, City of Fairfax Police Department. “If a ticket is the reminder you need to follow traffic safety laws, we’ll make sure you get the message.”

In addition to Friday’s press event there will be seven “Street Team” walking billboard outreach events across the region, as well as seven “Enforcement Activation” media events, in which the press will be encouraged to observe the police carrying out pedestrian safety enforcement.

The Fall campaign will use brand new ads, with the theme “Shattered Lives”.

To learn more about Street Smart, visit BeStreetSmart.net and follow on twitter.com/COGStreetSmart.



MEMORANDUM

TO: Transportation Planning Board
FROM: Eric Randall, TPB Transportation Engineer
SUBJECT: Recap of COG Transit Oriented Development (TOD) Forum, November 2
DATE: November 9, 2017

This memorandum provides a recap of the **Transit Oriented Development (TOD) Forum: Catalyzing Development at the Region's Metrorail Stations**, hosted by the Council of Governments (COG) on Thursday, November 2. Convened under the auspices of the COG Planning Directors Committee, the purpose of the forum was to bring together representatives from the development community, local officials and jurisdictional planning staff, transportation sector staff, and strategic partners from WMATA and the Urban Land Institute.

Chaired by Falls Church Mayor David Tarter and Prince George's County Council Chairman Derrick Davis, over 60 persons attended the event to discuss successes, lessons learned, and opportunities for future TOD across the region.

FORUM AGENDA

The agenda featured two keynote addresses to lay out the case for developing high-density, mixed-use business/neighborhood centers clustered around transit stations and corridors, as the highest and best as well as most fiscally responsible land use:

- **The Case For Transit-Oriented Development**, by Tracy Loh, PhD, George Washington University Center for Real Estate and Urban Analysis Senior Data Scientist
- **Transit-Oriented Development - The Highest And Best Use**, by Terry Clower, PhD, George Mason University Northern Virginia Chair and Professor of Public Policy and Center for Regional Analysis Director

Three panel sessions continued the theme of the forum:

- **Success Stories In Metropolitan Washington** featured panel members discussing TOD success stories from around metropolitan Washington and the required actions from local government staff, WMATA, and developers, emphasizing the need to work together and collaborate.
- The panel on **Opportunities And Challenges** looked at the diverse mix of stations at various stages of development, and elaborated on there being no "one-size-fits-all" approach to spurring transit-oriented development.
- The final panel on **Best Practices And Policies** emphasized that these are both local and regional in nature, and discussed the set of tools and strategies needed to catalyze transit-oriented development.

A COG news recap of the event and link to forum materials is available at:

<https://www.mwcog.org/newsroom/2017/11/07/catalyzing-development-at-metro-stations-qa-with-falls-church-mayor-david-tarter-and-prince-georges-county-chairman-derrick-l-davis/>



MEMORANDUM

TO: Transportation Planning Board
FROM: Bryan Hayes, TPB Transportation Planner
SUBJECT: Changes to CAC member eligibility
DATE: November 9, 2017

The Citizens Advisory Committee (CAC) recruitment cycle began on November 6, 2017. As part of that process, CAC member eligibility requirements are identified in an application that is filled out by perspective members. Concerns regarding the current requirements have been raised and staff made changes to member eligibility requirements which are reflected in the application. This memo outlines those changes that address the CAC membership eligibility concerns that have been raised.

SUMMARY OF CHANGES

Two main concerns have been brought to staff's attention: 1) Potential conflicts of interest that may arise regarding people that work for TPB member transportation and planning agencies, and 2) the presence of transportation professionals on the CAC, along with related possible conflicts of interest.

Staff believes the following solutions address these concerns.

Employees of Agencies of TPB Members

- Starting with the 2018 CAC application cycle, people who work in professional-level positions for transportation and planning agencies of TPB members are not eligible to apply for membership on the CAC.
- The 2018 CAC application will be updated to clarify this change in eligibility.
- An exception will be made for people that currently serve on the committee who work for a member jurisdiction or implementing agency. The following year, this exception will be lifted and no employees of member jurisdictions or implementing agencies will be eligible.
- The TPB's Participation Plan will be amended in the future to reflect the change in eligibility.

Transportation/Planning Professionals

- The 2018 CAC application will be updated with a question that asks applicants to declare if they are transportation or planning professionals. They will be asked to briefly describe their work in the field.
- The 2018 CAC application will be updated with a question that asks people to declare if they are currently involved in any professional capacity with the TPB. This includes representing local government or a private firm on any COG/TPB committee or contract.
- During orientation, it will be made clear that all committee members, especially transportation professionals, are required to declare if they have any business with a member jurisdiction. The expectation is that they will disclose that business and recuse themselves from discussion and activity related to that area.

- No determination will be made about the eligibility of transportation professionals serving on the CAC at this time. TPB staff will work with board members and implementing agencies to determine whether it is appropriate for transportation practitioners to serve on the committee in future years.
- Staff will update the Technical Committee on the direction received.



CITIZENS ADVISORY COMMITTEE 2018 Application

Community leaders and interested citizens from across the Washington region are invited to apply for membership on the 2018 Citizens Advisory Committee (CAC) to the National Capital Region Transportation Planning Board (TPB).

WHAT IS THE CAC?

The CAC is a group of 15 people who represent diverse viewpoints on regional transportation issues, including long-term planning concerns, and short-term policies and programs. The TPB itself is the body that coordinates transportation planning for the entire metropolitan Washington region. The TPB includes elected local officials, representatives from transportation agencies, and other key officials. The TPB is housed and staffed by the Metropolitan Washington Council of Governments (COG).

The mission of the TPB Citizens Advisory Committee is:

1. to ***promote public involvement*** in transportation planning for the region, and
2. to ***provide independent, region-oriented citizen advice*** to the TPB on transportation plans and issues.

The 15 members of the CAC are either elected or appointed. Every fall, six members are elected by the current CAC to serve in the coming year. The other nine members are appointed by the TPB each January. The membership is evenly divided between the District of Columbia and TPB member jurisdictions in Maryland and Virginia. According to TPB procedures, the CAC membership should represent environmental, business, and civic interests in transportation. It should also include people representing low-income or minority groups and groups who represent people with disabilities. Overall it should represent the geographical area served by the TPB.

The CAC meets every month on the second Thursday evening, six days prior to the monthly TPB meeting (the TPB always meets on the third Wednesday of the month). The CAC meetings are from 6:00 P.M. to 8:00 P.M. at the Metropolitan Washington Council of Governments located at 777 North Capitol Street NE, Washington, DC 20002.

RECENT COMMITTEE ACTIVITIES

The CAC acts in an advisory role to the TPB and offers comments to the board reflecting the committee's diverse viewpoints. Over the years, the CAC has focused on key regional issues, such as the lack of funding for critical infrastructure needs and pedestrian safety concerns. The committee has also identified key opportunities to enhance the TPB's ongoing public participation activities. Recently, the committee provided guidance on the Visualize 2045 public outreach survey. Committee members also played an important role in raising awareness about the survey.

For more information on the CAC's activities, including committee reports and agendas, please visit www.mwcog.org/tpbcac/.

APPLICANTS:

- Should be able to attend monthly meetings at the Council of Governments.
- Should be willing to serve for a one-year term.
- Should complete the attached application form. Completed applications will be considered by the members of the CAC when they select six individuals to serve on next year's CAC and by the TPB chair and vice chairs when they nominate nine additional individuals to serve on the CAC.
- Must reside in one of the TPB member jurisdictions.
- Should not be professional-level employees of transportation and planning agencies of TPB members.
- Should declare any ongoing business with COG/TPB.

FOR MORE INFORMATION OR TO SUBMIT YOUR APPLICATION, PLEASE CONTACT:

Bryan Hayes
Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, DC 20002
Phone: (202) 962-3273
Fax: (202) 962-3201
bhayes@mwkog.org

DEADLINE FOR APPLICATIONS:

December 15, 2017

CONTACT INFORMATION

Name: _____

Home Address: _____

City: _____

State: _____

Zip code: _____

Email: _____

Phone: _____

APPLICATION

Are you a current or former member of the CAC? If so, what year(s) did you serve?

Why are you interested in serving on the CAC?

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.

Is there any else you'd like us to know related to your interest in serving on the CAC?

How did you learn about the CAC opportunity?

If appointed to the CAC, could you begin your term in February 2018?

EMPLOYMENT

Please note that professional-level employees of transportation and planning agencies of TPB members are not eligible to be members of the CAC. For 2018, an exception will be made to this rule for individuals who were members of the CAC in 2017.

What is your employment status?

Please provide the following employment information

Employer: _____

Title: _____

Job Description: _____

Are you a transportation or planning professional?

_____ Yes _____ No

Are you currently involved in any professional capacity with the TPB? This includes representing a private firm on any COG/TPB committee or contract.

_____ Yes _____ No

BACKGROUND INFORMATION (OPTIONAL)

Collecting demographic information for committees helps the TPB understand who is participating in the regional transportation planning process.

This data will be kept confidential and if reported will not be used to identify any specific individual.

Age: _____

Sex: _____

Disability: _____

Ethnicity and/or Race

____ African American

____ American Indian / Alaska Native

____ Asian / Pacific Islander

____ Hispanic / Latino

____ Multiracial

____ White

Other: _____

ETHICS STATEMENT

The National Capital Region Transportation Planning Board (TPB) Citizens Advisory Committee (CAC) is called on to promote public involvement and provide advice to the TPB.

It is the duty of every CAC member to avoid conflicts of interest. If selected to serve on the CAC, are you prepared to disclose all possible conflicts of interest and recuse yourself from discussion should a conflict of interest arise?

____ Yes

____ No

Complete and submit this application by December 15, 2017.