

## Long-Range Plan Moving Forward

Two big-ticket transportation projects in Virginia – I-95/396 HOT lanes and I-66 “Spot Improvements” – have taken a key step in the regional transportation planning process.

On May 16, the TPB voted to include this year’s new project submissions, including the two listed above, in a regionwide transportation

network that will be analyzed for air quality impacts as part of this year’s update to the region’s Constrained

Long-Range Transportation Plan (CLRP) and the fiscal year 2008-2013 Transportation Improvement Program (TIP).

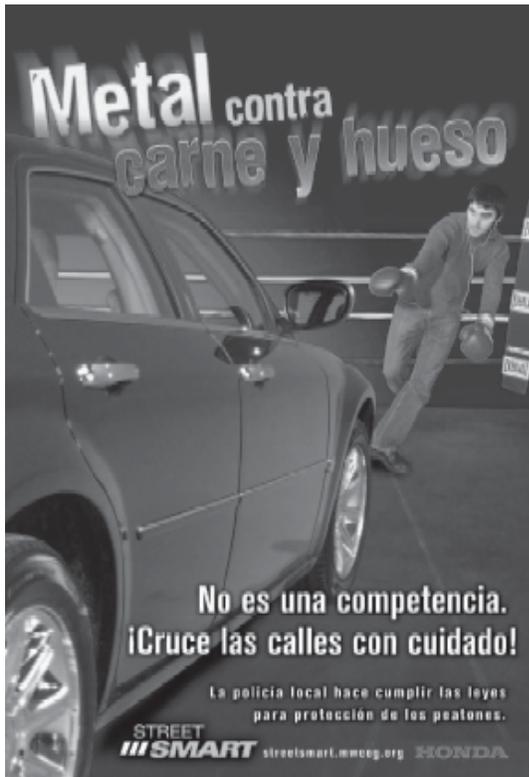
The air quality analysis is necessary for the TPB to determine whether the CLRP and TIP will be in conformity with the regional air quality improvement goals that are established in the regional air quality improvement plan. Any

See **Long-Range Plan** on page 2

Project  
Descriptions  
on page 3.



### Street Smart Campaign



Immigrant communities suffer a disproportionately high number of pedestrian fatalities. This Street Smart poster in Spanish says: “Metal vs. flesh and bones: It’s not a competition.” The campaign also includes messages in Vietnamese, Chinese, Korean and Amharic.

### Ped/Bike Safety Campaign Might Expand to Twice a Year

The Transportation Planning Board is considering a proposal to expand the *Street Smart* pedestrian and bicycle safety campaign from once to twice a year.

The TPB initiated the campaign in 2002 to help raise public awareness of pedestrian and bicycle safety. *Street Smart* is an educational effort directed at motorists, pedestrians and bicyclists, with the goal of reducing pedestrian and bicyclist injuries and deaths. It consists of a one-month wave of radio, transit, internet, and outdoor advertising.

A kick-off press conference for the recently completed Spring 2007 campaign was held on Tuesday, March 20, 2007, at Thomas Circle in Washington, D.C. The event received a great deal

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## Long-Range Plan *continued from page 1*

time significant changes are made to the CLRP and TIP, the TPB must first approve an air quality conformity determination.

This year's submissions included four regionally significant projects. Descriptions of all the projects can be found on page 3.

Action on the project submissions was tabled at the April 18 meeting to allow TPB members more time to review materials on each project.

TPB members' concerns focused on the I-95/I-395 HOT Lanes Project and the I-66 Spot Improvements Project. Because both projects create additional capacity, TPB members wanted assurance from VDOT that adequate shoulder widths and safety standards would be maintained on these high-volume, vital highways. Additional concerns focused on the impacts caused by construction and widening on adjacent parks and trails.

In agreeing to vote for the project submissions, several TPB members indicated that VDOT had adequately addressed these concerns, although they said they would continue to monitor the status of these projects.

The TPB is currently scheduled to vote in December on the updated CLRP and TIP.

For more information on this year's projects, go to [www.mwcog.org/clrp](http://www.mwcog.org/clrp). ■

## Other May Agenda Items

The TPB's May 16 agenda also included the following items:

- Approval of the Scope of Work for an air quality analysis for a proposed amendment to the current CLRP and TIP to include construction of an interchange at US 340 and Jefferson Technology Park in Frederick County. The private developer is funding the additional analysis.
- Approval of amendments to the FY2007-2012 TIP to revise project funding sources for 28 projects, as requested by the Virginia DOT. ■

## TPB Alphabet Soup

CAC	- Citizens Advisory Committee
CLRP	- Constrained Long-Range Plan
COG	- Metropolitan Washington Council of Governments
DDOT	- District Department of Transportation
FHWA	- Federal Highway Administration
FTA	- Federal Transit Administration
MDOT	- Maryland Department of Transportation
TIP	- Transportation Improvement Program
TPB	- Transportation Planning Board
VDOT	- Virginia Department of Transportation
WMATA	- Washington Metropolitan Area Transit Authority

## Street Smart *continued from page 1*

of press attention, including at least 65 TV and radio broadcast references, and 23 print and online articles.

Several members of the TPB have suggested expanding the *Street Smart* program. Staff has proposed to run two media waves in FY 2008. A fall 2007 campaign would take place in November, concurrent with the change from daylight savings back to standard time. A media campaign during the fall would be beneficial because the time change has been shown to lead to an increase in pedestrian fatalities. Supporters of an expanded program believe that two campaigns per year, occurring during the spring and fall time changes, would increase attention to this important issue and potentially save lives.

The *Street Smart* Campaign is supported through member contributions, FHWA safety funding administered through the state DOT's and private contributions. Support for the FY 2008 program is requested by July 1, 2007, with a recommended contribution of five cents per capita. In March, the TPB received a letter from Arlington County supporting the expansion of the *Street Smart* Campaign and offering to double its contribution for FY 2008 to \$20,200, provided that other TPB members also increase their contributions. ■

# New Projects Submitted for 2006 Long-Range Plan

Four major new major projects were submitted for this year's update to the region's Constrained Long-Range Transportation Plan (CLRP). On May 16, the TPB voted to include these projects in the air quality conformity analysis that is an essential part of the CLRP/TIP development process.

## Projects Proposed for Construction

### 1. US 340—Jefferson National Pike

*Interchange at Jefferson Technology Park, Frederick, Maryland*

Construct a new, grade-separated interchange on US 340 to support existing and planned development. Funded by developer.

**Length:** half-mile radius. **Cost:** \$11 million.

**Completion:** 2009.

### 2. I-66 Spot Improvements

*Three "spots" westbound, inside the Beltway*

Reconstruct westbound I-66, extending and connecting a series of acceleration and deceleration lanes. **Length:** 4 miles (total). **Cost:** \$75.6 million.

**Completion:** 2013. [www.idea66.com](http://www.idea66.com)

### 3. I-95/395 High Occupancy/Toll (HOT) Lanes Project

*From Eads St. in Arlington to Garrisonville Rd. in Stafford Co.*

Reconfigure the existing HOV facility, from 2 to 3 lanes. Convert HOV to HOV/Bus/HOT lanes. Transit Service Plan calls for major enhancements.

**Length:** 36 miles. **Cost:** \$882 million (includes private equity, debt, tolls, federal transit capital and transit farebox revenues) **Cost breakdown:** \$492 million: Preliminary engineering, right-of-way acquisition and construction; \$390 million: Total Transit Service Plan operating and capital.

**Completion:** 2010.

[www.virginiadot.org/projects/ppta-I-95-I-395HOTLanes.asp](http://www.virginiadot.org/projects/ppta-I-95-I-395HOTLanes.asp).

### 4. Potomac Yard Transitway

*Four Mile Run to Braddock Road Metro Station*

Construct the Alexandria segment of a transitway from the Braddock Road Metro Station to Four Mile Run that will ultimately run to the Pentagon.

**Length:** 2.5 miles. **Cost:** \$18.1 million.

**Completion:** 2011.



## Proposed New Studies

### A. US 301 Waldorf Bypass

*Washington Ave./Turkey Hill Rd. to north of the MD 5 Interchange at T.B.*

Study alternatives for upgrading and widening US 301 through Waldorf and/or constructing an access-controlled bypass. **Cost:** \$1.48 billion (Charles County/TPB area); \$2.78 billion (total).

**Completion:** 2030. [www.us301waldorf.org](http://www.us301waldorf.org)

### B. Manassas National Battlefield Bypass

*Close Routes 29 and 234 through the Manassas National Battlefield Park to through traffic.*

**Length:** 8.9 miles. **Cost:** \$133 million.

**Completion:** 2020. [www.battlefieldbypass.com](http://www.battlefieldbypass.com)

### C. VRE Expansion

*City of Manassas to Gainesville and Haymarket*

Preliminary engineering and environmental work to extend VRE commuter rail service from the City of Manassas to Gainesville and Haymarket.

**Length:** 11 miles. **Cost:** \$280 million

**Completion:** 2018.

## TPB Revisits Language-Access Issues

The Access for All Subcommittee on Transit Information presented an updated report on “Improving Language Access to Transit in the National Capital Region” at the May 16 TPB meeting. The TPB endorsed the report and approved the transmittal of the updated recommendations to the board of the Washington Metropolitan Area Transit Authority (WMATA) and local transit agencies.

The Subcommittee on Transit Information was convened in 2002 to suggest improvements in providing transit information for limited-English proficiency (LEP) customers. The subcommittee spent several months preparing a report of findings and recommendations, which was completed and presented to the TPB in 2003. The group reconvened in November 2006 amid AFA member concerns that many of the recommendations had not yet been implemented and to encourage additional efforts at improving the accessibility of transit information for LEP customers.

In introducing the report, Catherine Hudgins, Chair of the TPB and of the Access for All Advisory Committee, noted that WMATA has made some strides in implementing the original recommendations. Examples she cited include the addition of a Spanish greeting, an instructional video produced in four different languages on how to use the Metro system, and a pilot program to teach frontline employees functional Spanish. Also of note, WMATA has created the Office of Customer Access Programs to serve as the single point of contact for LEP customers. This was one of the recommendations from the original report. Kim Propeack of CASA Maryland, Chair of the Subcommittee on Transit Information, encouraged WMATA to publicize the new office among the various language communities in the region.

Propeack presented the top 10 system-wide recommendations for improving access to transit information. She also noted the addition of the top 10 “hot spot” recommendations, which are focused on geographic areas that are both LEP dense and LEP diverse. The hot spots will allow transit agencies to test the report’s recommendations on a pilot basis before implementing them system-wide. Propeack encouraged transit agencies to

involve community leaders in decisions about providing transit information to LEP customers. Hot spot recommendations include ensuring that bus stops have current bus schedules, recruiting bilingual employees to be stationed within the hot spot areas, and developing a symbol-based map to distinguish stations and destinations.

The system-wide recommendations include making the MetroAccess application and customer guide available in Spanish, providing additional customer service and cultural sensitivity training to frontline employees, and providing the online trip planner in languages other than English. An additional recommendation, already underway, is the development of a language access plan that identifies the major languages spoken in the region and develops a plan to market and promote documents and available language services to those communities. The AFA committee is scheduled to review a draft of WMATA’s language access plan in July 2007.

At the conclusion of the presentation, TPB member David Snyder, noting an experience with transit in Beijing, stated there is “ample precedent” for having multilingual instructions in transit systems. Snyder also suggested looking at ways to make the system more user friendly for everyone.

The full report is available at [www.mwcog.org/transportation](http://www.mwcog.org/transportation). ■

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## TPB Briefed on Rail Realignment Study

The Transportation Planning Board received a briefing on results from the Freight Railroad Realignment Feasibility consultant study sponsored by the District Department of Transportation (DDOT) and the National Capital Planning Commission (NCPC), funded under an Urban Area Security Initiative (UASI) grant through the U.S. Department of Homeland Security.

The study addresses the problems posed by the location and configuration of the mainline freight railroad through the Monumental Core, including security concerns of proximity to government and national symbolic sites, and issues for freight and passenger rail operations, including sharing of a single track by passenger and freight rail and clearance limitations for modern freight cars. These issues prompted DDOT and NCPC to study the feasibility of relocating the freight line as a long term solution to rail related security issues.

The study proposes redirecting freight rail shipments from their current course through the monumental core of the District. Possible alignments include a western route, which adds much distance and time to freight shipments. Another alignment is an 8 mile tunnel from Potomac Yards in Alexandria to the northeast District of Columbia and Maryland border. Two final alignments would route the freight cargo to the east of the District, through Prince George's County.

The study's findings suggest that:

- Removing the freight railroad from the monumental core would greatly reduce the security risks of transporting freight through the region.
- There are viable alternative railroad alignments for the freight line which deserve further study.
- Realigning the freight rail would provide benefits to the transportation network in the Washington Region and the East Coast.
- The total benefits of realignment would be greater than the costs.

Several TPB members questioned these findings and expressed concerns about the

study's scope. Phil Mendelson, D.C.

Councilmember, commented that removing hazardous materials not only from rail lines in the District, but also from the regional core, is a priority for the District and many Maryland jurisdictions. Mr. Fellows added that it doesn't make sense to take deadly chemical cargo through heavily populated areas when there is a safer, lower-population route available, referring to the western orientation described in NCPC's presentation.

Many TPB members expressed great interest in this topic. An additional discussion of rail freight issues will be scheduled for a TPB meeting in the future. ■

## Upcoming June Agenda

The TPB's June 20 agenda will include:

- Approval of an air quality conformity determination for an amendment to the 2006 CLRP and FY 2007-2012 TIP to include construction of an interchange at US 15/340 and Jefferson Technology Park in Frederick County, and approval of the amendment to the 2006 CLRP and FY 2007-2012 TIP to include the project.
- Briefing on the establishment of a Regional Taxicab Regulators' Task Force.
- Briefing on CO<sub>2</sub> mobile source emission estimates for the Washington Region.
- Report on the TPB work session on the Metropolitan Area Transportation Operations Coordination (MATOC) Program, and recommendations on traffic management strategies for the region.
- Briefing on the status of the 14th Bridge Corridor Project Environmental Impact Statement.
- Briefing on visualization of the Constrained Long Range Plan (CLRP) and land-use information. ■

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# Calendar of Events

Dates and times subject to change. All meetings are at COG unless otherwise indicated. If you are in need of special assistance to participate in meetings, please call (202) 962-3315 or (202) 962-3213 (TDD). Bicycle racks are located in the parking garage at 777 N. Capitol St., NE (Enter from 1st Street).

## June 2007

- 1 TPB Technical Committee (9 am)
- 1 TPB Steering Committee (noon)
- 12 Management, Operations and Intelligent Transportation Systems (MOITS) Policy and Technical Task Forces Joint Meeting (12:30 pm)
- 14 TPB Citizens Advisory Committee (6 pm)
- 15 Joint Technical Working Group on the Regional Mobility and Accessibility Study (noon)
- 19 Commuter Connections Ridematching Committee (10 am)
- 19 Regional Transportation Demand Management (TDM) Marketing Group (noon)
- 20 Special Work Session on the Metropolitan Area Transportation Operations Coordination (MATOC) Program (10:30 am)
- 20 Transportation Planning Board (noon)**

## July 2007

- 6 TPB Technical Committee (9 am)
- 6 TPB Steering Committee (noon)
- 10 Management, Operations and Intelligent Transportation Systems (MOITS) Policy and Technical Task Forces Joint Meeting (12:30 pm)
- 12 TPB Citizens Advisory Committee (6 pm)
- 17 Employer Outreach Committee (10 am)
- 17 Commuter Connections Subcommittee (noon)
- 17 Bicycle and Pedestrian Subcommittee (1 pm)
- 18 Task Force on Value Pricing for Transportation (10:30 am)
- 18 Transportation Planning Board (noon)**
- 20 Travel Forecasting Subcommittee (9:30 am)
- 24 Travel Management Subcommittee (9 am)
- 26 Aviation Technical Subcommittee (10:30 am)
- 26 TPB Access for All Advisory Committee (2 pm)

## August 2007

No meetings in August.

## September 2007

- 7 TPB Technical Committee (9 am)
- 7 TPB Steering Committee (noon)
- 11 Management, Operations and Intelligent Transportation Systems (MOITS) Policy and Technical Task Forces Joint Meeting (12:30 pm)
- 12 Bike to Work Day Steering Committee (10 am)
- 13 TPB Citizens Advisory Committee (6 pm)
- 18 Regional Transportation Demand Management (TDM) Marketing Group (10 am)
- 18 Bicycle & Pedestrian Subcommittee (1 pm)
- 18 Commuter Connections Subcommittee (noon)
- 18 Commuter Connections Ridematching Committee (2 pm)
- 19 Task Force on Value Pricing for Transportation (10:30 am)
- 19 Transportation Planning Board (noon)**
- 21 Travel Forecasting Subcommittee (9:30 am)
- 27 Aviation Technical Subcommittee
- 25 Travel Management Subcommittee (9 am)

This document is available in alternative formats upon request. Please contact John Swanson at [jswanson@mwkog.org](mailto:jswanson@mwkog.org), (202) 962-3295 or (202) 962-3213 (TDD). Allow seven working days for preparation of material.

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