

Key Vote on 2007 Plan Scheduled for April 18

This month the Transportation Planning Board will face a key vote on the 2007 update to the region's long-range transportation plan.

At the April 18 meeting, the TPB is scheduled to vote on the inclusion of the submitted projects in the air quality conformity analysis, which is an integral part of the CLRP/TIP development process. The approval of the project submissions this month is a key step in keeping the update process on schedule.

Four major new projects and three new studies have been submitted for inclusion in the 2007 Update to the Constrained Long-Range Plan (CLRP) and the FY 2008-2013 Transportation Improvement Program (TIP).

Project
Descriptions
on page 4.



The Virginia Department of Transportation (VDOT) submitted this year's big-ticket additions to the plan, including the construction of high occupancy/toll (HOT) lanes on 36 miles of I-95/395 at a cost of \$882 million and spot improvements on portions of I-66 inside the Beltway, which are expected to cost \$75.6 million.

Descriptions of this year's project submissions can be found on page 4. For more information on the 2007 plan and the proposed changes, visit the CLRP web site at www.mwcog.org/clrp. ■



Flour Daniel

The Virginia DOT is proposing to build high occupancy/toll (HOT) lanes on 36 miles of I-95/395 from Arlington to Stafford County. VDOT is already moving forward with a HOT lane project on the Capital Beltway. Pictured above are HOT lanes in Orange County, California.

Metro General Manager Meets With Access for All Committee



John Catoe, WMATA's new general manager, met with the TPB's Access for All Advisory Committee on March 30. Pictured with Mr. Catoe is Cathy Huggins, TPB chair and chair of the Access for All Committee. More about the meeting with Catoe on page 6.

TPB Assuming New Role With Human Services/ Transportation Coordination

The National Capital Region Transportation Planning Board is scheduled on April 18 to approve the region's first Coordinated Human Services Transportation Plan.

"I want to remind the board that this plan regards something that's a new role for us," said Kathy Porter, chair of the TPB's Human Service Transportation Coordination Task Force, when the

See **Human Service** on page 2

Human Services *continued from page 1*

draft plan was presented at the March 21 TPB meeting.

As the designated recipient of federal funding for the Job Access Reverse Commute (JARC) and New Freedom programs, the TPB will work with member jurisdictions, transportation providers, human service agencies and consumers to improve coordination and service delivery for people with disabilities, individuals with lower incomes, and older adults.

The goal of the JARC program is to improve access to job sites and employment-related activities for people who are transitioning from welfare to work or for others with limited incomes. The New Freedom program provides funding for transportation programs and services that go above and beyond what is required by the Americans with Disabilities Act (ADA).

In September of 2006, the TPB approved the membership for the Task Force that oversaw the development of this Plan. The TPB Human Service Transportation Coordination Task Force has an active and engaged membership that includes a broad array of stakeholders, including transit agencies, human service agencies, non-profits, private operators and consumers.

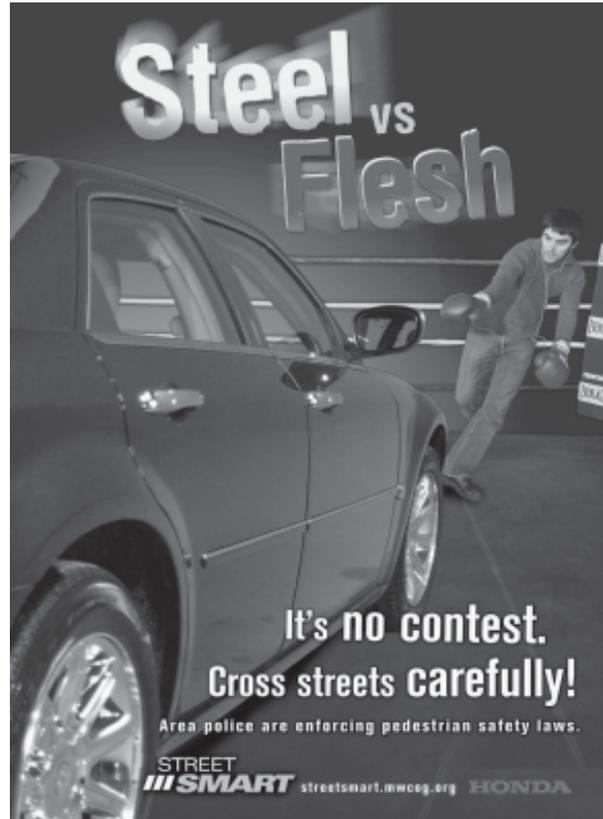
The central tenets of the Coordinated Plan are the unmet needs, strategies for addressing them, priority actions and criteria for the competitive selection process.

The Coordinated Plan will guide funding priorities for three FTA programs: 1) Elderly Individuals and Individuals with Disabilities Program; 2) Job Access and Reverse Commute Program (JARC); and 3) New Freedom Program, a new initiative for projects that go "above and beyond" the Americans with Disabilities Act's (ADA's) transportation requirements.

TPB's JARC and New Freedom programs will provide approximately \$1 million each and require a 50/50 match for operating projects and a 80/20 match for capital projects. The funding

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Street Smart Launches New Campaign



The TPB launched its annual pedestrian and bicycle safety campaign, "Street Smart," on March 20. The campaign is aimed at saving lives and reducing injuries by changing the behavior of motorists, pedestrians, and bicyclists. The campaign uses a one-month burst of radio, billboards, bus advertising, print ads, handouts and posters to get the message out. Law enforcement agencies will step up their efforts to enforce pedestrian-related traffic laws during the campaign.

for these two programs is available for any service that operates within the Washington, DC-MD-VA Urbanized Area. The projects must be selected on a competitive basis. The TPB will be asked to approve the plan and criteria on April 18. Solicitations for FY2006 JARC and New Freedom funds will follow shortly thereafter. The TPB will oversee the review and selection of project proposals in accordance with the competitive selection process, and approve the selected projects for inclusion in the Transportation Improvement Program (TIP).

More information on the Coordinated Plan is available at www.mwco.org/hstc. ■

TLC Pilot Projects Approved

The Transportation Planning Board approved six projects on March 21, 20 for funding during the pilot round of the Transportation/Land-Use Connections (TLC) Program.

The TLC Program has been designed to assist communities as they take steps to improve transportation/land use coordination. The program began in January 2007 as a six-month pilot with two components: the Regional Clearinghouse and the Technical Assistance Program. The Regional Clearinghouse is a web-based source of information providing local jurisdictions with regional and national transportation and land-use coordination initiatives and strategies. The Technical Assistance Program provides focused consultant assistance to local jurisdictions working on creative, sustainable, and coordinated transportation/land-use plans and projects.

The TPB received 22 applications for assistance under the TLC Technical Assistance program. The jurisdictions within the region were well represented with one application from the District of Columbia, 11 applications from Maryland, and 10 applications from Virginia. The TPB approved the following six projects for funding in the pilot program:

- ***Langley Park / Takoma Park Pedestrian Study***

Conduct a pedestrian safety and mobility study around the intersection of New Hampshire Avenue and University Boulevard. This study will contribute to the development of the Takoma/Langley Park Crossroads Sector Plan.

- ***St. Charles Urbanized Area Urban Roadways Standards***

Develop context-sensitive street design standards that are focused on Bryans Road Town Center and Waldorf Sub-area. The road standards will increase connectivity for motorists and increase accessibility for pedestrians and bicyclists.

- ***Fairfax County Transit-Oriented Development Level of Service Study***

Determine acceptable levels of service for vehicles in and around transit-oriented development by reviewing regional and national best practices. This study will build on the County's recently adopted TOD policy.

- ***Prince William County BRAC Impacts Scoping Study***

Provide scoping assistance so the County may apply for a grant from the Department of Defense to address transportation and land-use impacts in the Potomac Communities resulting from the Base Realignment and Closure (BRAC) decision.

- ***District of Columbia Potomac Avenue Metro Station Scoping Study***

Develop a scope of work for a future Neighborhood Plan around the Potomac Avenue Metro Station that will address the use of public space, housing and commercial development, and pedestrian access to the Metro Station.

Charles County TLC Project



Conceptual streetscape design from the Waldorf Sub-Area Plan, Charles County, Maryland

- ***Public Presentation***

A consultant will develop generic presentation materials, activity center development strategies and local transportation options, and deliver the presentation in College Park, Greenbelt, Manassas Park, and Takoma Park.

On March 23, 2007, TPB staff received responses to a Request for Qualifications for the TLC Program from 16 consultants. TPB staff will work with the jurisdictions to select consultants that best meet the needs expressed for their projects. The technical assistance pilot round of the TLC Program is to be completed by June 30, 2007. TPB staff will review both the Regional Clearinghouse and technical assistance activities with a focus on lessons for future phases. The TPB will receive a status report on these activities in July 2007. ■

New Projects Submitted for 2006 Long-Range Plan

Four new major projects were submitted for this year's update to the region's Constrained Long-Range Transportation Plan (CLRP). On April 18, the TPB is scheduled to vote on the inclusion of the submitted 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

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.

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

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

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.

Quick Facts: Project Submissions for the Long-Range Plan

- **What is the CLRP and TIP?** The Financially Constrained Long-Range Transportation Plan (CLRP) includes all the major transportation projects that the region anticipates can be funded and built between now and 2030. The Transportation Improvement Program (TIP) is a six-year, more detailed subset of the CLRP. All regionally significant projects must be included in the CLRP and TIP in order to receive federal funding.
- **How does the CLRP update process begin?** Every year, the transportation implementing agencies—including the state DOTs, local governments and WMATA—submit their new projects for the CLRP and TIP. The TPB releases these project submissions for public comment before they are approved for inclusion in the air quality conformity analysis that will be conducted for the new CLRP/TIP.
- **How long is the public comment period?** The 2007 project submissions were first released for public comment on March 15. The comment period ends on April 14. The TPB is scheduled on April 18 to approve the project submissions for inclusion in the CLRP air quality conformity analysis.
- **What is the air quality conformity analysis?** The conformity analysis produces forecasts of vehicle emissions levels that are anticipated under the future transportation network that is laid out in the CLRP, including new projects and projects already in the plan. As part of the final approval of the CLRP and TIP, the TPB must approve an air quality conformity determination showing that forecasted emissions will not exceed ceilings (“mobile emissions budgets”) established in the region’s air quality improvement plan.
- **When will the TPB approve the final 2007 CLRP and TIP?** The 2007 CLRP and the new TIP, along with the air quality conformity determination, are scheduled for final approval in November.

Other March Agenda Items

The TPB’s March 21 agenda included the following items in addition to the topics covered elsewhere in this newsletter:

- **Approval of items related to the Unified Planning Work Program (UPWP).** The UPWP is the TPB’s annual work program. The TPB approved the FY 2008 UPWP, which begins in July, along with carryover funding from the current UPWP. See Items 7, 8 and 9 of the March 21 Past Meeting Documents at: www.mwcog.org/transportation/tpb/.
- **Approval of the FY 2008 Commuter Connections Work Program (CCWP),** which funds an array of activities designed to promote alternatives to solo driving. See Item 9 of the March 21 Past Meeting Documents at: www.mwcog.org/transportation/tpb/.
- **Approval of amendments to the FY 2007-2012 Transportation Improvement Program (TIP),** to realign for funding for projects, as requested by the departments of transportation in the District of Columbia and Virginia. See Items 10 and 11 of the March 21 Past Meeting Documents at: www.mwcog.org/transportation/tpb/.
- Information on the **TPB staff responses** to the Citizens Advisory Committee (CAC) Recommendations on the Regional Mobility and Accessibility Scenario Study (RMAS). See Item 14 of the Past Meeting Documents for the March 21 meeting at: www.mwcog.org/transportation/tpb/. The CAC’s Recommendations can be found under Item 4 for the February 21 meeting. ■

Access for All Committee Hosts Roundtable With Catoe

John B. Catoe, general manager of the Washington Metropolitan Area Transit Authority (WMATA), sat down with consumers and agency representatives from the TPB Access for All Advisory Committee on March 30, 2007. The meeting marks the first time that a WMATA General Manager has met with the AFA Committee. Catoe spent an hour and a half listening to AFA concerns about transit, and described his vision for change. TPB and AFA Chair Catherine Hudgins (Fairfax County Board of Supervisors) arranged and chaired the meeting.

MetroAccess

Several committee members described their experience with MetroAccess, and related how reliability issues have impacted their activities. Catoe responded that he recently met for the second time with the president of MV Transportation. He understands that while there are transitional issues, he has "a high expectation of MV fixing them." He added that Metro is committed to moving forward with door-to-door service and intends to address AFA recommendations regarding MetroAccess.

One member noted that MetroAccess requires

people with permanent disabilities to recertify annually, and suggested that cost savings could be realized by eliminating this requirement. Catoe related a

similar experience in Santa Monica, where seniors were required to renew their Senior ID

cards every year, and joked "I'm not aware of anyone growing younger." He said the annual recertification is a process issue and the agency will address it.

Another committee member referenced staffing cuts, notably the community transportation coordinator position and expressed concern over the lack of accountability and the risk of civil rights rollbacks. In response, Catoe assured the group there will be no rollbacks, stating, "I am accountable."

Safety and Reliability

In discussing safety Catoe said that the philosophy of Metro is to provide the highest quality of service possible, emphasizing "I don't care if you earn two cents an hour or \$2,000 an hour, your service should be the same." He repeated his pledge from a recent meeting of the American Public Transit Association that WMATA will be voted the number one agency in the country within three years, "with quality of service second to none."

"We are good today, but we have many steps

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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

to go before we are great and we are committed to that."

Catoe stated emphatically that WMATA is an operating organization, and has no responsibility beyond bus, rail or paratransit services. He also discussed processes that will be shifted to improve operations and streamline accountability. One member mentioned frustration with elevator outages and repairs, and Catoe responded that it is a process issue that can be improved.

Metro as a Reflection of the Community

Several members of the committee referenced recommendations developed last year on limited-English proficiency issues, and urged Catoe to implement those recommendations. He stated his belief that it is important for the agency to reflect the ethnic diversity of the community, noting that while it currently does not, "over time we will." He added, "Good business sense tells you, you want everyone to use your service." Mr. Catoe said that language access "is not just a legal requirement" but "good common sense."

In response to the committee's request, Catoe agreed to attend a future AFA meeting to update the group on Metro's progress on implementing its recommendations. ■

Upcoming April Agenda

The TPB's April 18 agenda will include:

- Review of comments received and approval of project submissions for the 2007 Constrained Long-Range Plan (CLRP) and FY 2008 -2013 Transportation Improvement Program (TIP).
- Approval of scope of work for the air quality conformity assessment for the 2007 CLRP and FY2008-2013 TIP
- Approval of the Coordinated Human Services Transportation Plan for the National Capital Region.
- Approval of Regional Bike to Work Day 2007 Proclamation.
- Report on the regional "Street Smart" pedestrian and bicycle safety education campaign

More "What If" Forums Around the Region



In recent weeks, TPB staff has conducted outreach forums in Suitland (above), Alexandria, and Reston (below). The forums are part of a series called "What if the Washington Region Grew Differently?" They provide information on the TPB's transportation and land use scenario study, and include an interactive game in which participants construct their own scenarios and provide feedback for future stages of the TPB's scenario analysis.

- Briefing on the draft Freight Railroad Realignment Feasibility Study
- Notice of proposed amendment to the 2006 CLRP and FY2007-2012 TIP to include construction of an interchange at US 340 and Jefferson Technology Park in Frederick County, as requested by the Maryland Department of Transportation. ■

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).

April 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 Human Service Transportation Coordination Task Force (noon)
- 12 TPB Citizens Advisory Committee (6 pm)
- 17 Employer Outreach Committee (10 am)
- 18 Task Force on Value Pricing for Transportation (10:30 am)
- 18 Transportation Planning Board (noon)**
- 24 Regional Bus Subcommittee (noon)
- 26 TPB Access for All Advisory Committee (2 pm)

May 2007

- 4 TPB Technical Committee (9 am)
- 4 TPB Steering Committee (noon)
- 8 Management, Operations and Intelligent Transportation Systems (MOITS) Policy and Technical Task Forces Joint Meeting (12:30 pm)
- 9 Bike to Work Day Steering Committee (10 am)
- 10 TPB Citizens Advisory Committee (6 pm)
- 11 Joint Technical Working Group for the Regional Mobility and Accessibility Study (noon)
- 15 Commuter Connections Subcommittee (noon)
- 15 Bicycle & Pedestrian Subcommittee (1 pm)
- 16 Transportation Planning Board (noon)**
- 18 Travel Forecasting Subcommittee (9:30 am)
- 22 18th Annual Public Transit Forum (11 am)
- 24 Aviation Technical Subcommittee (10:30 am)

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)
- 19 Commuter Connections Ridematching Committee (10 am)
- 19 Regional Transportation Demand Management (TDM) Marketing Group (noon)
- 20 Task Force on Value Pricing for Transportation (10:30 am)
- 20 Transportation Planning Board (noon)**

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

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