



TPB news

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TPB TO SUBMIT APPLICATION FOR 2012 TIGER FUNDING

At its meeting on February 15, the Transportation Planning Board (TPB) approved a slate of project components for inclusion in the regional application for the FY 2012 TIGER Discretionary Grant Program. The TPB has assembled a project application that consists of seven multimodal capital improvement components that will enhance non-motorized access to the region's rail system (see map inside).

The TPB's project focuses on pedestrian, bicycle, and streetscape improvements to 16 rail station areas that are well-served by transit and could support more housing and employment. These Metrorail and commuter rail

station area locations include both suburban activity centers and potential housing and job centers on the eastern side of the region. In many cases, these locations are reverse commute destinations. Together, the improvements in this application enhance the ability of existing infrastructure to positively impact the accessibility, safety, and economic opportunity of these regional assets.

This concept and many of the project components were previously submitted as part of the TPB's FY 2011 TIGER application package. While this previous application was unsuccessful, TPB staff learned

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COG INCIDENT MANAGEMENT AND RESPONSE ACTION PLAN RECOMMENDATIONS

In November 2011, the Incident Management and Response (IMR) Steering Committee established by the Metropolitan Washington Council of Governments (COG) issued a set of recommendations aimed at improving the region's response to severe weather events and other major incidents.

The recommendations, which were made in the wake of the highly-disruptive January 26, 2011, snow event that stranded drivers during the evening commute and caused thousands of residents and businesses to lose power, included several concerned directly with transportation:

- expansion of the hours of operation of the Metropolitan Area Transportation Operations Coordination (MATOC) information-sharing program;

- enhancing the information MATOC provides to agencies, decision-makers, and the public; and
- providing power back-up for the region's major traffic signals.

At the TPB's February 15 meeting, Andrew Meese of TPB staff reported that MATOC is currently capable of operating 24 hours a day, seven days a week on an as-needed basis, which it did during the January 26 event. But he said that resources have not yet been identified to support 24/7 MATOC operations on a permanent, ongoing basis. He explained that the new Regional Incident

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Upcoming meetings and items of interest:

TPB Meeting, March 21

- Work Session on Complete Streets in the Washington Region (11 am)
- Briefing and Approval of TPB Comments on the Establishment of Mobile Emissions Budgets for Fine Particle Pollution (PM2.5) for the 2012 Redesignation Request and Maintenance Plan

Inside this issue of TPB news:

- 2 CLRP Project Submissions Approved
- 3 Attainment of Fine Particle Pollution Standards
- 3 Upcoming March Agenda Items
- 5 The TPB's FY 2012 TIGER Project Components

More information may be found at: www.mwco.org/transportation

CLRP PROJECT SUBMISSIONS APPROVED

On February 15, the TPB unanimously adopted a resolution to approve project submissions for inclusion in the air quality conformity assessment for the 2012 Financially Constrained Long-Range Transportation Plan (CLRP) and FY 2013-2018 Transportation Improvement Program (TIP). The CLRP and TIP are documents that guide the metropolitan region's long- and short-term transportation investments, respectively. With the approval of the submissions, studies will begin to determine if the CLRP and TIP conform to air quality improvement goals. Once the air quality modeling process is complete, the draft CLRP and FY 2013-2018 TIP will be released for a final public comment period in June, and will then appear before the TPB for final approval in July.

The TPB reviewed technical corrections to the 2012 CLRP that had been made since its January meeting, as well as comments received over a 30-day period that commenced on January 12, when the draft CLRP was released for public comment.

The TPB had a spirited discussion over one \$305 million VDOT project to build the Manassas National Battlefield Park Bypass, which involves constructing a four-lane bypass for US 29 to the north of the Manassas National Battlefield Park, a historic landmark owned by the National Park Service (NPS). Once the Bypass is complete, estimated to be in 2035, about four miles of US29 and three miles of Sudley Road located inside the Battlefield will be closed.

TPB members discussed the most appropriate way to preserve the historic site without causing heightened congestion in the area.

Julia Koster of the National Capital Planning Commission asked whether induced demand was a factor that was being studied as part of the project. City of Manassas Councilmember Jonathan Way, recognizing the expense of the project, noted that the TPB should not delay the project because its lengthy timeframe allowed plenty of opportunity for further study.

In response to some of these comments, Garrett Moore of VDOT stated that VDOT is "actively working with NPS to move traffic from the close vicinity of the main historic sites on Manassas National Battlefield Park and preserve this prominent national historic site." Peter May of NPS observed that it was "encouraging that the TPB is talking about how best to support the missions of the park and how best to protect it."

City of Falls Church Councilmember David Snyder summarized the discussion well when he stated, "There is no doubt that the American Civil War was one of the most terrible and formative events in this nation's history. Probably every person in this country has been affected by the results of the Civil War, and the Manassas Battlefield is clearly one of the great battlefields of that war." Underscoring the importance of the TPB's actions, he added, "Future generations will be able to understand that battlefield more profoundly based upon the correct decisions that we make today."

To learn more about the CLRP, including air quality planning, visit www.mwcog.org/clrp. ♦

"The Manassas Battlefield is clearly one of the great battlefields of the American Civil War. Future generations will be able to understand that battlefield more profoundly based upon the correct decisions that we make today."

*- David Snyder,
City of Falls Church*

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Bids and Solicitations

For current COG solicitations available for bid/proposals, please visit "Doing Business with COG:" www.mwcog.org/doingbusiness/cogbid/

ATTAINMENT OF FINE PARTICLE POLLUTION STANDARDS

The TPB received a briefing on the 2012 Redesignation Request to the Environmental Protection Agency (EPA) to change the region's status for fine particle pollution (PM_{2.5}) to attainment. This action would also require a Maintenance Plan that will ensure the standards are maintained through 2025. Fine particles are created by emissions from mobile sources, from power plants, road construction, coal combustion, and other sources, causing respiratory problems and impairing visibility.

In 2008, the Metropolitan Washington Air Quality Committee (MWAQC) and the states submitted a State Implementation Plan (SIP) for attaining PM_{2.5} pollution standards for the Washington region. The air quality in the region with respect to PM_{2.5} has been improving since 2002 based on data from monitors. Based on this data, EPA issued a "Clean Data Determination" in 2009, which suspended the need for a wide range of regional activities aiming to bring the region into compliance with the national air quality standards.

Now that the region has met the national standards for PM_{2.5}, it is necessary to request that EPA formally redesignate the region as an attainment area. The region will also have to develop a Maintenance Plan that will ensure compliance with the standards across all sources of emissions categories can be sustained into the future. The Maintenance Plan will set new budgets through 2025 for the main precursors from mobile sources, which are nitrogen oxides and fine particles. MWAQC and TPB staff have developed PM_{2.5} emissions inventories for all sources: point, area, non-road and on-road (i.e., motor vehicle).

TPB staff analyzed anticipated emissions levels out to 2040 in order to assess potential changes in emissions inventories in the out years of the CLRP. It was found that while most inventories declined significantly between 2002 and 2025 due to clean car technologies, it is anticipated that there will be a slight uptick in PM_{2.5} emissions between 2025 and 2040 due primarily to brake wear and tire wear.

Due to the uncertainties associated with projecting mobile emissions 30 years into the future, TPB staff recommended introducing safety margins to the Maintenance Plan to ensure that the region would be able to meet conformity requirements. The safety margins would demonstrate the region's commitment to improving air quality without jeopardizing federal funding for major transit and highway projects.

MWAQC is expected to release the draft Maintenance Plan for public comment in March. It is anticipated that MWAQC will approve the final plan in May and that the plan will be submitted to EPA in early June. EPA could approve the mobile budget levels included in the Maintenance Plan as early as September 2012. The TPB would then be required to use the budget levels in the Maintenance Plan as part of the air quality conformity determination process in future annual updates to the CLRP.

Chair Turner directed TPB staff to participate in the MWAQC Maintenance Plan process and discuss the possibility of adding a safety margin to the out-years for fine particulates. ♦

UPCOMING MARCH AGENDA ITEMS

The TPB's March 21 agenda is expected to include the following items:

- Approval of Amendments to the FY 2012 Unified Planning Work Program (UPWP), and Approval of FY 2012 UPWP Carryover Funding to FY 2013.
- Approval of FY 2013 Unified Planning Work Program (UPWP).
- Approval of FY 2013 Commuter Connections Work Program (CCWP).
- Briefing and Approval of TPB Comments on the Establishment of Mobile Emissions Budgets for Fine

Particle Pollution (PM_{2.5}) for the 2012 Redesignation Request and Maintenance Plan.

- Briefing on a Draft Regional Complete Street Guidance and Policy Template.
- Briefing on the Regional "Street Smart" Pedestrian and Bicycle Safety Education Campaign.
- Update on Reauthorization of Federal Surface Transportation Legislation.

Information and materials for the monthly TPB meeting are posted on the TPB website one week prior to the meeting: www.mwcog.org/transportation/tpb. ♦

COG IMR ACTION PLAN

(Continued from page 1)

Coordination (RIC) Program that was recommended in the IMR Action Plan—which would operate 24 hours a day—might be able to meet the region’s need for a 24/7 “watch desk” for major transportation disruptions.

In order to enhance the information that MATOC provides to agencies, decision-makers, and the public, Meese reported that the MATOC Steering Committee has launched a Snow Mobilization Coordination Effort that will convene the snow managers from the major transportation agencies in the region to facilitate better coordination and to improve internal and external communications about roadway conditions during major weather events. The effort will also include finding a way for transportation officials to be involved more effectively in regional decision-making about such things as school- and personnel-release policies.

One of the other major transportation-related recommendations of the IMR Action Plan was to install back-up power sources for traffic signals at the region’s major intersections.

A survey by TPB staff of 19 agencies and jurisdictions in the region showed that of the more than 5,000 signals on which information was collected, 20 percent have some sort of power back-up system. A majority of the signals with power back-ups use battery-based systems that engage immediately following a power outage but have limited duration. The remaining signals are capable of being powered by mobile generators that must be brought to the site but that can operate for longer periods of time.

Meese reported that the TPB’s Traffic Signals Subcommittee will follow up on the survey results by refining estimates of the costs of installing, maintaining, and operating power back-up systems, and by reviewing the region’s traffic emergency management plans to identify the most important intersections in need of power back-up. The MATOC Steering Committee will continue to look into the possibility of expanding MATOC’s hours of operation and to look for opportunities to coordinate with the new Regional Incident Coordination (RIC) Program. ♦

FY 2012 TPB TIGER APPLICATION

(Continued from page 1)

through a debrief with USDOT staff that the FY 2011 TPB application concept and project components were very well received. USDOT said it appreciated the ability to segment the projects components in the TPB’s application and encouraged the TPB to find additional match funding for the projects to reduce the overall federal request. USDOT encouraged the TPB to refine certain aspects of the application and resubmit it for consideration under the FY 2012 TIGER application solicitation. Accordingly, the TPB will provide greater detail on the project schedules and attempt to increase the local match for its FY 2012 submission.

TPB members expressed concern that the TPB’s federal funding request was above \$20

million, the highest award granted in the FY 2011 round of TIGER funding. Sam Zimbabwe of the District Department of Transportation and Harriet Tregoning of the DC Office of Planning suggested prioritizing the projects within the application. TPB staff said that while the projects could be prioritized in a number of ways, if USDOT decides to partially fund the TPB’s project, it would select projects based on its own priorities. The TPB agreed that the project could be more attractive to USDOT if the local commitment were to be strengthened.

The TPB approved the project components on the following page at its meeting on February 15. The pre-application deadline was February 20 and the final application is due to USDOT on March 19. ♦

THE TPB'S FY 2012 TIGER PROJECT COMPONENTS

District of Columbia

1. Fort Totten / 1st Place-Galloway Road Access Improvement Project—\$4.2 million

The project rebuilds the two streets serving the Fort Totten Metrorail Station, improving accessibility and safety for pedestrians by rebuilding sidewalks and curbing, installing new lighting, and providing wayfinding signage.

Maryland

2. Montgomery County: Forest Glen Metro Access Project—\$15.5 million

The project component will construct a grade-separated pedestrian/bicyclist facility underneath Georgia Avenue (MD 97), linking Forest Glen Metrorail Station to the sidewalk serving Holy Cross Hospital, and establish ten bikeshare stations.

3. Prince George's County: Pedestrian Safety Measures for the New Carrollton Metro Station—\$575,000

The project site is the County's number one priority Transit Oriented Development site. The project will construct sidewalks and trails to improve access to the station, and create a full service bicycle station at the rail station.

4. Prince George's County: West Hyattsville Metro Station / Ager Road Improvements—\$710,000

The project involves improvements to facilities with sidewalk gaps, a WMATA secure bike parking facility and related improvements that connect into the West Hyattsville Station.

Virginia

5. Arlington County: Rosslyn Circle Crossing Access Improvements—\$4 million

The component includes pedestrian and bicycle facility improvements in proximity to the Rosslyn Metrorail Station. The enhancements improve bicycle access on two of the most heavily used regional trails.

6. Arlington County: Army Navy Drive Multimodal Access Improvement Project—\$6.8 million

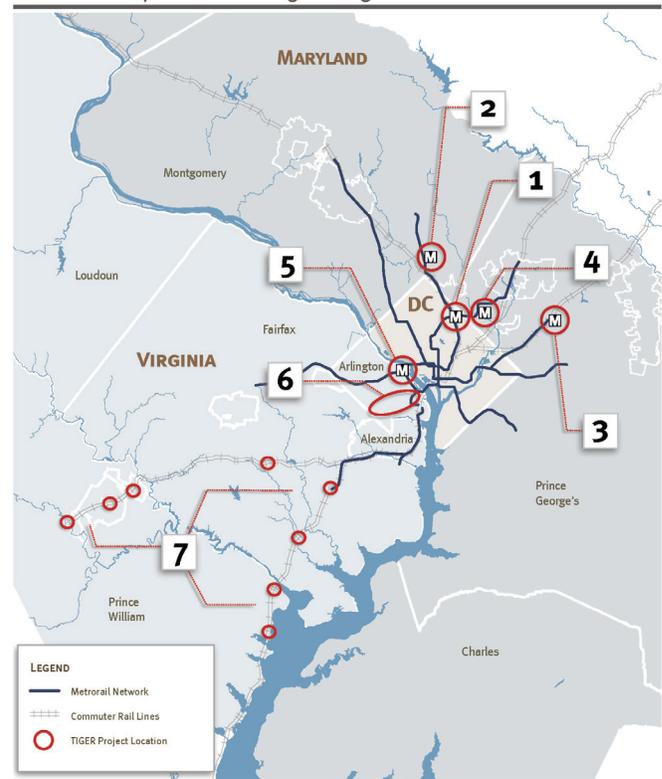
The project component provides safety enhancements along Army Navy Drive, including a physically-separated two-way cycle track, in proximity to three Metrorail stations. The project adds ten bikeshare stations along Columbic Pike.

7. Virginia Railway Express (VRE): Bicycle Lockers at VRE Stations—\$300,000

The project will add bicycle lockers to VRE stations in Fairfax and Prince William Counties, and the Cities of Manassas and Manassas Park.

The project components of the TPB's FY 2012 TIGER Application are detailed above and illustrated in the map at right.

COMPONENTS OF THE TPB APPLICATION PACKAGE For The Metropolitan Washington Region



OTHER FEBRUARY AGENDA ITEMS

The TPB's February 15 meeting also included the following items:

- Approval of Amendment to the FY 2011-2016 TIP to Include Funding for the Construction of the I-95 HOV/HOT Lanes project, as Requested by the Virginia Department of Transportation.
- Review of the Draft FY 2013 Commuter Connections Work Program (CCWP).
- Review of the Draft 2013 Unified Planning Work Program (UPWP).

Information and materials for the monthly TPB meeting are posted on the TPB website one week prior to the meeting: www.mwcog.org/transportation/tpb. ♦

CALENDAR OF EVENTS

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., N.E. (Enter from 1st St., N.E.).

March 2012

- 2 TPB Technical Committee (9 am)
- 2 TPB Steering Committee (noon)
- 8 Freight Subcommittee (1 pm)
- 13 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 14 Bike to Work Day Steering Committee (10 am)
- 14 Car Free Day Steering Committee (11:30 am)
- 15 TPB Citizens Advisory Committee (6 pm)
- 16 Transportation Safety Subcommittee (10 am)
- 20 Ridematching Committee (10 am)
- 20 Commuter Connections Subcommittee (noon)
- 20 Regional TDM Marketing Group (2 pm)
- 21 Transportation Planning Board (noon)**
- 22 Aviation Technical Subcommittee (10:30 am)
- 23 Travel Forecasting Subcommittee (9:30 am)
- 23 Bicycle & Pedestrian Subcommittee (1 pm)
- 27 Regional Bus Subcommittee (noon)

April 2012

- 6 TPB Technical Committee (9 am)
- 6 TPB Steering Committee (noon)
- 10 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 12 TPB Citizens Advisory Committee (6 pm)
- 17 Employer Outreach Committee (10 am)
- 18 Transportation Planning Board (noon)**
- 24 Regional Bus Subcommittee (noon)
- 26 TPB Access for All (AFA) Advisory Committee (noon)

May 2012

- 4 TPB Technical Committee (9 am)
- 4 TPB Steering Committee (noon)
- 8 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 9 Bike to Work Day Steering Committee (10 am)
- 9 Car Free Day Steering Committee (11:30 am)
- 10 Freight Subcommittee (1 pm)
- 10 TPB Citizens Advisory Committee (6 pm)
- 15 Commuter Connections Subcommittee (noon)
- 15 Bicycle & Pedestrian Subcommittee (1 pm)
- 16 Transportation Planning Board (noon)**
- 18 Bike to Work Day
- 18 Travel Forecasting Subcommittee (9:30 am)
- 22 Annual Transit Forum (11 am)
- 24 Aviation Technical Subcommittee (10:30 am)

Dates and times subject to change.
Please visit our website at
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for up-to-date information.

This document is available in alternative formats upon request. Please contact Sarah Crawford at (202) 962-3237, scrawford@mwcog.org, or (202) 962-3213 (TDD). Allow seven working days for preparation of material.

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