



UPCOMING MEETINGS
AND ITEMS OF
INTEREST:

**TPB Meeting,
December 21**

- **Report of the Nominating Committee for Year 2012 TPB Officers**
- **Briefing on 2011 Peak Period Freeway Congestion in the Washington Region**
- **Demonstration of the Reach-a-Ride website**

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

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TPB news

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TPB APPROVES 2011 CLR P UPDATE

At its meeting on November 16, the National Capital Region Transportation Planning Board (TPB) approved the 2011 Constrained Long-Range Transportation Plan (CLR P) for the Washington region. The 2011 CLR P Update includes six project that represent significant additions or changes to the CLR P.

Three of the six projects included in the list were amended into the CLR P as a package of amendments to the 2010 CLR P, requested by the Virginia Department of Transportation. That package, which included the I-395/I-95 HOV and HOT Lanes Project Limit Changes, the I-395 HOV Lanes Reversible Ramp from/ to Seminary Road, and the Widening of I-

66 General Purpose and HOV Lanes, was approved by the TPB on July 20, 2011. Those projects are included here for consistency with the initial release of project information for the 2011 CLR P Update in February 2011.

On October 13, the TPB released the draft 2011 Update to the CLR P and the results of the Air Quality Conformity Analysis for public comment. The 30-day public comment period ended on November 12; no comments were received.

TPB members discussed at length the I-395/I-95 HOV and HOT Lanes project in Virginia. Kerry Donley of the City of

(Continued on page 5)

TPB HEARS ACTIONS TO IMPROVE REGION'S RESPONSE TO EMERGENCIES

The TPB received recommendations on actions that would improve the region's emergency response, including a program with highly trained, regionally focused staff to ensure that area officials better coordinate decisions before and during major incidents.

The Steering Committee on Incident Management and Response found a need to improve regional situational awareness and coordination and communication among area officials. These findings were related to the committee's review of actions taken during the January 26, 2011,

snow and ice storm, as well as input received from area stakeholders. The committee also made recommendations on key issues including employee release decisions, communication with the public, and backup power for traffic signals and critical facilities.

The Committee's proposed Regional Incident Coordination (RIC) Program will monitor incidents in the region, distribute and redistribute relevant information, provide a picture of the regional situation, and initiate actions, including conference calls, which will allow for officials to better coordinate decision-making.

(Continued on page 4)

TPB SUPPORTS INCLUSION OF STREET SMART FUNDING IN COG DUES

The TPB voted at its November 16 meeting to support a recommendation from the COG Budget and Finance Committee to incorporate funding for the TPB's Street Smart program into the annual dues structure for FY 2013. But the vote was not unanimous, with some dissenting voices from outer jurisdictions in the region.

The Budget and Finance Committee's recommendation followed several years of uneven member contributions to support the Street Smart program—which have been made on a voluntary basis—and feedback from some jurisdictions that receiving invoices from COG for both annual dues and Street Smart contributions is unnecessarily complicated.

COG Executive Director David Robertson explained to the TPB that the committee's recommendation is part of a larger proposal to increase the per capita assessment rate for member jurisdictions' annual dues from

65 cents to 66 cents per capita based on the jurisdiction's population. The increase, the first since 2009, would raise approximately \$91,000 in FY 2013, \$63,000 of which would be dedicated to the Street Smart program.

The vote, which was to agree to send a letter of support to the COG Board endorsing the committee's recommendation, sparked debate among TPB members. Several representatives of the region's outer jurisdictions voiced concerns that they would be shouldering the majority of the proposed increase in dues, since population has tended to grow fastest in those areas.

Members also expressed concern that, historically, the program's messaging has been tailored more to urban settings and that residents in more suburban and rural areas might not benefit from or be able to relate to the program's promotional materials.

Several other TPB members voiced their support for the Street Smart program, however, and for incorporating its funding into the COG dues structure. Citing the program's regional benefits, they argued that everyone should help support it.

"My constituents are seamlessly moving through this region," said board member Catherine Hudgins, a representative from Fairfax County. "So safety for them wherever they land is important."

Some members also pointed out that the Street Smart program allows the TPB to receive more than \$400,000 in federal funding and more than \$1 million in earned media and PSAs in the region. ♦

BE PART OF THE 2012 TPB CITIZENS ADVISORY COMMITTEE

Visit www.mwcog.org/transportation for more information and to complete an application

If you are interested in becoming a candidate for membership on the 2012 TPB Citizens Advisory Committee (CAC), please submit an application to TPB staff by December 23, 2011. The TPB's Participation Plan encourages candidates who "represent environmental, business, and civic interests in transportation, including appropriate representation from low-income, minority, and disabled groups and from the geographic area covered by the TPB."

For more information, contact Sarah Crawford at 202-962-3237 or scrawford@mwcog.org. ♦

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REGIONAL VEHICLE FLEET AGING

At its November 16 meeting, the TPB released the results of a triennial survey of all the vehicles registered in the region. Two key findings show that residents are responding to changing economic conditions, primarily the recession and rising gas prices. The TPB will receive a briefing on this report at its December meeting.

The average age of vehicles in the region is increasing. Residents of metropolitan Washington are not replacing their vehicles as quickly as they were prior to the recession. As a result, older vehicles comprise a larger percentage of the region's vehicle fleet than ever before. Since 2005, the average age of vehicles in the region has consistently increased. In 2005, the average age was 7.8 years. That figure grew to 8.2 years in 2008 and to 9.1 years in 2011. The aging of the region's fleet has negative air quality and greenhouse gas emissions implications. The large increase in the average age of vehicles in the region will cause higher overall emissions than previously expected.

The trend in favor of sport utility vehicles (SUVs) has reversed quickly and significantly. In 1996, cars and motorcycles accounted for 65 percent of the region's vehicle purchases, while SUVs accounted for 35 percent. In 2004, the split evened out at 50 percent for each. However, since 2004, the shares have almost returned to their 1996 levels, with cars and motorcycles accounting for 60 percent of the purchases and SUVs accounting for 40 percent. Hybrid vehicles have continued to increase their share of the fleet. Registration of hybrid vehicles has been steadily increasing since their introduction in 2000.

This is the third such survey of the region's vehicle fleet. The previous two took place in 2005 and 2008. The information gathered is used by the TPB to conduct its transportation-related air quality and greenhouse gas emissions forecasts. More information and analysis, including illustrative charts and graphs, are available on the TPB website: www.mwcog.org/transportation. ♦

OTHER NOVEMBER AGENDA ITEMS

The TPB's November 16 meeting also included the following items:

- Appointment of Nominating Committee for Year 2012 Officers.
- Certification of the Urban Transportation Planning Process for the National Capital Region.

- Status Report on the Development of Performance Measures for the TPB Regional Transportation Priorities Plan (RTPP).

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. ♦

UPCOMING DECEMBER AGENDA ITEMS

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

- Report of Nominating Committee for Year 2012 TPB Officers.
- Briefing on the Composition of the Vehicle Fleet in the Washington Region in 2011.
- Demonstration of the Reach-a-Ride website.

- Briefing on 2011 Peak Period Freeway Congestion in the Washington Region, and Changes Since 2008 and 2005.

- Briefing on Proposed Performance Measures for the TPB Regional Transportation Priorities Plan (RTPP).

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. ♦

Find The TPB on Facebook

Are you interested in getting up-to-date information about the TPB? Find us on Facebook! Search *National Capital Region Transportation Planning Board* and "Like" our page. You can find links to a variety of relevant information on regional transportation planning. ♦

INCIDENT MANAGEMENT

“The most attractive thing about this is the immediacy of being able to make some improvements. It maintains some things that this Board has established, particularly MATOC, and carries that forward. It’s all about making existing systems work better.”
 - David Snyder,
 City of Falls Church

(Continued from page 1)

The D.C. Homeland Security and Emergency Management Agency has offered to host and staff the RIC Program on an interim basis at its 24/7 Emergency Operations Center, and initially will use federal homeland security grant funding available to the region. Area officials will work together in 2012 to assess the long-term organizational structure, staffing, and funding for the RIC Program.

In addition to the RIC Program, the Committee highlighted a number of actions currently underway or that need to be taken by individual groups, including:

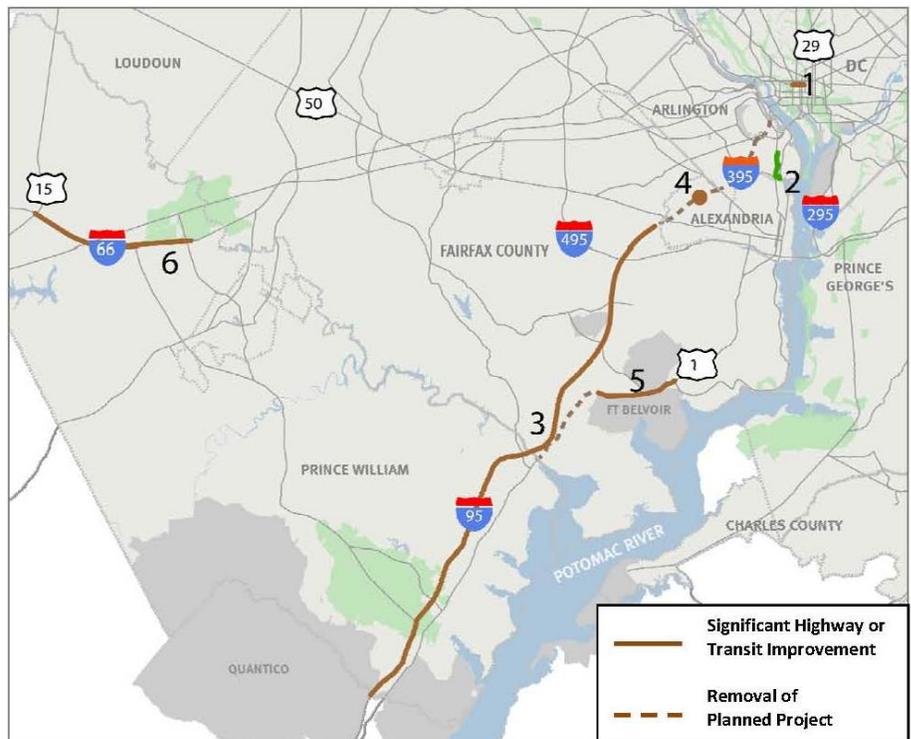
- Employers should revise their release policies as the U.S. Office of Personnel Management (OPM) has done.
- Area public information officers should use the soon to be launched Virtual Joint Information Center to communicate information to area residents.

- Transportation officials should make the Metropolitan Area Transportation Operations Coordination (MATOC) Program an around-the-clock operation and continue efforts to make its real-time information available to public.
- Emergency managers should conduct exercises to test evacuation coordination and communication plans.
- All jurisdictions in the region should expeditiously assess and install backup power at major traffic signals.

The Committee was comprised of 19 area officials, including emergency managers, chief administrative officers, state transportation and WMATA officials, public information officers, and representatives of OPM, area electric utilities, the Greater Washington Board of Trade, and the Red Cross. The COG Board formed the Committee in the wake of the January 26 snow/ice storm, which triggered widespread and hours-long traffic gridlock and power outages that impacted thousands of residents. ♦

CLRP CHANGES

The map at right shows the significant additions and changes to the 2010 CLRP, as adopted by the TPB on November 17, 2010. The projects are described in greater detail on the following page. Projects 3, 4, and 6 were approved as amendments to the 2010 CLRP on July 18, 2011.



2011 CLRP

(Continued from page 1)

Alexandria expressed concern that the Environmental Assessment for the project would only review two build alternatives – a no-build alternative and an alternative resulting in the HOT lanes terminating two miles north of I-495. He said the TPB's early traffic analysis demonstrated spillover traffic onto local roads at the terminus of the HOT lanes. Discussion revolved around the possibility of analyzing a more northern terminus for the HOT lanes, either in Arlington County or the

District of Columbia.

Donley made a motion to amend the resolution to include further language related to that project that notes the TPB encourages VDOT to expand its environmental analysis concerning the I-395/I-95 HOT Lanes project to include more candidate build alternates, including transit options and a District of Columbia terminus. The TPB voted to include this amendment in the resolution.

Details on the six projects included in the 2011 CLRP Update may be found below. More information on the CLRP is available at www.mwcog.org/clrp. ♦

Significant Additions and Changes to the CLRP

DISTRICT OF COLUMBIA

1. H Street, NW Peak Period Bus-Only Lane from 17th St. to New York Ave.

H Street NW is one-way, running eastbound between 17th Street and New York Avenue. Parking restrictions are in effect on both sides of the street during morning and evening peak periods, allowing for five lanes of traffic. This project proposes to use one of those five lanes as a bus-only lane during the peak periods.

Complete: 2012
Length: 0.5 mile
Cost: \$250,000
Funding: Local

VIRGINIA

2. Crystal City – Potomac Yard Streetcar in Arlington County

This project will construct and operate a streetcar system that runs parallel to US 1 from the Pentagon City Metro station to Four Mile Run at the Alexandria city limit. The CLRP currently includes an exclusive bus transitway project along most of the same route that is scheduled to open in 2013. The streetcar system will replace the bus service in 2018.

Complete: 2018
Length: 2.25 miles
Cost: \$160 million
Funding: Federal, state and local

3. I-395/I-95 HOV and HOT Lanes from 2 miles north of I-495 to VA 610

This project is currently included in the CLRP as a system of High-Occupancy Toll, or HOT lanes between Eads Street in Arlington County and VA 610 (Garrisonville Road) in Stafford County. VDOT is proposing to reconfigure the project, including the elimination of the implementation of HOT lanes on I-395 inside the Capital Beltway.

Transit Service Plan: VDOT is proposing to remove elements of the transit service plan that had previously been included in the CLRP. VDOT is working with local jurisdictions and transit

agencies to develop a revised set of transit and TDM improvements for the corridor.

Complete: 2015
Length: 27 miles
Cost: \$1.01 billion
Funding: Federal, state, local and private

4. I-395 HOV Lanes Reversible Ramp from/to Seminary Road

VDOT is proposing to construct a new reversible on/off ramp that connects Seminary Road and the I-395 HOV lanes to and from the south. This project adds HOV and transit access to accommodate the expected increase in travel generated by Department of Defense employees at the nearby Mark Center.

Complete: 2015
Cost: \$80 million
Funding: Federal and state

5. Widening of US 1 – Project Limit Change from VA 235 South to VA 611

This project is currently included in the CLRP as a widening of US 1 (Richmond Highway) from 4 to 6 lanes from VA 235 South (Mt. Vernon Memorial Highway) to the Occoquan River/Prince William County Line. VDOT is proposing to remove approximately 4 miles of widening from the southern end of the project and change the southern limit to VA 611 (Telegraph Road).

Complete: 2020
Length: 3.5 miles
Funding: Federal and state

6. Widen I-66 General Purpose and HOV Lanes from US 15 to US 29

This project is currently included in the CLRP as a widening to construct HOV Lanes on I-66 between US 15 (James Madison Highway) and US 29 (Lee Highway) in Gainesville. VDOT is proposing to also add an additional general purpose lane in each direction to I-66 within the same limits. The completion date of the project is advancing from 2020 to 2018.

Length: 2.5 miles
Complete: 2018
Cost: \$131.9 million
Funding: Federal



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.).

December 2011

- 2 TPB Technical Committee (9 am)
- 2 TPB Steering Committee (noon)
- 8 Human Service Transportation Coordination Task Force (noon)
- 14 Regional Taxicab Regulators Task Force (1 pm)
- 15 TPB Citizens Advisory Committee (6 pm)
- 20 Commuter Connections Ridematching Committee (10 am)
- 20 Regional TDM Marketing Group (noon)
- 20 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 21 Transportation Planning Board (noon)**

January 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)
- 11 Bike to Work Day Steering Committee (10 am)
- 12 Freight Subcommittee (1 pm)
- 12 TPB Citizens Advisory Committee (6 pm)
- 17 Employer Outreach Committee (10 am)
- 17 Commuter Connections Subcommittee (noon)
- 17 Bicycle & Pedestrian Subcommittee (1 pm)
- 18 Transportation Planning Board (noon)**
- 20 Travel Forecasting Subcommittee (9:30 am)
- 24 Regional Bus Subcommittee (noon)
- 26 Aviation Technical Subcommittee (10:30 am)
- 26 TPB Access for All Advisory Committee (noon)

February 2012

- 3 TPB Technical Committee (9 am)
- 3 TPB Steering Committee (noon)
- 8 Regional Taxicab Regulators Task Force (1 pm)
- 9 Human Service Transportation Coordination Task Force (noon)
- 9 TPB Citizens Advisory Committee (6 pm)
- 14 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 15 Transportation Planning Board (noon)**
- 28 Regional Bus Subcommittee (noon)



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

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

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