



UPCOMING MEETINGS
AND ITEMS OF
INTEREST:

TPB Meeting,
February 20:

- Approval of 2008
CLR Project
Submissions for
Inclusion in Air
Quality Conformity
Analysis
- Approval of FY 2008
Transportation/Land-
Use Connections
(TLC) Projects
- Review of Priority
Regional Bicycle and
Pedestrian Projects

More information may
be found at:
[www.mwcog.org/
transportation](http://www.mwcog.org/transportation)

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TPB news

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TPB APPROVES TWO MAJOR VIRGINIA PROJECTS

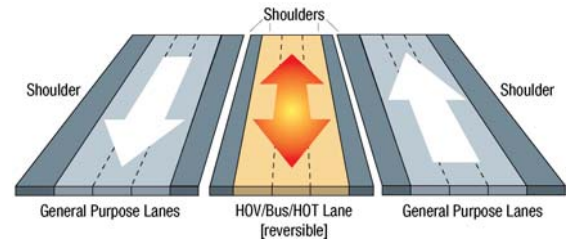
Two high-profile projects in Virginia were included in the region's 2007 Constrained Long-Range Transportation Plan (CLR) by the Transportation Planning Board on January 16. The projects—HOT lanes on I-95/I-395 and spot improvements on I-66 inside the Beltway—were both proposed by the Virginia Department of Transportation (VDOT).

The TPB approves an update to the CLR every year. The CLR lists projects that the region anticipates can be funded and built by 2030.

On January 16, the TPB also approved the FY 2008-2013 Transportation Improvement Program (TIP), which implements the first six years of the CLR. The TIP

contains specific phasing and funding information for projects that will be completed in the short term. By approving the 2007 CLR and TIP, the TPB carried out its federally mandated role of allocating federal transportation funding for projects in the Washington region.

(Continued on page 3)



Source: Fluor-Transurban

Northern Section: I-95/I-395 HOV/BUS/HOT Lanes from Eads Street (Arlington County) south to Dumfries Road (Prince William County).

NEW PROJECTS SUBMITTED FOR 2008 PLAN

In addition to adopting the 2007 Constrained Long-Range Plan (CLR), on January 16 the TPB also opened the official public comment period for project submissions for the 2008 CLR. The public comment period will close on February 15. Comments may be submitted online.

The new submissions for the 2008 CLR include significant projects and amendments from Virginia. The projects include improvements on I-95 interchanges and on the Fairfax County Parkway in anticipation

of the Base Realignment and Closures (BRAC) actions to relocate defense-related employment. In addition, the proposed projects call for widening Route 50 through the City of Fairfax and construction of the Columbia Pike Streetcar from Skyline in Fairfax County to Pentagon City in Arlington County. The Fairfax Connector Service Transit Development Plan is also included in the list of significant projects.

Two amendments are proposed to HOT

(Continued on page 4)



QUICK FACTS

Project Submissions for the Long-Range Plan

What are the CLRPP and TIP?

The Financially Constrained Long-Range Transportation Plan (CLRPP) includes all the major transportation projects that the region anticipates can be funded and built between now and 2030. The Transportation Improvement Program (TIP) provides a six-year, detailed documentation of short-term projects implementing the CLRPP. All regionally significant projects must be included in the CLRPP and TIP in order to receive federal funding.

scheduled on February 20 to approve the project submissions for inclusion in the CLRPP air quality conformity analysis.

What is the air quality conformity analysis?

The conformity analysis produces forecasts of vehicle emission levels that are anticipated under the future transportation network what is laid out in the CLRPP, including new projects and projects already in the plan. As part of the final approval of the CLRPP 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 2008 CLRPP and FY 2009-2014 TIP?

The 2008 CLRPP and the new TIP, along with the air quality conformity determination, are scheduled to be released for public comment on June 12, and to be approved by the TPB at its July 16, 2008 meeting.

How can I submit comments on the project submissions?

The easiest way is to submit comments online at www.mwcog.org/transportation/public. You can also send your comments by mail (TPB Public Comment, MWCOP, 777 North Capitol St., NE, Suite 300, Washington, DC 20002) or fax (202-962-3202), record your message on the TPB’s public comment telephone line (202-962-3262), or present a statement in person at the beginning of each TPB meeting. Call 202-962-3315 to sign up to make a public comment in person. ▲

How does the CLRPP update process begin?

Every year, the transportation implementing agencies—including the state DOTs, local governments, and WMATA—submit their new projects for the CLRPP 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 CLRPP.

How long is this public comment period?

The 2008 project submissions were released by the TPB on January 16 for a 30-day public comment period, which will close on February 15. The TPB is



Find out more about
the 2008 CLRPP and
FY 2009-2014 TIP at
www.mwcog.org/clrp



TPB APPROVES 2007 CLR P AND TIP

(Continued from page 1)

The TPB heard comments from citizens both supporting and opposing the two major Virginia projects. Proponents of the projects touted the impact they will have in reducing congestion and providing options for commuters traveling by automobile. Citizens opposed to the projects highlighted environmental impacts, including air quality and the condition of the Custis Trail, which is aligned close to I-66 in several locations.

Ron Kirby, Director of Transportation Planning, reviewed the comments received during the 30-day public comments period and provided responses. "A very large number of comments identified what were considered to be positive impacts of the I-95/I-395 HOT lanes project," said Kirby, adding that these included "expanding the HOV system and carpooling, encouraging mass transit use, providing funding for additional transportation improvements, and offering new travel options and travel times."

The I-95/I-395 HOT lanes project includes a significant transit component. Express buses will use the tolled facility and increase modal choices for commuters along the I-95 corridor. This project will convert existing HOV lanes to toll lanes and add one additional lane to the facility.

Several TPB members expressed concern about the HOT lanes project, noting that the toll lanes end before the bridge crossing into the District of Columbia and all northbound travel lanes will converge, potentially creating a more significant bottleneck than that which

currently exists. Both District and Virginia representatives reaffirmed their commitment to reduce congestion at the I-395 river crossing. Emeka Moneme, Director of the District Department of Transportation, spoke to this point, saying DDOT "will continue to work very closely with VDOT on the specific issues related to the 14th Street Bridge."

The I-66 spot improvements add a lane between exits at three locations on westbound I-66 inside the Beltway. VDOT expects that these improvements will decrease congestion on this heavily traveled roadway. VDOT announced last fall that it will conduct a multimodal study of I-66 inside the Beltway to identify improvements that may have the most positive impact on future congestion along this corridor.

During the TPB public comment period on January 16, a number of speakers expressed frustration that the spot improvements would be constructed before the VDOT multimodal study is conducted. TPB members also raised concerns regarding the status of the study. Linda Smyth of the Fairfax County Board of Supervisors noted the complexity of the multimodal study, but emphasized that "the study was really a very crucial part of a lot of our decisions to go along with what was being done with some of these spot improvements." VDOT representatives confirmed that a scope of work for the multimodal study would be available in the spring.

For information about the 2007 CLR P and FY2008-2013 TIP, go to www.mwcog.org/clrp. ▲

UPCOMING FEBRUARY AGENDA ITEMS

The TPB's February 20 agenda will include the following items:

- Approval of Submissions for Air Quality Conformity Assessment for the 2008 CLR P and FY 2009-2014 TIP.
- Briefing on the Draft FY 2009 Unified Planning Work Program (UPWP).
- Briefing on the Draft FY 2009 Commuter Connections Work Program (CCWP).
- Briefing on Applications received and Approval of projects for the FY 2008 Transportation/Land-Use Connections (TLC) Program.

- Review of Priority Regional Bicycle and Pedestrian Projects.
- Briefing on the Regional Bus Subcommittee's Status Report on the Bus Systems in the National Capital Region.
- Update on the Metropolitan Area Transportation Operations Committee (MATOC).
- Update on the activities of the TPB Scenario Study Task Force.

Information and materials for the February 20 TPB meeting are posted on the TPB website one week prior to the meeting: www.mwcog.org/transportation/tpb. ▲

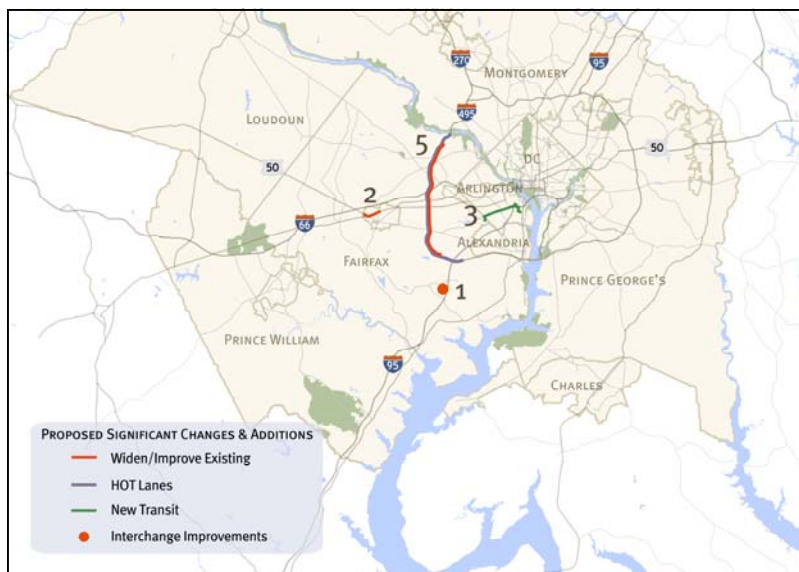
NEW PROJECTS SUBMITTED FOR 2008 PLAN

(Continued from page 1)

lane facilities already planned for Virginia. VDOT has requested changes to the Capital Beltway HOT/HOV Lanes Project, which will be completed in 2013. Most of the changes involve modifications to the interchanges on the Beltway. VDOT is also requesting revisions to the Transit Plan for the I-95/I-395 HOT-HOV-Bus project to reflect the results of the Transit/Transportation Demand Management (TDM) Study conducted by the Virginia Department of Rail and Public Transportation (DRPT) and its Technical Advisory Committee.

Information about the CLRP development process may be found on page 2. Project descriptions are provided below and may be found at www.mwcog.org/clrp.

The map below shows significant additions and changes proposed for the 2008 CLRP. More information may be found at www.mwcog.org/clrp



Significant Additions to the CLRP

1. Access to Fort Belvoir Engineering Proving Grounds (EPG): I-95 and Fairfax County Parkway (BRAC)

Two projects have been proposed to meet expected demand at the Fort Belvoir Engineering Proving Grounds (EPG) due to the Base Realignment and Closures (BRAC) act.

(1) I-95 Access to Fort Belvoir includes the following improvements:

- Widen the existing ramp from southbound I-95 to the Fairfax County Parkway and EPG southern loop road with an additional barrier-separated lane, providing dedicated access to the EPG for DOD personnel only.
- Provide a new reversible, single-lane approach bridge from the northbound HOV/Bus/HOT lanes to the EPG's southern loop road. In the evening, this connection will reverse to provide access to the northbound I-95 general purpose lanes and the southbound HOV/Bus/HOT lanes.

Complete: 2011, 2013

Cost: \$28.8 million

Source: Federal funding

(2) Fairfax County Parkway Access to Fort Belvoir

- Provide a one-lane ramp from the EPG Access Road to northbound Fairfax County Parkway and a two-lane ramp from the EPG Access Road to southbound Fairfax County Parkway. The proposed ramps will connect to the proposed interchange at Rolling Road, which is already included in the CLRP.

Complete: 2011

Cost: \$6.8 million

Source: Federal funding

2. Widen Segments of US 50

From Eaton Place to Jermantown Road Within the City of Fairfax

Widen two segments of US 50 from Eaton Place to McLean Avenue and from the VA 236/VA 29 to Jermantown Road from four to five lanes. This project will also include pedestrian improvements and support the development of express shuttle service to the Vienna/Fairfax-GMU Metrorail Station and other circulator shuttle services to connect activity centers.

Length: 5 miles

Complete: 2009

Cost: \$2 million

Source: Local funding

3. Columbia Pike Streetcar

From Skyline to Pentagon City

Design, construct and operate a streetcar system running approximately 4.7 miles between Pentagon City in Arlington County and Skyline in Fairfax County.

- Length:** 4.7 miles
- Complete:** 2014
- Cost:** \$138.5 million
- Source:** State and local funding

4. Fairfax Connector Service Transit Development Plan

Increase bus service on priority routes and purchase 76 new Fairfax Connector buses. Expand the West Ox Bus Operations Facility to accommodate new buses and increased service. Also provide bus stop access and safety improvements identified as part of the Bus Stop Inventory and Safety Study.

- Complete:** 2010
- Cost:** \$91.9 million
- Source:** Local funding

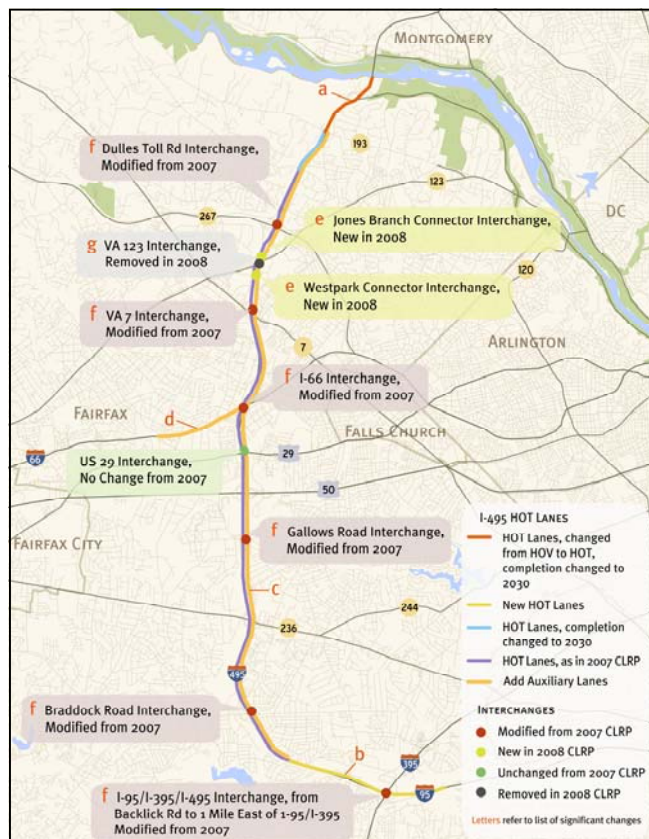
Significant Changes to the CLRP

5. I-495 Capital Beltway HOV-HOT Lanes

From Backlick Road to Old Dominion Drive

The following changes have been proposed for the Capital Beltway HOT-HOV Lanes Project, as shown in the figure below:

- a. The northern terminus of the HOT lanes will extend 2 lanes



from Georgetown Pike to the American Legion Bridge, to be complete in 2030. A 4 lane stretch of HOT lanes from Georgetown Pike (193) to Old Dominion Drive will be completed in 2030 instead of 2013.

- b. The southern terminus of the HOT lanes has been extended to include 2 HOT lanes from the Hemming Avenue underpass to one mile east of the I-95/395/495 Interchange. This segment is scheduled to be completed by 2013.
- c. One additional general purpose auxiliary lane from Georgetown Pike to the Hemming Avenue underpass will be added in each direction.
- d. Auxiliary lanes will be added on eastbound and westbound I-66 between the I-495 interchange and Cedar Lane.
- e. Two new interchanges are planned at westbound Jones Branch Connector and westbound WestPark Connector.
- f. Planned HOT lane interchanges at the Dulles toll Road, VA 7, I-66, Gallows Road, Braddock Road and I-95/395 will be modified.
- g. A planned HOT lane interchange at VA 123 is being removed from the project scope.

- Length:** 14 miles
- Complete:** 2013, 2030
- Cost:** \$1.619 billion
- Source:** Federal, state, private and bond funding

6. I-95/395 HOV-HOT-Bus Lanes Transit Plan Revisions

A revised Transit Plan for the I-95/395 HOT Lanes project has been proposed to reflect the results of the Transit/Transportation Demand Management (TDM) Study conducted by the Virginia Department of Rail and Public transportation (DRPT) and its Technical Advisory Committee.

The Transit/TDM plan's cost and revenue estimates has been revised from \$390 million to \$298 million to reflect the revised transit investment strategy for the corridor.

- Earlier capital investments of \$76 million have been revised to \$137 million to reflect increased investment into transit facilities.
- Earlier operating revenues of \$314 million have been revised to \$161 million to reflect revised service plan, service duration and fare box recovery.

A higher level of investment in transit facilities has been proposed:

- 4 new in-line BRT stations along the corridor.
- Improvements at 4 VRE stations – platform extension and overnight storage.
- 9 new or enhanced TDM initiatives.
- 3,750 park and ride spaces in addition to the 3,000 proposed earlier.
- 3 new/improved transit centers instead of 1 bus maintenance facility.
- 76 new buses and 6 VRE rail cars instead of 184 new buses. ▲



PARTICIPATE

CITIZEN COMMITTEE MAKES RECOMMENDATIONS

The TPB accepts applications for the CAC each year in November. For information about the CAC and to read the 2007 End-of-the-Year Report, visit the Committee's web page at: www.mwcog.org/transportation/committee

At the TPB meeting on January 16, the Citizens Advisory Committee (CAC) reiterated a number of its recommendations from past years, including a call for the TPB to develop a "Regional Priorities Plan" and a recommendation that the TPB conduct a public forum on project submissions every year at the beginning of the TPB's annual planning cycle.

These recommendations were included in the CAC's 2007 End-of-the-Year Report, which was presented by Larry Martin of the District of Columbia. Mr. Martin served as CAC vice chair in 2007 and was appointed chairman of the committee for 2008.

Over the years, the CAC has called for a number of broad and ambitious changes. For example, Mr. Martin said "the CAC continues to believe that the absence of a regional priorities plan represents a missing link in our regional planning process. We believe that a plan representing the region's transportation and land-use aspirations could facilitate a more coordinated, and ultimately more effective,

regional transportation system."

Other CAC recommendations have called for increased public information that will be easily understood and accessed by the public. Some recent CAC-inspired improvements include enhancements in the TPB's website and an online public comment feature.

Mr. Martin encouraged the TPB to further expand opportunities for public information and input. "The CAC believes it would be a useful public service to ask the state DOTs and WMATA at the beginning of the cycle to come to a well-publicized forum where they would be asked to describe a number of key pieces of information that make that year's CLRP and TIP different from the previous year," he said.

Mr. Martin said the committee is generally pleased with recent developments in the TPB's scenario study, including the formation of a policy-level task force to guide the study's work. He encouraged the TPB to expand the Transportation/Land-Use Connections (TLC) program, which is an outgrowth of the study, and to consider new public outreach activities related to the scenarios.

Mr. Martin noted that the CAC continues to believe the scenario study should include a value-pricing scenario that focuses on converting existing lanes to toll lanes, instead of building significant new capacity that would be tolled.

At its meeting on January 16, the TPB appointed the new members of the 2008 CAC, which will hold its first meeting on February 14. The committee provides direct input into TPB activities. Ten minutes of every TPB meeting are devoted to a report from the CAC meeting, which is held six days prior to the TPB meeting. ▲

2008 CAC MEMBERS

District of Columbia

Harold Foster	Shirley Williams
Grace Malakoff	Joseph Bowser (<i>alternate</i>)
Robin Marlin	Bernard Hill (<i>alternate</i>)
Larry Martin, Chair	Jeremy Siegel (<i>alternate</i>)

Maryland

Farrell Keough
William Klenke
Todd Reitzel
John Lynn Shanton
Emmet Tydings
Laurie Kelly (*alternate*)

Virginia

Jim Larsen
Dan Malouff
Allen Muchnick
Suresh Narasimhan
Daphne Sahlin
Glenda Gail Parker (*alternate*)

SAFETY AND SECURITY

A CONCERN AT REGIONAL TRAILS SEMINAR

The Washington region enjoys an extensive and popular system of off-road trails for bicyclists, joggers, and pedestrians. Trails are popular and important not only for recreational uses, but also as links in the regional transportation and commuting network. Success, however, has brought challenges. More users and crowded conditions have brought more crashes and injuries, especially when visibility is poor, such as in the early morning and late evening. Design and management practices are being adapted to serve the diverse needs of trails users as population density has increased and the region has promoted greater reliance on non-motorized modes of transportation, .

On January 30, 2008, the TPB hosted a meeting of nearly forty trail managers, planners, park rangers, police



James Sebastian of DDOT speaks to trails seminar participants during a tour of the Metropolitan Branch Trail, in the vicinity of the New York Avenue Metrorail station.

officers, and citizens from around the Washington region to discuss and share expertise on trail management and design challenges. Four expert panels discussed trail safety, security, maximizing the transportation value of trails, and promoting trails for health, recreation, and economic development. The group also walked to the nearby Metropolitan Branch Trail, where representatives of the District of Columbia Department of Transportation (DDOT) demonstrated the integration of this trail into its urban setting.

A successful trail system, the panelists concluded, requires properly designed and maintained trails, providing well-marked connections to key destinations and on-street routes. A trail should be treated as part of the overall transportation system, not just as a separate destination. Usage policies can be flexible to allow safer commuting after dark where feasible.

To address security concerns, the trail design should make the user visible and minimize hiding places for criminals. Systems of emergency markers help enable emergency responders to respond to incidents quickly, and provide a referencing system to identify safety and security problem locations.

Volunteer groups and patrols are a critical supplement to paid maintenance staff and law enforcement. Trails should be promoted to potential users for their benefit, as well as to foster a sense of community ownership. Strategies such as these are needed to help the Washington region maintain and build upon the success of its popular system of trails. ▲

OTHER JANUARY AGENDA ITEMS

The TPB's January 16 agenda included the following items in addition to the topics covered elsewhere in this newsletter:

- Approval of Execution of a Memorandum of Understanding between the TPB, the State DOTs and the Public Transportation Operators on Metropolitan Transportation Planning Responsibilities for the National Capital Region.
- Approval of TPB Procedures for processing revisions to the CLRP and TIP. For more information about the 2007 CLRP and the FY 2008-2013 TIP, visit the CLRP website at www.mwcog.org/clrp.
- Certification of the Urban Transportation Planning Process for the National Capital Region.
- Review of the Outline and Preliminary Budget for the FY 2009 Unified Planning Work Program (UPWP). ▲



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.).

February 2008

- 1 TPB Technical Committee (9 am)
- 1 TPB Steering Committee (noon)
- 7 Aviation Technical Subcommittee (10:30 am)
- 12 Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee Joint Meeting (12:30 pm)
- 14 Human Service Transportation Coordination Task Force (2 pm)
- 14 TPB Citizens Advisory Committee (6 pm)
- 19 Commuter Connections Subcommittee (10 am)
- 20 TPB Scenario Study Task Force (10 am)
- 20 Transportation Planning Board (noon)**
- 26 Travel Management Subcommittee (9:30 am)
- 26 Regional Bus Subcommittee (noon)
- 27 Task Force on Value Pricing for Transportation (10 am)

March 2008

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

April 2008

- 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)
- 10 Human Service Transportation Coordination Task Force (noon)
- 10 TPB Citizens Advisory Committee (6 pm)
- 15 Commuter Connections Employer Outreach Committee (10 am)
- 16 Transportation Planning Board (noon)**
- 22 Travel Management Subcommittee (9:30 am)
- 22 Regional Bus Subcommittee (noon)
- 24 TPB Access for All Advisory Committee (2 pm)



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@mwcog.org, (202) 962-3237 or (202) 962-3213 (TDD). Allow seven working days for preparation of material.

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