

## Beltway HOT Lanes Among Plan Amendments Scheduled for Vote on October 19

The Transportation Planning Board on October 19 is scheduled to vote to include high occupancy/toll (HOT) lanes for the first time in the Constrained Long-Range Transportation Plan (CLRP). The HOT lanes project on the Capital Beltway in Virginia is among five major projects submitted as this year's amendments to

the CLRP and the FY 2006-2011 Transportation Improvement Program (TIP).

In 2010, according to the project proposal, Virginia will open the region's first HOT lanes on 15 miles of the Capital Beltway (I-495) between the Springfield Interchange and a point just south of the American Legion Bridge. The HOT lanes will be free for carpoolers (three or more persons) and open to other vehicles paying tolls. Electronic

transponders will automatically deduct the HOT lane tolls, which will vary based on time of day or congestion levels.

The HOT lane project carries a pricetag of \$899 million and will be funded under Virginia's Public-Private Transportation Act of 1995. The Fluor Daniel company, a private contractor, will arrange the financing.

The other projects submitted for this year's CLRP and TIP include a new busway between the Crystal City Metro Station and Potomac Yard in

Arlington, and the addition of auxiliary lanes to a Beltway interchange reconstruction project at Arena Drive in Prince George's County. (See page 2 for a list, descriptions and a map of the CLRP amendments.)

Before voting on the CLRP and TIP, the TPB is scheduled to vote on the air quality conformity determination showing that the CLRP and TIP meet regional air quality limits.

For more information on the CLRP amendments, and to submit comments, go to [www.mwcog.org/transportation](http://www.mwcog.org/transportation). ■

**CLRP/TIP  
2005**



Cofiroute Global Mobility

**The Virginia DOT plans to build high occupancy/toll (HOT) lanes on 15 miles of the Beltway. Pictured above are HOT lanes on SR 91 in Orange County, California.**

## Regional Leaders Respond to Metro Funding Bill

Eight-car Metro trains and hundreds of new Metrobuses are among the improvements that could be funded through federal legislation introduced by U.S. Representative Tom Davis of Virginia on July 28.

The Davis bill, H.R. 3496, would authorize \$1.5 billion over 10 years in federal funds for the Washington Metropolitan Area Transit Authority (WMATA), which runs the Metro system. This federal funding would require an equivalent state or local match and would only apply to capital expenses, not operating needs.

Federal funding in the bill would be contingent upon amendments to the WMATA Compact, which is the agreement among

See **Metro Funding Bill** on page 2

## Proposed Significant Changes to the CLRP

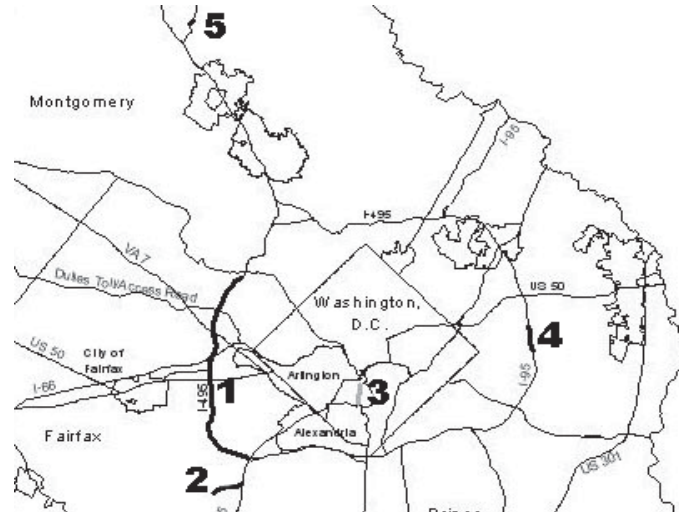
**1. Widen the Capital Beltway (I-495) by adding high-occupancy/toll (HOT) lanes between the Springfield Interchange and a point just south of VA 193 (Georgetown Pike).** Length: 15 miles. Completion: 2010. Cost: \$899 million (The TPB released a proposed financial plan from VDOT on March 16, 2005).

**2. Upgrade VA 7900.** The CLRP already includes a project to build HOV lanes along VA 7900 from Rolling Road to a point just east of I-95. The proposed change for the 2005 CLRP would upgrade the facility to a limited access freeway. Length: 3 miles. Completion: 2010 (HOV); 2020 (upgrade). Cost: \$16 million (entire project).

**3. Construct a new busway between Crystal City Metro Station and Potomac Yard in Arlington.** Length: Approximately 0.5 mile (phase one); 0.75 mile (phase two). Completion: 2006 (phase 1); 2008 (phase 2); 2012 (upgrade). Cost: \$6.3 million.

**4. Add auxiliary lanes to the interchange construction project at the Capital Beltway (I-95/I-495) and Arena Drive in Prince George's County.** The CLRP already includes conversion of the existing part-time interchange to a full-time facility. The proposed change for the 2005 CLRP would add auxiliary lanes north and south of the interchange. Length: Less than 2 miles. Completion: 2010. Cost: \$29.7 million (entire project).

**5. Widen MD 27 between MD 355 and A-305** from 4 to 6 lanes to support development in Clarksburg, MD. Length: Less than 2 miles. Completion: 2006. Cost: Funded by private developer.



## Metro Funding Bill *continued from page 1*

member jurisdictions establishing the ground rules for the transit agency. The Davis bill requires the Compact to be amended to establish dedicated funding sources for WMATA, to include two federal appointees on the WMATA board and to establish an inspector general reporting to the board.

Speaking to the Transportation Planning Board on September 21, Richard White, WMATA CEO and General Manager, said the Davis bill would "extend the relief" provided by last year's Metro

Matters funding package. Mr. White said that Metro Matters provided approximately \$500 million in capital needs that had been deferred. However, he said that Metro Matters would buy only four years of basic improvements. WMATA would need a new funding agreement in 2008 in order to avoid a renewed funding squeeze anticipated in 2010.

Mr. White said the Davis bill would provide funding for 340 new rail cars—enough for the entire rail system to run eight-car trains. The funding would buy 275 new buses and three new garages. The bill would pay for station improvements, including more elevators, more escalators and bigger mezzanines at congested stations. A variety of pedestrian and bicycle improvements would also be funded, along with continued system rehabilitation.

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Responding to Congressman Davis's initiative, regional leaders convened a summit on October 3 to discuss how to pursue dedicated funding sources. Among other things, participants discussed the development of legislation at the state level to provide the state/local match for the proposed federal funding, as well as beginning the process of establishing an inspector general for WMATA.

At the TPB meeting on September 21, board members expressed enthusiasm for the prospect of new funding. In a resolution, the TPB expressed its "deep appreciation and support for efforts by Congressman Tom Davis and the region's congressional delegation to provide significant federal funding to meet WMATA's needs..."

However, board members expressed concerns about specific provisions in the legislation. Kathy Porter, mayor

of Takoma Park, noted that the legislation as currently written

would require that all local and state funding for Metro, including funding for operating expenses, must come from dedicated sources. An amendment to the TPB resolution introduced by Ms. Porter specified that the TPB "does not endorse any limit on the sources of funds that local jurisdictions may rely on to support WMATA."

Another aspect of the Davis bill would put restrictions on the disposition of specific properties owned by WMATA. These properties include land near the Vienna Metro Station, the Takoma Metro Station and the Largo Metro Station.

In the case of Vienna, the legislation says WMATA "may not sell, lease, or otherwise convey or dispose" of specific parcels. For Takoma and Largo, the legislation sets conditions on disposition of the property.

In its resolution, the TPB did not take a position on these property issues. However, the resolution did not specify that the TPB was endorsing the entire Davis bill. Instead the board expressed broad support for Congressman

Davis's efforts to identify funding for Metro.

For more information, see "Past Meeting Documents" from the TPB's September 21 meeting at [www.mwcog.org/transportation/tpb](http://www.mwcog.org/transportation/tpb). ■

## New Federal Transportation Law Will Affect TPB

The massive federal transportation bill approved this summer will boost funding for TPB programs and change the federal planning requirements that guide the TPB's work.

The "Safe, Accountable, Flexible, Efficient Transportation Equity Act: Legacy for Users" (SAFETEA-LU) is the successor to previous reauthorization bills (ISTEA in 1991 and TEA-21 in 1998) which significantly expanded the metropolitan transportation planning process that defines much of the TPB's work, including air quality conformity and financially constrained planning. In general, SAFETEA-LU reaffirms and strengthens the previously established planning requirements.

The new legislation provides \$286.4 billion for highways and transit for FY2006-2009. This represents about a 22 percent increase over previous authorized funding levels. SAFETEA-LU includes over 6,000 earmarked projects totaling over \$16 billion.

### MPO planning requirements

As a federally mandated metropolitan planning organization (MPO), the TPB's planning activities are dictated by the requirements of the federal legislation. SAFETEA-LU provides significant increases in funding for these activities.

Under the new law, MPO long-range plans and transportation improvement programs (TIPs) must be updated every four years instead of the previous update requirement of every three years for the long-range plan and every two years for the TIP.

During plan development, SAFETEA-LU requires MPOs to consult with agencies

See **SAFETEA-LU** on next page



**The Davis bill would provide funding for 340 new rail cars—enough for the entire system to run eight-car trains.**

## SAFETEA-LU *continued from previous page*

responsible for land use management, natural resources, environmental protection and conservation and historic preservation. New planning provisions in the bill stress that plans and programs need to address safety, security, operations and management as well as human service transportation coordination. The law also contains new requirements for public participation, including the development of a public participation plan. The bill stresses certain public involvement methods, including the increased use of websites and visualization techniques to describe plans.

The Congestion Mitigation and Air Quality (CMAQ) program has been expanded to include a number of new activities eligible for funding, including diesel retrofits for motor vehicles or non-road vehicles and non-road engines used in construction projects.

### ***TPB special interests***

Two topics of special interest to the TPB—HOT lanes and emergency coordination—were also addressed in SAFETEA-LU.

### **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
MDPC	- Metropolitan Development Policy Committee
MWAQC	- Metropolitan Washington Air Quality Committee
SAFETEA-LU	- "Safe, Accountable, Flexible, Efficient Transportation Equity Act: Legacy for Users"
TIP	- Transportation Improvement Program
TPB	- Transportation Planning Board
VDOT	- Virginia Department of Transportation
WMATA	- Washington Metropolitan Area Transit Authority

## Asking "What If?" in Oxon Hill



**"What if the Washington Region Grew Differently?" was the title of a public forum in Oxon Hill on September 20 hosted by the TPB's Citizens Advisory Committee. The presentation is designed to get citizens thinking about the transportation and land use scenarios that are being analyzed in the TPB's Regional Mobility and Accessibility Study.**

The new law permits states to establish high occupancy/toll (HOT) facilities on carpool lanes. HOT lanes allow solo drivers (or vehicles below the carpool occupancy threshold) to pay a toll to use the lanes. SAFETEA-LU specifies that HOT lanes are permitted if an automatic toll collection system is used and procedures are established for variable pricing and enforcement.

The federal Value Pricing Pilot Program, established under previous federal legislation, has been maintained under SAFETEA-LU. The program is limited to 15 states and provides approximately \$11 million a year in funding for the 15 participating states to study and implement pricing projects. Maryland and Virginia are participating states. The legislation also established a new Express Lanes Demonstration Program, which will be limited to 15 projects, but has no funding.

SAFETEA-LU includes \$1.6 million in funding for the CapCom regional transportation coordination program, which is a project the TPB has spearheaded through its Management Operations and Intelligent Transportation Systems (MOITS) task forces. Once established, CapCom will monitor transportation system conditions and ensure information sharing among agencies and with the public when incidents occur.

For more information on SAFETEA-LU, go to [www.mwcog.org/transportation/](http://www.mwcog.org/transportation/). ■

## October Agenda

The TPB's October agenda will include:

### *Actions Related to the 2005 CLRP and FY2006-2011 TIP*

- Review of *public comments* received and acceptance of recommended responses for inclusion in the air quality conformity assessment, the 2005 CLRP and the FY2006-2011 TIP.
- Approval of the *air quality conformity* determination for the 2005 CLRP and the FY2006-2011 TIP. Under the federal Clean Air Act, the TPB is required to show that future emissions associated with the CLRP and TIP will conform to emissions limits contained in the regional air quality improvement plan.
- Review of how the projects in the CLRP and TIP address the *priority areas* identified in the TPB's 2005 Project Solicitation Document. This year's Solicitation Document identified three priority areas: 1) implement traffic signal optimization, 2) improve regional transportation coordination, and 3) identify how projects support the regional core and regional activity centers.
- Approval of the *2005 CLRP*
- Approval of the *FY2006-2011 TIP*

### *Other Actions:*

- Approval of amendments to the FY2005-2010 Transportation Improvement Program (TIP) and the FY2006-2011 TIP to fund a *regional transportation coordination program*. Under the new legislation reauthorizing the federal transportation programs (see article on page 4), \$1.6 million in federal funds was authorized for a "Metropolitan Washington, D.C. Regional Transportation Coordination Program." The TPB has endorsed a concept, provisionally known as CapCom, to implement this regional program. The region's state departments of transportation have requested amendments to the current TIP and the

### **2006 TPB Citizens Advisory Committee**

If you are interested in becoming a candidate for membership on the 2006 TPB Citizens Advisory Committee (CAC), please contact COG/TPB staff by the end of November. The TPB's public involvement process 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." Interested candidates should send a brief statement to John Swanson, COG/TPB staff, at [jswanson@mwkog.org](mailto:jswanson@mwkog.org). For more information, call 202/962-3295.

upcoming TIP for FY2006-2011 to include funding of \$400,000 per year for five years to initiate this program.

- *Certification* of the urban transportation planning process for the national capital region. Federal regulations require the TPB and states to "annually certify to the Federal Highway Administration and the Federal Transit Administration the planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements..."
- Report on progress made toward *accessible transportation* since Disability Awareness Day in 2004.
- Briefing on new TPB planning and programming activities related to the *SAFETEA-LU*.
- Status report on the *Fine Particles* (PM2.5) conformity analysis for the 2005 CLRP and FY 2006-2011 TIP. New federal regulations require an air quality conformity analysis for fine particles. ■

# 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).

## October 2005

- 4 Regional Transportation Demand Management (TDM) Marketing Group (10 am)
- 5 Telecommuting Ad-Hoc Group (10 am)
- 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)
- 13 TPB Citizens Advisory Committee (6 pm)
- 14 Joint Technical Working Group for the Regional Mobility and Accessibility Study (noon)
- 18 Employer Outreach Ad-Hoc Group (10 am)
- 18 Guaranteed Ride Home Ad-Hoc Group (noon)
- 18 Bike/Ped Plan Work Group (1 pm)
- 19 Transportation Planning Board (noon)**
- 25 Travel Management Subcommittee (9 am) *tentative*

## November 2005

- 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 Joint Technical Working Group for the Regional Mobility and Accessibility Study (noon)
- 10 TPB Citizens Advisory Committee (6 pm)
- 15 Bicycle and Pedestrian Subcommittee (1 pm)
- 15 Commuter Connections Subcommittee (noon)
- 16 Transportation Planning Board (noon)**
- 17 Aviation Technical Subcommittee (10:30 am)
- 17 TPB Access for All Advisory Committee (noon)
- 18 Travel Forecasting Subcommittee (9:30 am)
- 22 Travel Management Subcommittee (9 am) *tentative*

## December 2005

- 2 TPB Technical Committee (9 am)
- 2 TPB Steering Committee (noon)
- 6 Regional Transportation Demand Management (TDM) Marketing Group (10 am)
- 13 Commuter Operations Center Subcommittee (10 am)
- 13 Management, Operations and Intelligent Transportation Systems (MOITS) Policy and Technical Task Forces Joint Meeting (12:30 pm)
- 15 TPB Citizens Advisory Committee (6 pm)
- 16 Joint Technical Working Group for the Regional Mobility and Accessibility Study (noon)
- 21 Transportation Planning Board (noon)**

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