



## ARLINGTON COUNTY, VIRGINIA

<p><b>County Board Agenda Item Meeting of September 26, 2009</b></p>
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**DATE:** August 28, 2009

**SUBJECT:** Priorities for Fiscal Year 2011 Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funding.

**C. M. RECOMMENDATION:**

Endorse the priorities for Fiscal Year 2011 Congestion Mitigation and Air Quality and Regional Surface Transportation Program funding as shown in Table 1.

**ISSUES:** The County Board is being asked to endorse transportation project priorities for Fiscal Year 2011 Congestion Mitigation and Air Quality and Regional Surface Transportation Program funding for submission to the Northern Virginia Transportation Authority (NVTA).

**SUMMARY:** CMAQ and RSTP funds are important sources of transportation funding for the County. Each fall the Board approves a prioritized list of CMAQ and RSTP funding requests for submittal to the Northern Virginia Transportation Authority, which allocates program funding across the Northern Virginia region. The four projects for which FY 2011 funding is recommended to be sought are:

- Arlington County Commuter Services
- Traffic Signal Optimization
- Transportation System Management & Operations
- Bus Shelter and Safety Enhancements

**BACKGROUND:** The CMAQ and RSTP programs are federal sources of funds that can be used for planning, design and construction for the County's transportation program. These funds have provided critical support for Arlington's air quality improvement and transportation projects and programs since Fiscal Year (FY) 1993. Each year the County submits a Board-approved list of funding recommendations to the NVTA, which uses a competitive process to determine sub-regional priorities for CMAQ and RSTP funding allocation.

<p>County Manager: _____</p>
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<p>County Attorney: _____</p>
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<p>Staff: Dan Malouff, DES, Division of Transportation</p>
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**DISCUSSION:** Table 1 outlines the CMAQ and RSTP grants the County received for FY 2010, and summarizes the proposed recommended priorities for FY 2011 projects. Four projects are requested for FY 2011, having a total cost of \$5.5 million. It is unlikely that all four will be fully funded, so staff will emphasize the following relative priorities while seeking maximum funding. Detailed project descriptions for recommended FY 2011 grant requests and additional information regarding NVTA's grant process are below the table.

**Table 1: FY 2010 Grants and FY 2011 Priorities for CMAQ and RSTP**

<b>Priority For 2011</b>	<b>Project Title</b>	<b>Funding Source</b>	<b>FY 2010 Request</b>	<b>FY 2010 Award</b>	<b>FY 2011 Request</b>
1	Arlington County Commuter Services	CMAQ	\$4,000,000	\$3,700,000	\$4,000,000
2	Traffic Signal Optimization	RSTP	N/A	N/A	\$400,000
3	Transportation System Management & Operations	RSTP	\$2,100,000	\$0	\$1,000,000
4	Bus Shelter and Safety Enhancements	RSTP	\$250,000	\$0	\$100,000
N/A	Bike-Sharing Capital & Operations	CMAQ	\$250,000	\$0	No request
N/A	Arlington Boulevard Trail Improvements	RSTP	\$400,000	\$0	No request
<b>Total</b>			\$7,000,000	\$3,700,000	\$5,500,000

The NVTA will adopt a proposed program for FY 2011 at its autumn 2009 meeting and then submit the list to the Commonwealth Transportation Board (CTB) for concurrence and consideration of State matching money. Northern Virginia projects can expect to receive a total of approximately \$20 million in CMAQ funds and \$30 million in RSTP funds in FY 2011. The combined amount of money available to Northern Virginia for these two programs in FY 2011 is expected to be approximately \$9 million lower than what was available in FY 2010. The Transportation Commission will review these recommendations on September 10, 2009.

- **Arlington County Commuter Services (ACCS) - \$4,000,000 requested from CMAQ.** ACCS relies on CMAQ grants to fund more than half its annual operating budget. The FY 2011 work plan provides for the operations of Commuter Stores® in Crystal City, Ballston, Rosslyn, and Shirlington, a Mobile Store and Internet store (CommuerDirect.com®) that provides Arlington and regional customers with information and tickets, tokens and passes for all regional transit systems and transportation options. These funds also provide for outreach, promotion and distribution of information to employers, building managers and the hospitality industry through Arlington Transportation Partners (ATP) and consumer campaigns like the Car-Free Diet which promote biking, walking, transit and other options as

being good for your health, for your wallet and our environment. Funds also provide marketing efforts to promote transit ridership (ART and Metrobus), biking (BikeArlington), walking (WALKArlington), carsharing, ridesharing and other alternatives to driving alone. Monies in FY 2011 will also assist in funding replacement office space for Arlington Transportation Partners (ATP) and the ACCS Call/Fulfillment Center operations, as well as enhanced Relocation Services at ATP and enhanced outreach for biking. The office space replaces that which had been available under a multi-year site-plan condition for International Square.

During last fiscal year, these programs eliminated 38,000 daily vehicle trips in the county by helping people shift from driving alone to transit, carpooling, walking, bicycling and teleworking. The program also prevents more than 542,000 vehicle miles of travel (VMT) per day, saves 23,000 gallons of gasoline each day and eliminates more than 64,000 tons of CO2 pollution per day, helping Arlington County lead the way in reducing its carbon footprint. The lack of congestion, ease of accessing travel options, and health and environmental benefits enhance Arlington's business climate and quality of life.

- **Traffic Signal Optimization - \$400,000 requested from RSTP**

For almost a decade, Arlington County has been undertaking a comprehensive program to upgrade its computerized traffic signal system in an effort to optimize timing for efficient and safe pedestrian and vehicular flow. The benefits of traffic-signal optimization include improved pedestrian and bicycle movement, efficient vehicular flow, reduced fuel consumption, reduced mobile emissions, improved corridor-wide-signal coordination, and reduced delays for emergency and transit vehicles. In 2003 the County embarked on a major program to optimize the signal timing.

Due to the significant development that is occurring throughout Arlington County and the change in traffic patterns/volumes resulting from the development, there is a need to implement a recurring program of optimization. It is recommended that a three-year cycle of signal optimization be undertaken so that signal timing can be optimized to accommodate the new signals that are being added as well as the changes in patterns/volumes that are occurring. The request for \$400,000 in FY 2010 funds will begin another round of optimization, covering all now 276 signals throughout the County, on a recurring basis of optimization.

- **Transportation System Management & Operations - \$1,000,000 requested from RSTP.**

The requested funds would help Arlington continue its ongoing efforts to upgrade the aging communications plant for the signal system. The existing twisted-pair (copper) system built during the early 1980s is degrading and communication failures are becoming more common. Replacing copper with fiber-optic cables will make the system faster and more reliable. Compared to copper, fiber-optic cables will also provide an exponentially greater capacity for the County to expand its Intelligent Transportation System (ITS) technologies and enhance the traffic-signal system.

In May 2006, Arlington completed its Communications Master Plan to assess the demands and needs of the County's current and future communications network for transportation-

related technology deployments. In summary, the recommended plan will (1) replace the 52 miles of aging twisted pair communication cable with fiber-optics cable; (2) expand the County's existing Closed-Circuit Television (CCTV), transit signal priority and emergency vehicle preemption systems; (3) add Dynamic Message Signs to present area activity/parking management information; and (4) add arterial detection zones to monitor traffic conditions in real-time and take appropriate corrective actions to help reduce congestion and aid with local and regional incident / emergency management and coordination.

The Communications Master Plan delineates a **three-phase** solution for implementing future ITS deployments and provides a plan for accommodating those deployments with the modification or expansion of the communications network. The estimated cost for the complete deployment is \$18.8 million. The County will continue to seek federal grants and other available funding sources to build this project in its entirety through multiple phases.

Using the existing capital funding, the County had previously selected a consulting firm to complete 90% design for Phase-1 fiber optics run for the first 54 of its total 276 traffic signals. The estimated cost for implementing the Phase-1 fiber optic run is approximately \$3.3 million, with construction of Phase-1 scheduled to begin in February, 2010. The County will need to complete the final design and obtain right-of-way and environmental clearances prior to the construction of Phase-1.

- **Bus Shelter and Safety Enhancements - \$100,000 requested from RSTP.**

This project will provide for a comprehensive audit of bus stop and shelter safety and lighting, comprehensive evaluation of the location of stops and needed facility upgrades and replacements, identification of missing connections to/from stop locations, and implementation of recommended improvements. Improvements will include but are not limited to: installation of ADA-compliant pedestrian pads at stops, enhancement of pedestrian access to stops, purchase and installation of bus shelters, benches and lighting, removal of center panels from the front of shelters to improve ADA access, and the replacement of missing side and rear shelter panels.

**FISCAL IMPACT:** This board report is an endorsement of transportation project priorities for Arlington County to the Northern Virginia Transportation Authority for FY 2011 Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funding. Since FY 2006, the state has provided the match to federal funds for CMAQ and RSTP projects, therefore no local match is required.