



**County Board Agenda Item
Meeting of November 19, 2011**

DATE: October 21, 2011

SUBJECT: Priorities for Fiscal Year 2018 Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) Funding.

C. M. RECOMMENDATION:

Endorse the priorities for Fiscal Year 2018 Congestion Mitigation and Air Quality and Regional Surface Transportation Program funding as shown in Table 1.

ISSUES: No issues have been identified.

SUMMARY: CMAQ and RSTP funds are important sources of transportation funding for the County. Historically, each Fall the Board approves a prioritized list of CMAQ and RSTP funding requests for submission to the Northern Virginia Transportation Authority (NVTA), which allocates program funding across the Northern Virginia region by fiscal year. As of January 2011, the Commonwealth Transportation Board (CTB) requires that metropolitan planning organizations (MPOs) eligible to receive CMAQ funds, including NVTA, submit regional project allocations for a six-year period.

The County Board approved its FY 2012 and FY 2013 – FY 2017 priorities for CMAQ and RSTP funding, respectively, on September 25, 2010 and March 12, 2011. Regional submissions for FY 2018 CMAQ and RSTP funding allocations are due to the Virginia Department of Transportation (VDOT) this November, 2011.

The four programs for which FY 2018 funding are recommended to be sought by the County Board are:

- Arlington County Commuter Services
- Capital Bikeshare Program
- Transportation System Management and Operations
- Crystal City Virginia Railway Express Platform Extension

County Manager:

BMD/kma

County Attorney:

MNC

[Signature]

31.

Staff: Jennifer Fioretti, Department of Environmental Services

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.

As of January 2011, the Commonwealth Transportation Board (CTB) requires that metropolitan planning organizations (MPOs) eligible to receive CMAQ funds, including NVTA, submit regional project allocations for a six-year period, coinciding with the State Six Year Improvement Plan (SYIP). The policy change, according to the February 16, 2011 CTB resolution, is to “facilitate the maximization of the use of federal funds, including fully funding project phases according to current schedules and estimates.”

The CTB has begun planning for the FY 2013 – FY 2018 SYIP. As a result, VDOT will need regional submission by November 2011. NVTA is scheduled to approve its FY 2013 - FY 2018 CMAQ and RSTP program recommendations at the November 10, 2011 board meeting.

DISCUSSION: Table 1 outlines the CMAQ and RSTP grants the County will receive for FY 2013 - 2017, and summarizes the proposed recommended priorities for FY 2018 projects. Four projects are requested for FY 2018, having a total cost of \$10,783,524. Detailed project descriptions for recommended FY 2018 grant requests and additional information regarding NVTA’s grant process are below the table. It is unlikely that all four projects will be fully funded, so staff will emphasize the relative priorities described after the table, while seeking maximum funding.

The Arlington County Transportation Commission reviewed this item at its meeting on November 3, 2011. By a vote of 8-0 the Commission approved a motion to recommend that the County Board adopt the proposed Resolution Authorizing Application to the Program.

Table 1: FY 2013 – FY 2017 Grants and FY 2018 Priorities for CMAQ and RSTP

Priority 2018	Project Title	Funding Source	FY 2013 Award	FY 2014 Award	FY 2015 Award	FY 2016 Award	FY 2017 Award	FY 2018 Request
1	Arlington County Commuter Services	CMAQ	\$4,305,000	\$4,413,000	\$4,523,000	4,636,000	\$4,752,000	\$5,000,000
2	Bike-Sharing Capital & Operations	CMAQ	No request	\$1,102,000				
3	Transportation System Management & Operations	RSTP	\$1,000,000	\$700,000	\$700,000	\$700,000	\$700,000	\$2,316,524
4	Crystal City VRE Platform Extension	CMAQ/RSTP	No Award	No Award	No request	No request	No request	\$2,365,000
N/A	Traffic Signal Optimization	CMAQ	No request	\$400,000	No request	No request	\$450,000	No request
Total			\$5,305,000	\$5,513,000	\$5,223,000	\$5,336,000	\$5,902,000	\$10,783,524

FY 2018 Priorities for CMAQ and RSTP

The NVTA Jurisdiction and Agency Coordinating Committee (JACC) will submit the Northern Virginia regional project funding allocations for FY 2013 – FY 2018 to VDOT in November 2011. The NVTA will ratify the new program for FY 2013 – FY 2018 at its November 10, 2011 meeting. Northern Virginia projects can expect to receive a total of approximately \$170 million in CMAQ funds and \$240 million in RSTP funds between FY 2013 – FY 2018. It is estimated that the combined amount of money available to Northern Virginia projects in FY 2018 will be approximately \$70 million. On November 3, 2011, the Transportation Commission heard the proposed priorities and voted unanimously 8-0 to support staff's recommendation that the County Board endorse the priorities for Fiscal Years 2018 Congestion Mitigation and Air Quality and Regional Surface Transportation Program funding as shown in Table 1.

- **Arlington County Commuter Services (ACCS) - \$5,000,000 requested from CMAQ**

ACCS relies on CMAQ grants to fund more than half its annual operating budget. The FY 2018 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. ACCS is the only agency in the NOVA region that provides information and passes for all transit systems and travel options in the region. This is a vital service because 80% of workers in Arlington commute in from other parts of the region. Arlington also partners with Washington DC to support the goDCgo TDM program which serves more NOVA commuters. These funds also provide for outreach, promotion and distribution of information to employers, building managers and the hospitality industry through Arlington Transportation Partners (ATP) (whose employer clients spend \$18 million per year in transit incentives) 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. New region serving initiatives will include: marketing the Silver Line, whose users ACCS is well equipped to target coming both into and going out of Arlington; and supporting NVRC's BRAC ridesharing initiative marketing transportation options to commuters to Alexandria, Fairfax and Prince William.

During FY10, these programs eliminated 40,000 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 638,000 vehicle miles of travel (VMT) per day, saves 26,000 gallons of gasoline each day and eliminates more than 72,000 tons of CO2 pollution per year, 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.

- **Capital Bikeshare Program - \$1,102,000 requested from CMAQ**

FY 2018 CMAQ funds will be extend the reach of the Capital Bikeshare Program. Capital Bikeshare is a regional bike transit service with 116 stations and 1,100+ bicycles located in Arlington and DC. The service provided 1,000,000 trips during its first year of service to commuters, tourists, and those making other types of trips. With 40 percent of all urban trips being two miles or less in length, bikes can be an efficient alternative to driving.

Arlington will be expanding from its current 18 stations with 113 bikes to 49 stations with 328 bikes in FY12 and to 72 stations with 480 bikes in FY13. With stations every 2 – 3 blocks apart, this expansion and additional monies for greater expansion will reach more dense urban corridors and residential neighborhoods, thereby provide a new transport option, improve public health by creating an active commute, as well as offer a first-mile/last-mile solution for other modes of transit, such as Metrorail.

- **Transportation System Management & Operations - \$2,316,524 requested from RSTP**

The requested funds would help Arlington continue its ongoing efforts to upgrade the aging Transportation Management & Communications Plant for the signal system. The existing twisted-pair (copper wire) system built in the early 1980s has little expansion capacity. It is degrading quickly resulting in slower and frequent communication failures; extensive maintenance is required to keep the existing communication system in operation. The new fiber-optic based system will have sufficient capacity to meet our present and future Transportation System Management & Communications needs. The project will be completed in three phases, with an estimated cost of \$18.8 million. 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 copper wire 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 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; and (4) use dynamic message signs to present real-time traffic information and emergency alerts to the motoring public for making informed decisions.

- **Crystal City Virginia Railway Express (VRE) Platform Extension - \$2,365,000 requested from CMAQ or RSTP**

This project responds to a request from VRE to fund preliminary engineering, final design, and construction to lengthen the existing platform from 400 feet to 650 feet and extend the canopy length by 100 feet at the VRE Crystal City station in Arlington County.

This platform extension is part of a program of canopy and platform extensions system-wide to better accommodate boarding and alighting of longer VRE consists and support long-term

facility needs. Due to its importance as a regional destination station and high ridership volume, extending the platform is a high VRE priority.

Although VRE receives funding from the Virginia Department of Rail and Public Transportation (DRPT) for many capital projects, platform extensions have traditionally been funded using regional CMAQ money from the jurisdiction in which the station is located.

FISCAL IMPACT: Adoption by the County Board of the County Manager's recommendation will be an endorsement of transportation project priorities for Arlington County to the Northern Virginia Transportation Authority for FY 2018 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.