



ARLINGTON COUNTY, VIRGINIA

**County Board Agenda Item
Meeting of September 13, 2008**

DATE: August 21, 2008

SUBJECT: Priorities for Fiscal Year 2010 Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funding.

C. M. RECOMMENDATION:

Endorse the priorities for Fiscal Year 2010 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 2010 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 five projects for which FY 2010 funding is recommended to be sought are:

- Arlington County Commuter Services
- Transportation System Management and Operations
- Bike-Sharing Capital and Operations
- Arlington Boulevard Trail Improvements
- 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.

County Manager: _____

County Attorney: _____

Staff: Tamara Ashby, DES, Division of Transportation
Dan Malouff, DES, Division of Transportation

DISCUSSION: Table 1 outlines the CMAQ and RSTP grants the County received for FY 2009, and summarizes the proposed recommended priorities for FY 2010 CMAQ and RSTP projects. Five projects are requested for FY 2010, having a total cost of \$7 million. It is unlikely that all five will be fully funded, so staff will emphasize the following relative priorities while seeking maximum funding. Detailed project descriptions for recommended FY 2010 grant requests and additional information regarding NVTA's grant process are below the table.

Table 1: FY 2009 Grants and FY 2010 Priorities for CMAQ and RSTP

Priority For 2010	Project Title	Funding Source	FY 2009 Request	FY 2009 Award	FY 2010 Request
1	Arlington County Commuter Services	CMAQ	\$3,500,000	\$3,500,000	\$4,000,000
2	Transportation System Management & Operations	RSTP	\$2,100,000	\$600,000	\$2,100,000
3	Bike-Sharing Capital & Operations	CMAQ	No request	\$0	\$250,000
4	Arlington Boulevard Trail Improvements	RSTP	No request	\$0	\$400,000
5	Bus Shelter and Safety Enhancements	RSTP	\$500,000	\$0	\$250,000
N/A	Traffic Signal Optimization	CMAQ	\$360,000	\$360,000	No request
Total			\$6,460,000*	\$4,460,000	\$7,000,000

* A total of \$7,610,000 was requested in FY 2009, but requests totaling \$1,150,000 were denied funding and are not being sought again in FY 2010. These requests are not represented on Table 1.

The NVTA will adopt a proposed program for FY 2010 at the November or December 2008 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 \$24 million in CMAQ funds and \$35 million in RSTP funds in FY 2010. The combined amount of money available for these two programs in FY 2010 is similar to what was available to Northern Virginia for FY 2009. The Transportation Commission reviewed these recommendations on August 28, 2008.

Project Descriptions:

- **Arlington County Commuter Services (ACCS) - \$4,000,000 requested from CMAQ.** ACCS relies on CMAQ grants to fund approximately half its annual operating budget. The FY 2010 work plan provides for the operations of Commuter Stores® in Crystal City, Ballston, Rosslyn, and Shirlington as well as a Mobile Store that provides Arlington and regional customers with information and tickets, tokens and passes for all regional transit systems and transportation options. These funds will also provide for outreach, promotion

and distribution of information to employers, building managers and the hospitality industry and through campaigns like the Car-Free Diet will fund marketing efforts to promote transit ridership (ART and Metrobus), biking, walking, ridesharing and other alternatives to driving alone. Monies in FY 2010 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 services for biking, walking and carsharing. The office space replaces that which had been available under a multi-year site-plan condition for International Square.

- **Transportation System Management & Operations - \$2,100,000 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 out of which Arlington has already secured a total of \$5.04 million through various federal grants. 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 \$2.2 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.

- **Bike-Sharing Capital & Operations - \$250,000 requested from CMAQ.** ACCS currently has grant seed money to start a small bikesharing program in Arlington in the spring of 2009. CMAQ funds would be used to both enhance this effort and extend it into

a second year. The bikesharing program is anticipated to be similar to those operating in some European cities and in Washington, D.C., in which, like with carsharing, registered users can rent a bicycle for short periods of time for short trips within Arlington. With 40 percent of all urban trips being two miles or less in length, bikes can be an efficient alternative to driving. ACCS anticipates using a simple flex-station model, like NextBike (<http://nextbike.de/en>) in Germany, which doesn't use hard-wired stations that access credit cards. Rather, codes are provided via cell phones that unlock individual bikes. As a result, infrastructure costs are considerably less. The current plan for Arlington is to use the 80+ existing orange Carsharing poles as bike stations, supplemented with new matching orange bike racks. The program will begin in the Rosslyn-Ballston Corridor, and add bikes to expand elsewhere in the County in subsequent years.

- **Arlington Boulevard Trail Improvements - \$400,000 requested from RSTP.**
Request to fund design studies and preliminary engineering for non-motorized modal safety and level of service (LOS) improvements associated with the multi-use trail(s) along Arlington Boulevard (Route 50) from Pershing Drive to the Fairfax County line. The project would focus on intersection geometrics, trail crossings, service road design and traffic control for trail and intersecting streets.
- **Bus Shelter and Safety Enhancements - \$250,000 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 fiscal year 2010 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. No local match is required.