TPB Technical Committee
November 5, 2010
Item # 4

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD (TPB)

Call for Projects

For the Air Quality Conformity Analysis of the 2011 Update to the Financially Constrained Long Range Transportation Plan (CLRP)

DRAFT

November 5, 2010

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INTRODUCTION

The National Capital Region Transportation Planning Board (TPB), the designated Metropolitan Planning Organization (MPO) for the Washington region, has responsibilities for both long-term transportation planning covering the next two to three decades (the Financially Constrained Long Range Transportation Plan or CLRP) and short-term programming of projects covering the next six years (the Transportation Improvement Program or TIP). The planning horizon for the plan is from 2010 to 2040. The plan identifies transportation projects, programs and strategies that can be implemented by 2040, within financial resources "reasonably expected to be available."

Purpose of Document

This document is a broad solicitation for projects and programs to be included in the 2011 Plan and the FY 2011-2016 TIP. Individual counties, municipalities and state and federal agencies with the fiscal authority to fund transportation projects are invited to submit projects in response to the solicitation. The purpose of this document is to:

1) Describe the policy framework and priorities that should guide project selections;
2) Review federal regulations related to the Plan and TIP; and
3) Explain the project submission process for the Plan and the TIP.

Overview of the Policy Framework and Federal Requirements

The Plan and TIP must address the policy framework, the TPB Vision, and federal requirements, which together comprise the key criteria for the development of the Plan and TIP, summarized in Figure 1 below. The eight policy goals in the TPB Vision can be found on page 14.

The Plan and TIP must meet federal requirements involving financial constraint, air quality conformity, public participation, Title VI and environmental justice, and other requirements including a Congestion Management Process (CMP). A financial plan must show how the updated long-range plan can be implemented with expected revenues. The plan and TIP need to demonstrate conformity with national air quality standards.

Final Planning Regulations

The U.S Department of Transportation issued final regulations for Metropolitan Transportation Planning on February 14, 2007[1]. All plans adopted after July 1, 2007 must comply with these planning regulations and some of the new requirements include:

- The Plan and TIP must be updated every 4 years instead of 3 and 2 respectively. The 2010 CLRP was a major Plan update with a new financial plan.
- A Congestion Management Process (CMP) is now required, instead of a Congestion Management System. The Congestion Management Process is a systematic set of actions to provide information on transportation system performance, and to consider alternative strategies to alleviate congestion, enhancing the mobility of persons and goods.

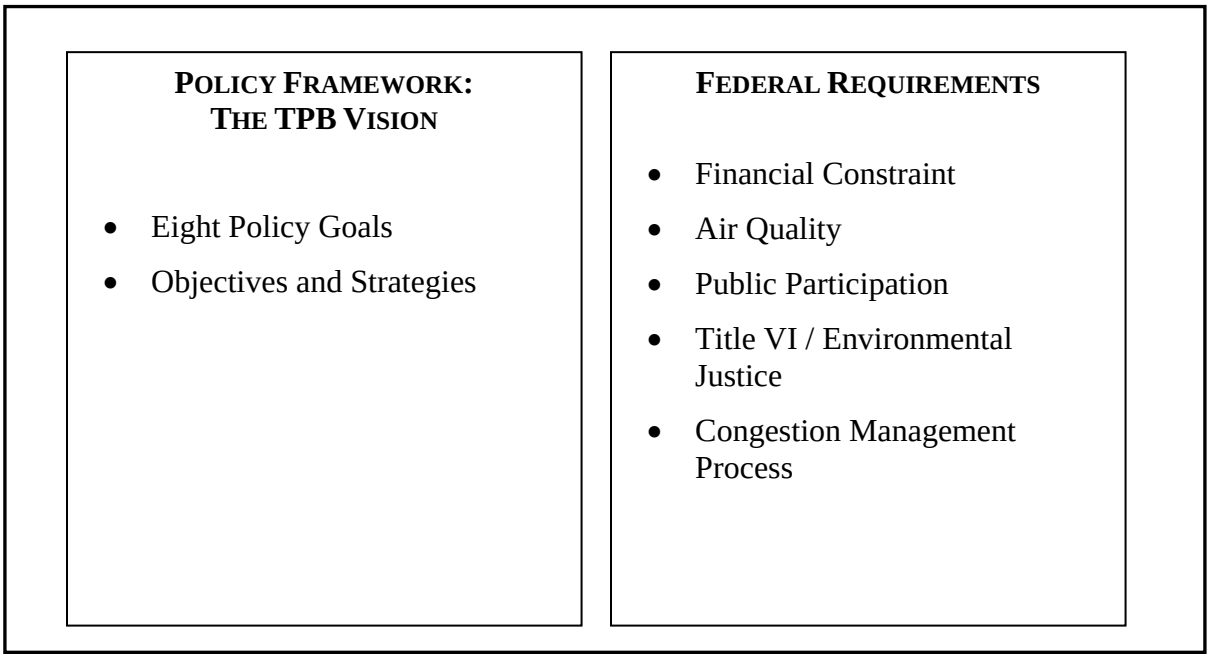
[1] Part II. Department of Transportation. Federal Highway Administration, 23 CFR Parts 450 and 500, Federal Transit Administration, 49 CFR Part 613, Statewide Transportation Planning; Metropolitan Transportation Planning; Final Rule. Federal Register, February 14, 2007.

- Eight planning factors to consider during Plan and TIP development (instead of seven). The TPB Vision incorporates the eight planning factors; security is addressed implicitly. The new factors are:
    - Safety;
    - Security; and
    - Consistency between transportation improvements and state and local planned growth and economic development patterns.

- During the development of the long-range plan, the TPB and state implementing agencies will have to consult with agencies responsible for land use management, natural resources, environmental protection, conservation, historic preservation, airport operations and freight movements on projects in the Plan. The Plan must include a discussion of potential environmental mitigation activities along with potential sites to carry out the activities to be included.

- A participation plan has to be developed in consultation with interested parties that provides reasonable opportunities for all parties to comment.

Figure 1:
Key Criteria for Developing the Plan and Transportation Improvement Program (TIP)



Relationship between the Plan and TIP

The TPB is responsible for preparing a program for implementing the plan using federal, state, and local funds. This document, known as the TIP, provides detailed information showing what projects are eligible for funding and implementation over a six-year period. Like the Plan, the TIP needs to address the TPB Vision and federal requirements. The TIP includes portions, or phases, of projects selected for implementation from the Plan. While the entire project is described in the Plan, in many instances only a portion of the project is included in the six-year TIP. The Plan is reviewed every year and the TIP is updated every two years. Under federal requirements the Plan and TIP must be updated at least every four years.

Schedule for the 2011 Financially Constrained Long-Range Plan (CLRP)

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*October 20, 2010	TPB is Briefed on Draft Call for Projects
*November 17, 2010	TPB Releases Final Call for Projects - Transportation Agencies Begin Submitting Project Information through On-Line Database
January 21, 2011	**DEADLINE:** Transportation Agencies Complete On-Line Submission of Draft Project Inputs.
February 4, 2011	Technical Committee Reviews Draft CLRP and TIP Project Submissions and Draft Scope of Work for the Air Quality Conformity Assessment
February 10, 2011	CLRP Project Submissions and Draft Scope of Work Released for Public Comment
*February 16, 2011	TPB is Briefed on Project Submissions and Draft Scope of Work
March 12, 2011	Public Comment Period Ends
*March 16, 2011	TPB Reviews Public Comments and is asked to Approve Project Submissions and Draft Scope of Work
July 1, 2011	DEADLINE: Transportation Agencies Finalize Congestion Management Documentation Forms (where needed) and CLRP Forms[2]. (Submissions must not impact conformity inputs; note that the deadline for conformity inputs was March 1, 2010).
*September 21, 2011	TPB Receives Status Report on the Draft CLRP and Conformity Assessment
October 13, 2011	Draft CLRP, TIP Amendments and Conformity Assessment Released for Public Comment at Citizens Advisory Committee (CAC)
*October 19, 2011	TPB Briefed on the Draft CLRP, TIP Amendments and Conformity Assessment
November 13, 2011	Public Comment Period Ends
*November 16, 2011	TPB Reviews Public Comments and Responses to Comments, and is Presented the Draft CLRP, TIP Amendments and Conformity Assessment for Adoption

*TPB Meeting

[2] By this date, the CLRP forms must include information on the Planning Factors, Environmental Mitigation, Congestion Management Information, and Intelligent Transportation Systems; separate Congestion Management Documentation Forms (where needed) must also be finalized.

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SECTION 1: POLICY FRAMEWORK

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THE TPB VISION

To guide the planning and implementation of transportation strategies, actions, and projects for the National Capital Region the TPB adopted a Vision in October 1998 that is a comprehensive set of policy goals, objectives, and strategies. The TPB Vision incorporates the eight planning factors specified in SAFETEA-LU; security is addressed implicitly. The eight planning factors are provided in Section 2.

The TPB Vision will be used to review and assess the strategies and projects under consideration for inclusion in the Plan and TIP. **In developing proposed projects and strategies in the Plan or TIP, each agency must consider their contributions to meeting the eight planning factors.** In this way, the TPB will be able to ensure and document that consideration of the required planning factors has taken place. Consideration of regional goals and objectives may also prove useful to agencies in selecting among proposed projects or actions when the desired level of investment exceeds the projected available revenues. Especially important are projects and strategies that contribute to meeting the required emission reductions and achieving air quality conformity.

Vision Statement

In the 21st Century, the Washington metropolitan region remains a vibrant world capital, with a transportation system that provides efficient movement of people and goods. This system promotes the region's economy and environmental quality, and operates in an attractive and safe setting—it is a system that serves everyone. The system is fiscally sustainable, promotes areas of concentrated growth, manages both demand and capacity, employs the best technology, and joins rail, roadway, bus, air, water, pedestrian and bicycle facilities into a fully interconnected network.

The Vision Goals

1. The Washington metropolitan region's transportation system will provide **reasonable access at reasonable cost** to everyone in the region.

2. The Washington metropolitan region will develop, implement, and maintain an interconnected transportation system that enhances quality of life and promotes a strong and growing economy throughout the entire region, including a **healthy regional core and dynamic regional activity centers** with a mix of jobs, housing and services in a walkable environment.

3. The Washington metropolitan region's transportation system will **give priority to management, performance, maintenance, and safety** of all modes and facilities.

4. The Washington metropolitan region will use the **best available technology** to maximize system effectiveness.

5. The Washington metropolitan region will plan and develop a transportation system that enhances and **protects the region's natural environmental quality, cultural and historic resources**, and communities.

6. The Washington metropolitan region will achieve better **inter-jurisdictional coordination of transportation and land use** planning.

7. The Washington metropolitan region will achieve an **enhanced funding mechanism(s) for regional and local transportation system priorities** that cannot be implemented with current and forecasted federal, state, and local funding.

8. The Washington metropolitan region will **support options for international and interregional travel** and commerce.

Evolving Policy Context and Direction for the 2011 Plan

With the American Recovery and Reinvestment Act of 2009, the federal government infused over $400 million into the transportation system in the Washington region. The TPB and other agencies applied for and received significant new funding for a regional network of priority bus corridors and intermodal transit centers and numerous other projects under the TIGER competitive grant program. The U.S. Department of Transportation, Department of Housing and Urban Development, and the Environmental Protection Agency have joined forces to develop an interagency Partnership for Sustainable Communities. However, the uncertain status of the new six-year authorization of federal transportation programs which will succeed SAFETEA-LU and the effects of the national economic recession on the region are expected to make it more difficult to identify new transportation projects to submit for the plan.

Over the past few years, the TPB, its member agencies, and the Metropolitan Washington Council of Governments (COG) have undertaken several activities to examine emerging policy priorities and opportunities. The TPB is analyzing the “CLRP Aspirations” scenario and evaluating the "What Would It Take?" scenario, which examines how greenhouse emission reduction goals might be achieved through different combinations of increasing fuel efficiency, reducing the carbon-intensity of fuel, and improving travel efficiency. COG's Climate Change Report and the Greater Washington 2050 report both include policy goal recommendations for the transportation sector, including the following:

- Reduce mobile-source greenhouse gas emissions,
- Reduce Vehicle Miles Traveled (VMT) per capita,
- Increase the construction of bicycle and pedestrian facilities,
- Increase the share of walking, bicycle and transit trips, and
- Ensure that all Regional Activity Centers will have bus or rail transit accessibility.

It seems likely that pending climate change legislation before Congress and the reauthorization of federal transportation legislation will include similar policy goals. It should be noted that several of these goals reflect language already found in the TPB’s Vision goals, objectives, and strategies.

This evolving federal and regional policy context and direction shall be considered in the development of the 2011 CLRP, in addition to the specific goals of the Greater Washington 2050 Region Forward report as adopted by the COG Board, the COG Climate Report, VMT-reducing strategies of the TPB’s Regional Mobility and Accessibility Study (RMAS), and the need to address the east-west divide.

SECTION 2: FEDERAL REQUIREMENTS

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AIR QUALITY CONFORMITY REQUIREMENTS

The Clean Air Act Amendments (CAAA) of 1990 require that the transportation actions and projects in the CLRP and TIP support the attainment of the federal health standards. The Washington area is currently in a nonattainment status for the 8-hour ozone standard and for fine particles standards ($PM_{2.5}$, or particulate matter less than or equal to 2.5 micrometers in diameter). The CLRP and TIP must meet air quality conformity regulations: (1) as originally published by the Environmental Protection Agency (EPA) in the November 24, 1993 Federal Register, and (2) as subsequently amended, most recently on January 24, 2008, and (3) as detailed in periodic FHWA / FTA and EPA guidance.

Background

Ozone

Since EPA designated the Washington area as nonattainment for the 1-hour ozone standard in the 1990 CAAA, the Metropolitan Washington Air Quality Committee (MWAQC) and the state air management agencies have developed state air quality implementation plans (SIP)s to achieve EPA's emissions reduction requirements and demonstrate attainment. These work efforts included the development and submittal to EPA of a final 'severe' area ozone attainment SIP in 2004, which, following EPA's approval in May 2005, established revised mobile source emissions budgets for volatile organic compounds (VOC) and nitrogen oxides (NOx).

On April 15, 2004 EPA designated the Washington, DC – MD – VA (1-hour ozone area less Stafford County) area as 'moderate' nonattainment for the 8-hour ozone standard, which supplemented the 1-hour ozone standard. Following regional efforts to prepare an attainment plan to address 8-hour ozone requirements, the state air management agencies submitted the SIP to EPA in June 2007. The SIP contained Reasonable Further Progress (RFP), Attainment, and Contingency mobile budgets. In July, 2009 EPA approved the 2008 RFP budgets for VOC and NOx, requiring their use in the upcoming conformity assessment. Once the other budgets are approved by EPA, they will also be applicable for the TPB's use in assessing conformity.

Fine Particles Standards (PM2.5)

On December 17, 2004 EPA designated the DC – MD – VA area (consisting of the 8-hour ozone area excluding Calvert County) as nonattainment for $PM_{2.5}$. As published in the January 5, 2005 Federal Register, these $PM_{2.5}$ nonattainment designations became effective on April 5, 2005. Areas were given a 1 year grace period starting April 5, 2005 in which to demonstrate conformity of transportation plans and programs to the new standards. The primary conformity assessment criterion for $PM_{2.5}$ in the Washington area, in the interim period until emissions budgets are approved by EPA, is to show that forecast year emissions are no greater than base year 2002 emissions. TPB staff conducted a conformity assessment for $PM_{2.5}$ in the Fall of 2005, which was adopted by the TPB on December 21, 2005. The assessment received federal approval prior to the April, 2006 deadline. Subsequent conformity assessments have met the same criterion.

By April 5, 2008 nonattainment areas were required to submit to EPA a SIP to define the expected methods for reducing to acceptable levels the fine particulate matter level in the air and emissions of $PM_{2.5}$ precursors. MWAQC adopted the Plan on March 7, 2008 and the DC-MD-VA air agencies submitted it to EPA prior to the April 5, 2008 deadline. As with other SIPs,

MWAQC developed motor vehicle emissions budgets to be used as benchmarks as part of the conformity determination of the CLRP. Following EPA's adequacy review, the mobile emissions budgets (for direct $PM_{2.5}$ and for precursor NOx emissions) contained within the SIP should be available for use.

Current Status

As part of the conformity assessment of the 2011 CLRP, projected emissions for the actions and projects expected to be completed in the 2011, 2020, 2030, and 2040 analysis years will need to be estimated. If the analysis of mobile source emissions for any of these years shows an increase in pollutants above what is allowed, it will be necessary for the TPB to define and program transportation emission reduction measures (TERMs) to mitigate the excess emissions, as has been done in the past. The TPB Technical Committee's Travel Management Subcommittee will develop a schedule for submittal and analysis of candidate TERM proposals for potential inclusion in the 2011 CLRP for the purpose of NOx, VOC, or $PM_{2.5}$ emissions mitigation. Should emissions analysis for any forecast year indicate excess emissions which cannot be mitigated, TPB's programming actions would become limited to those projects which are exempt from conformity.

FINANCIAL CONSTRAINT

Updating the Plan

The following financial requirements for the Plan are based upon the recent federal planning regulations[3] that became effective July 1, 2007.

> The long-range Plan must include a financial plan that demonstrates the consistency between reasonably available and projected sources of Federal, State, local, and private revenues and the cost of implementing proposed transportation system improvements. The plan must compare the estimated revenue from existing and proposed funding sources that can reasonably be expected to be available for transportation use, and the estimated costs of constructing, maintaining and operating the total (existing plus planned) transportation system over the period of the plan.
>
> The estimated revenue by existing revenue source (Federal, State, local and private) available for transportation projects must be determined and any shortfalls shall be identified. Proposed new revenue and/or revenue sources to cover shortfalls must be identified, including strategies for ensuring their availability for proposed investments. Existing and proposed revenues shall cover all forecasted capital, operating, and maintenance costs. All revenue and cost estimates must use an inflation rate(s) to reflect "year of expenditure dollars" based upon reasonable financial principles and information developed cooperatively by the MPO, States and public transportation operators.

The 2010 financial plan for the Plan and TIP was adopted by the TPB in November 2010. This financial analysis produced the same financial "big picture" as in the 2006 analysis; the majority of currently anticipated future transportation revenues will continue to be devoted to the maintenance and operation of the current transit and highway systems. More information about the current financial plan is available at http://clrp.mwcog.org.

Agencies should review the timing, costs and funding for the actions and projects in the Plan, ensuring that they are consistent with the "already available and projected sources of revenues." Significant changes to the projects or actions in the current plan should be identified. New projects and strategies, specifically addressing regional air quality conformity needs also should be identified. If new funding sources are to be utilized for a project or action, agencies should describe the strategies for ensuring that the funding will be available.

If new funding sources are to be utilized for a project or action, agencies should describe the strategies for ensuring that the funding will be available. Other projects or actions above and beyond those for which funds are available or committed may be submitted to the Plan under illustrative status. A change in project status from illustrative to full status would require a Plan amendment. Illustrative projects will not be assumed in the air quality conformity determination of the Plan.

[3] "Part III Department of Transportation, Federal Highway Administration 23 CFR Parts 450 and 500. Federal Transit Administration 49 CFR Part 613. "Statewide Transportation Planning; Metropolitan Transportation Planning; Final Rule" Federal Register, February 14, 2007.

Developing Inputs for the TIP

The following financial requirements for the TIP are based upon the recent federal planning regulations that became effective July 1, 2007.

The TIP must be financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenue sources and which projects are to be implemented using proposed revenue sources (while the existing transportation system is being adequately operated and maintained).

In developing the TIP, the MPO, the States and the public transportation operators must cooperatively develop estimates of funds that are reasonably expected to be available to support TIP implementation. The TIP shall include a project, or a phase of a project only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project.

Only projects for which construction and operating funds can reasonably be expected to be available may be included under full status in the plan. In the case of new funding sources, strategies for ensuring their availability shall be identified. In developing the financial analysis, the MPO shall take into account all projects and strategies funded under Title 23, USC and the Federal Transit Act, other Federal funds, local sources, state assistance, and private participation. All revenue and cost estimates must use an inflation rate(s) to reflect "year of expenditure dollars" based upon reasonable financial principles and information developed cooperatively by the MPO, States and public transportation operators.

In non-attainment areas, projects included for the first two years of the current TIP shall be limited to those for which funds are available or committed.

New projects included in the Air Quality Conformity Analysis should be amended to the TIP if funding is expected to be programmed for any phase between fiscal years 2011 and 2016. For these new projects, agencies must ensure that the first two years in the TIP are "limited to those for which funds are available or committed."

TITLE VI AND ENVIRONMENTAL JUSTICE

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations, dated February 11, 1994, requires Federal agencies to identify and address disproportionately high and adverse human health and environmental effects, including interrelated social and economic effects of their programs, policies, and activities on minority and low-income populations.

In December of 1998 the US Department of Transportation/Federal Highway Administration released Order 6640.23 "FHWA Actions to Address Environmental Justice In Minority and Low-Income Populations." Order 6640.23 "establishes policies and procedures for the Federal Highway Administration (FHWA) to use in complying with Executive Order 12898". The document states that Executive Order 12898 is "primarily a reaffirmation of the principles of Title VI of the Civil Rights Act of 1964 (Title VI) and related statutes, the National Environmental Policy Act (NEPA), 23 U.S.C. 109(h), and other Federal environmental laws, emphasizing the incorporation of those provisions with the environmental and transportation decision-making processes."

Furthermore, "these requirements will be administered to identify the risk of discrimination, early in the development of FHWA's programs, policies, and activities so that positive corrective action can be taken. In implementing these requirements, the following information should be obtained where relevant, appropriate, and practical:

(1) population served and/or affected by race, or national origin, and income level;
(2) proposed steps to guard against disproportionately high and adverse effects on persons on the basis of race, or national origin; and,
(3) present and proposed membership by race, or national origin, in any planning or advisory body that is part of the program."

The TPB addresses these requirements in several ways. First, to ensure on-going input from transportation disadvantaged population groups, the TPB established the Access for All Advisory Committee to advise on issues, projects and programs important to low-income communities, minority communities and persons with disabilities. Second, each time the Plan is updated, the AFA committee reviews maps of proposed major projects and locations of transportation disadvantaged populations from the Census. Third, an analysis of travel characteristics and accessibility to jobs is conducted to ensure that disadvantaged groups are not disproportionately impacted by the long-range plan. The latest analysis and AFA report can be found at the TPB website: http://www.mwcog.org/transportation/.

CONGESTION MANAGEMENT DOCUMENTATION

The Congestion Management Process (CMP) is a systematic set of actions to provide information on transportation system performance, and to consider alternative strategies to alleviate congestion, enhancing the mobility of persons and goods. The CMP impacts many aspects of the CLRP, including problem identification, analysis of possible actions, project prioritization and selection, and post-implementation monitoring. With the CMP, TPB aims to use existing and future transportation facilities efficiently and effectively, reducing the need for highway capacity increases for single-occupant vehicles (SOVs).

In accordance with federal law and regulations, the regional CMP must look at a number of separate components of congestion. The CMP must identify the location, extent, and severity of congestion in the region. Within the TPB work program, the CMP considers information and trend analysis on overall regional transportation system conditions, and undertakes a number of associated travel monitoring and analysis activities. A data collection and analysis program compiles transportation systems usage information, incorporates that information in its travel forecasting computer models, and publishes the information in reports. TPB's periodic aerial surveys[4] of the region's freeways show the most congested locations and associated planning or project activities occurring at that location. Since there are only very limited sources of information at the regional level for non-freeway arterials, agencies or jurisdictions should use their own data sources to characterize congestion on those facilities.

The following additional CMP components should be addressed through this Call for Projects as follows.

1. The CMP must consider congestion and congestion management strategies directly associated with Plan projects. Requested in this Call for Projects is documentation of any project-specific information available on congestion that necessitates or impacts the proposed project. Submitting agencies are asked to cite whether congested conditions necessitate the proposed project, and if so, whether the congestion is recurring or non-recurring.

2. **For any project providing a significant increase to SOV capacity, it must be documented that the implementing agency considered all appropriate systems and demand management alternatives to the SOV capacity**. This requirement and its associated questions are substantially unchanged from what has been requested in recent years. A special set of SOV congestion management documentation questions must be answered for any project to be included in the Plan or TIP that significantly increases the single occupant vehicle carrying capacity of a highway. A copy of the Congestion Management Documentation Form is included in this Call for Projects document for reference. Note that this form is not required to be filled out for all projects, only for projects meeting certain criteria. Non-highway projects do not need a form.

[4] See "Traffic Quality on the Metropolitan Washington Area Freeway System". 2/15/2006. Publication Number: 20066337. http://www.mwcog.org/store/item.asp?PUBLICATION_ID=337

Certain highway projects may also be exempt from needing a form. The detailed instructions later in this Call for Projects document provide further instructions and exemption criteria. It is recommended to complete a form in association with all submitted, non-exempt projects to ensure compliance with federal regulations and with regional goals.

OTHER FEDERAL REQUIREMENTS

The Final Planning Rule adds several other federal requirements in addition to air quality conformity and financial constraint which are described briefly here.

Planning Factors

The Final Rule specified eight planning factors to consider while developing the Plan and TIP, listed below, and **emphasizes safety, security and consistency between transportation and economic development.** The TPB vision incorporates all of the planning factors specified in SAFETEA-LU, except for explicitly addressing security. However, the TPB and the region have been very active in addressing security since 9/11 and have incorporated security and safety into the TPB's planning framework through a series of on-going planning activities. Implementing agencies will be asked to identify how each project addresses the eight planning factors in the project submission forms.

(1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

(2) Increase the safety of the transportation system for all motorized and non-motorized users;

(3) Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users;

(4) Increase accessibility and mobility of people and freight;

(5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

(6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

(7) Promote efficient system management and operation; and

(8) Emphasize the preservation of the existing transportation system.

Public Participation

Metropolitan Planning Organizations (MPOs) are required to do the following based on the final planning regulations:

- Representatives of users of pedestrian walkways, bicycle transportation facilities, the disabled are specifically added as parties to be provided with the opportunity to participate in the planning process;
- The MPO is to develop a participation plan in consultation with interested parties that provides reasonable opportunities for all parties to comment; and
- To carry out the participation plan, public meetings are to be: conducted at convenient and accessible locations at convenient times; employ visualization techniques to describe

plans; and make public information available in an electronically accessible format, such as on the Web.

The TPB adopted a Public Participation Plan on December 19, 2007. The Plan can be found online at http://www.mwcog.org/clrp/public/plan.asp.

Consultation

During the development of the long-range plan, the TPB and state implementing agencies will have to consult with agencies responsible for land use management, natural resources, environmental protection, conservation, historic preservation, airport operations and freight movements on projects in the Plan. Consultation may involve comparison of a map of transportation improvements to conservation plans or maps and natural or historic resources inventories. The TPB's efforts on this new requirement are described online at http://www.mwcog.org/clrp/elements/environment/.

Environmental Mitigation Discussion

The Plan must include a discussion of potential environmental mitigation activities along with potential sites to carry out the activities to be included. The discussion is to be developed in consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies. Implementing agencies will be asked to identify on the project description forms "types of potential mitigation activities" for major projects. Implementing agencies will be asked to identify on the project description forms "types of potential mitigation activities" for major projects. The TPB's efforts on this new requirement are described online at http://www.mwcog.org/clrp/elements/environment/envmitigation.asp.

Freight Planning

The ability to move freight and goods is a critical element of the Washington region's economy. All businesses and residences rely on freight. The SAFETEA-LU legislation reaffirmed the federal emphasis on freight movement considerations in metropolitan transportation planning.

In 2007, a study was completed to examine the state of freight movement in the Washington region and identify ways to improve consideration of freight movement and stakeholders in the regional transportation planning process[5]. Among the key findings of this study were:

- The region lies at the crossroads of several important national freight corridors; while the region is not a large freight generator, its large population and vibrant economy demand a responsive freight system
- Movement of goods is adversely affected by mounting congestion, not only on the region's highways, but also on the railroads
- Truck stops and parking facilities are in short supply

[5] Enhancing Consideration of Freight in Regional Transportation Planning. Final Report. May 2007. Prepared for National Capital Transportation Planning Board of the Metropolitan. Washington Council of Governments. Prepared by Cambridge Systematics, Inc. http://www.mwcog.org/uploads/committee-documents/tFdXVl020070629142844.pdf

- Both local freight movement (approximately 40% by weight) and through movement (approximately 60%) are significant, and substantial growth is expected
- Air cargo is the fastest growing segment – airports and airport ground access will remain critical
- Approximately 222 million tons of goods worth over $200 billion are transportation to, from, or within the region annually, including construction materials (e.g., gravel), waste/scrap, coal products (top commodities by weight) and machinery and textiles (top commodities by value)
- It is also estimated that an additional 314 million tons of goods pass through the region annually (through traffic)
- Approximately three-quarters of the freight traveling to, from, or within the region is by truck, with specialized freight movement by other modes such as coal transportation by railroad or petroleum through pipelines.

TPB continues to work to enhance consideration of freight in the regional process, especially outreach to freight stakeholders for their input.

Questions 22 through 29 on the Financially Constrained Long-Range Transportation Plan Project Description Form address a number of SAFETEA-LU factors, including economic competitiveness, truck and freight safety, accessibility and mobility of people and freight, and integration and connectivity of the transportation system for people and freight. Strong consideration should be given to projects that support these goals for freight.

Annual Listing of Projects

Both TEA-21 and SAFETEA-LU require that the TPB must publish or otherwise make available an annual listing of projects, consistent with the categories in the TIP, for which federal funds have been obligated in the preceding year. With the assistance of and in cooperation with the transportation implementing agencies in the region, the TPB has prepared a listing of projects for which federal funds have been obligated each year since 2001.

SECTION 3: PROJECT SUBMISSION INSTRUCTIONS

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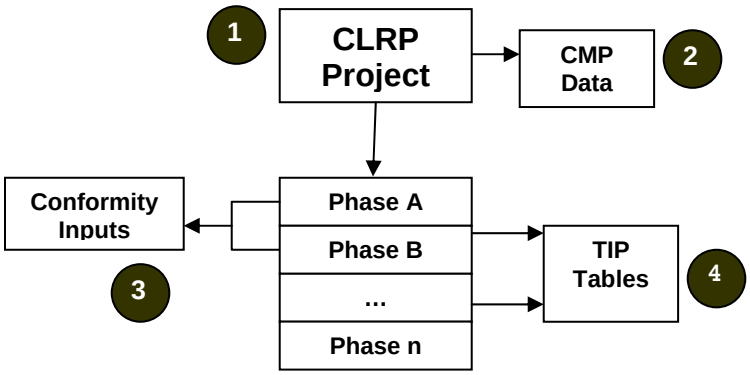
INTRODUCTION

This section describes the process to be used by transportation implementing agencies when updating project information for the CLRP as well as the Air Quality Conformity inputs, the Transportation Improvement Program and the Congestion Management Process. The project description forms are designed to elicit information to enable policy makers, citizens and other interested parties and segments of the community affected by projects in the plan to understand and review them. Description forms must be completed for all projects to be included in the Plan and the TIP. All regionally significant projects, *regardless of funding source*, must be included in the Plan for Air Quality Conformity information purposes. A Congestion Management Process Form must be completed for all projects meeting the requirements described on page 33 of these instructions. The relationship between the Plan, TIP, Conformity, and CMP is shown in Figure 2. The remainder of this section describes how to update Plan, TIP and Conformity project information using an online database application. TERM analysis and reporting procedures are not addressed here; see Section 4 for those instructions.

Figure 2: Relationship Between CLRP, TIP, CMP, and Conformity Information



1. CLRP projects are at the "parent" level. Each CLRP record may have one or more phases.
2. Some projects may require a CMP description form
3. Regionally significant project phases are compiled to create the Inputs for the Air Quality Conformity Analysis
4. Phases that are being funded for planning, ROW acquisition or construction between FY 2011 and FY 2016 are shown in the TIP.

The iTIP Online Database

An online database application is used to gather project information from each agency. Staff from implementing agencies will be assigned an account with a user name and password. There are two levels of access to the database; editors and reviewers. Each agency should decide which person on their staff should assume these roles. Once logged into the application users will have access to the most recent version of the Plan and TIP information that was approved by the TPB.

TPB staff will offer training sessions to assist staff with the application as needed. The remainder of this section will cover the purpose of, and line-by-line instructions for the forms.

CLRP Project Description Forms

Projects should be described in sufficient detail to facilitate review by the TPB and the public. Specific information is needed on the project location and physical characteristics, purpose, projected completion date, total estimated costs, proposed sources of revenues, and other characteristics. Submissions for studies should indicate those cases where the design concept and scope (mode and alignment) have not been fully determined and will require further analysis. TERM projects or actions should also be identified. Project Description Forms should be used to describe the full scope of a facility's improvements.

Basic Project Information

1. Submitting Agency.....The agency that is submitting the project information. Defined by the user's agency status.

2. Secondary Agency.....Any other agencies working in conjunction with primary agency

3. *Agency Project ID* .....Agencies can use this field to track projects with their own ID systems.

4. *Project Type* .....Identify the functional class or category on which projects will be grouped in reports. Options include: *Interstate, Primary, Secondary, Urban, Transit, Bike/Ped, Bridge, Enhancement, ITS, Maintenance, CMAQ, Other*.

5. *Project Category* .....Identify the nature of the project: *System Expansion* (adding capacity to a road or transit system), *System Preservation* (any work on the road or transit system that does not add capacity), *Management, Operations and Maintenance, Study, Other*.

6. *Project Name*.....A very brief, user-friendly description of the project; e.g. "East Market Street Widening" or "Downtown Circulator Bus System"

7. *Facility*.....These fields should be used to describe actual infrastructure or transit routes. Any of these fields may be left blank and there is no need for redundant entries. If a project can be described adequately in the *Project Title* field, it is not necessary to fill in these fields.
    a. *Prefix*.....Interstate or State abbreviation for route type, e.g. I, VA, MD, US. Combinations such as VA/US are acceptable, but discouraged.
    b. *Number*.....The route number that corresponds with the above prefix. Again, combinations are acceptable, but discouraged.
    c. *Name* .....Full name of facility; e.g. "Capital Beltway," "East Street" or "Red Line". To the extent possible, this field should be limited to actual street names or transit routes.
    d. *Modifier*.....Any term that needs to be used to further describe a facility, such as "extended", "relocated" or "interchange".

8. *From (At)*.....The beginning project limit or location of a spot improvement. Use the *(At)* checkbox to indicate a spot or interchange improvement. Follow the conventions above for *Prefix, Number, Name* and *Modifier*.

9. *To*.....Terminal project limit. Follow conventions above for *Prefix, Number, Name* and *Modifier*.

10. *Description*.....Describe the project as clearly as possible. Use public-friendly phrasing and avoid technical jargon where possible.

11. *Projected Completion Year*.....Estimated year that the project will be open to traffic or implemented.

12. *Project Manager*.....Name of project manager or point-of-contact for information

13. *E-mail*.....E-mail address for project manager or point-of-contact for information

14. *Web Site*.....URL for further project information from implementing agency

15. *Total Mileage*.....If available, enter the total length of the project to the closest tenth of a mile.

16. *Map Image*.....If available, upload an image file to assist

17. *Documentation*.....If necessary, upload any extra documentation for the project. This could include financial plans or supplemental information materials.

18. *Bike/Ped Accommodations*.....Indicate using the pull-down menu whether the project is: a) *Primarily a bicycle/pedestrian project*, b) *Includes accommodations for bicycle/pedestrian users*, or c) *Does not include accommodations for bicycles and pedestrians*.

19. *Jurisdiction*.....Select the appropriate jurisdictions for the project. Multiple jurisdictions can be selected by pressing the **CTRL** key while clicking.

20. *Total Estimated Cost*.....If available, enter the cost of the project from start to finish

21. *Remaining Cost*.....Estimated cost remaining to be spent on project (not required).

22. *Sources*.....Indicate the sources of funds: Federal, State, Local, Private, Bonds, Other. Hold the **CTRL** key down to select multiple sources.

SAFETEA-LU Planning Factors

The following section is new. The questions here replace the memo/text field that asked how the project supported regional goals as outlined in the TPB's Vision. This new set of questions is intended to be easier to respond to and to show how the project is addressing the eight planning factors outlined in SAFETEA-LU. Particular attention should be paid to Question 28b as it pertains to safety.

23. *Please identify any and all planning factors that are addressed by this project:*

Use the checkboxes to select all that apply:

a. *Supports the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.*

b. *Increases the safety of the transportation system for all motorized and non-motorized users.*

i. *Is this project being proposed specifically to address a safety issue?*

It is presumed that all new projects being constructed include safety considerations. Select "Yes" only if the primary reason the project is being proposed is to address a safety issue.

ii. *If so, please briefly describe (in quantifiable terms, where possible) the nature of the safety problem*:

c. *Increases the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.*

d. *Increase accessibility and mobility of people*

e. *Increase accessibility and mobility of freight*

f. *Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns.*

g. *Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.*

h. *Promote efficient system management and operation.*

i. *Emphasize the preservation of the existing transportation system.*

Environmental Mitigation

The following section is new. The questions here address a new emphasis in SAFETEA-LU on environmental impacts, both short and long term and strategies for mitigating those impacts.

24. *Have any potential mitigation activities been identified for this project? If so, identify the types of activities below.*

    Use the checkboxes to select "Yes" or "No" and to identify any mitigation activities being planned for this project.

    - *Air Quality,*
    - *Energy,*
    - *Floodplains,*
    - *Geology, Soils and Groundwater,*
    - *Hazardous and Contaminated Materials,*
    - *Noise,*
    - *Rare, Threatened and Endangered Species,*
    - *Socioeconomics,*
    - *Surface Water,*
    - *Vibrations,*
    - *Visual and Aesthetic Conditions,*
    - *Wetlands,*
    - *Wildlife and Habitat*

Congestion Management Process Documentation

The following addresses the SAFETEA-LU component called the Congestion Management Process. Please see the discussion on Congestion Management Documentation in Section 2 of this document for more information. Questions 25 and 26 should be answered for every project. In addition, a Congestion Management Documentation Form should be completed for each project or action proposing an increase in SOV capacity.

25. *Congested Conditions*

    a. *Do traffic congestion conditions on this or another facility necessitate the proposed project or program?*

       Check "Yes' if this project is being planned specifically to address congestion conditions.

    b. *If so, is the congestion recurring or incident-related non-recurring in nature?*

       Use the checkboxes to identify either option.

    c. *If the congestion is on a different facility, please identify it here:*

       Identify the name of the congested parallel or adjacent route that this project is intended to relieve.

26. *Capacity*

The federally-mandated Congestion Management Process requires that alternatives to major highway capacity increases be considered and, where reasonable, integrated into capacity-increasing projects. Except if projects fall under at least one of the exemption criteria listed under part (b), projects in the following categories require a Congestion Management Documentation Form:

- New limited access or other principal arterial roadways on new rights-of-way
- Additional through lanes on existing limited access or other principal arterial roadways
- Construction of grade-separated interchanges on limited access highways where previously there had not been an interchange.

a. *Is this a capacity-increasing project on a limited access highway or other principal arterial*?

Check "Yes" if the project will increase capacity on an SOV facility of functional class 1 (limited access highway), 2 (principal arterial) or 5 (grade-separated interchange on limited access highway).

b. *If the answer to Question 26.a was "yes," are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):*

- *None of the exemption criteria below apply to this project – a Congestion Management Documentation Form is required.*
- *The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding).*
- *The number of lane-miles added to the highway system by the project totals less than one lane-mile*
- *The project is an intersection reconstruction or other traffic engineering improvements, including replacement of an at-grade intersection with an interchange*
- *The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles.*
- *The project consists of preliminary studies or engineering only, and is not funded for construction*
- *Any project whose construction cost is less than $10 million.*

Review the list of potential exemption criteria and determine if any of them are true, thus exempting the project from needing a separate Congestion Management Documentation Form. If more than one criterion is true, please select just one as the primary criterion. Use the pull-down menu to identify the exemption criterion.

c. If the project is not exempt and requires a Congestion Management Documentation Form, click on the link provided to open a blank Congestion Management Documentation Form.

Intelligent Transportation Systems

The questions here address a new emphasis in SAFETEA-LU on environmental impacts, both short and long term and strategies for mitigating those impacts.

27. *Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to federal Rule 940 requirements?*

    Use the checkboxes to select "Yes" or "No".

    a. *If yes, what is the status of the systems engineering analysis compliant with federal Rule 940 for the project?*

       Use the checkboxes to select: *Not Started; Ongoing, not complete;* or *Completed*

    b. *Under which Architecture: DC, Maryland,* or *Virginia State Architecture, WMATA Architecture, COG/TPB Regional ITS Architecture* or *Other; Please specify* _____

28. *Actual Completion Year* .....Use this field to indicate that the <u>full scope</u> of the project has been opened to traffic or implemented.

29. *Project Withdrawn* .....Use this checkbox to indicate that a project is being withdrawn from the Plan.

30. *Withdrawn Date* .....Provide an approximate date for the withdrawal of the project.

Record Tracking

This section is used to keep track of modifications to records. These fields are automated and are not editable.

31. Created by.....Identification of who created the record originally.
32. Created On.....Date record was originally created on (will not work for original imported data)
33. Last Updater .....Recorded ID of last person to make modifications to record
34. Last Updated On.....Recorded date and time of last modifications to record

35. Comments.....General notes for agency or TPB staff to use.

Project Phasing For TIP and Conformity Inputs

Each phase of the project (even if there is only one) should be described under the "Project Phases". The Air Quality Conformity Analysis is based on the information in these listings, so all regionally significant phases of all projects in the plan need to be included.

TIP funding information should be completed for each project intended for programming in the current TIP. The TIP should show all funds (federal and non-federal) that are expected to be obligated between FY 2011 and FY 2016. Previous fiscal years are shown for historical purposes only and have no bearing on the current fiscal years.

1. *Submitting Agency* .....Automatically displayed based on user's agency.

2. *Project Name* .....Automatically filled in based on parent project.

3. *Phase Name* .....A very brief, user-friendly description of the project phase; e.g. "East Market Street Widening" or "Downtown Circulator Bus." This can be the same as the project name.

4. *Facility*.....These fields should be used to describe actual infrastructure or transit routes. Any of these fields may be left blank and there is no need for redundant entries. If a project can be described adequately in the *Project Title* field, it is not necessary to fill in these fields.

a. *Prefix*.....Interstate or State abbreviation for route type, e.g. I, VA, MD, US. Combinations such as VA/US are acceptable, but discouraged.

b. *Number*.....The route number that corresponds with the above prefix. Again, combinations are acceptable, but discouraged.

c. *Name* .....Full name of facility; e.g. "Capital Beltway," "East Street" or "Red Line". To the extent possible, this field should be limited to actual street names or transit routes.

d. *Modifier*.....Any term that needs to be used to further describe a facility, such as "extended", "relocated" or "interchange".

5. *From (At)* .....The beginning project limit or location of a spot improvement. Use the *(At)* checkbox to indicate a spot or interchange improvement. Follow the conventions above for *Prefix, Number, Name* and *Modifier*.

6. *To* .....Terminal project limit. Follow conventions above for *Prefix, Number, Name* and *Modifier*.

7. *Description*.....Describe the project as clearly as possible. Use public-friendly phrasing and avoid technical jargon where possible.

8. *Agency Project ID*.....Agencies can use this field to track projects with their own ID systems.

9. *Environmental Review*.....Type of NEPA documentation required, if any

10. *Review Status*.....Current status of any required NEPA documentation

Questions 11 – 15 only need to be completed for projects that have conformity impacts.

11. *Improvement*.....Pulldown field to identify type of improvement being made to the facility (e.g. construct, widen, upgrade, etc.)
12. *Facility Type From/To*
    a. *Facility Type From* .....Functional class of facility before improvement
    b. *Facility Type To* .....Functional class of facility after improvement

13. *Lanes From/To*
    a. *Lanes From* .....Number of lanes on facility before improvement
    b. *Lanes To*.....Number of lanes on facility after improvement

14. *R.O.W. Acquired*.....Right-of-way has been acquired for the facility

15. *Under Construction?*.....Construction has begun on the facility

16. *Projected Completion Year* .....Estimated year that the project will be open to traffic or implemented.

17. *Completed*.....Date the project was completed (open to traffic) or implemented

18. *TIP Project Status* .....Project is delayed, reprogrammed, complete, withdrawn, or ongoing
19. *Capital Costs*
    a. *Amount* .....Funds shown in $1,000s
    b. *Phase*.....Funds obligated for: a) Planning and Engineering, b) R.O.W. acquisition, c) Construction, d) Studies and e) Other
    c. *Fiscal Year*.....Fiscal year in which funds are expected to be obligated
    d. *Source* .....Federally recognized source of funds
    e. *Fed/State/Local Share*.....Percentage distribution of federal, state and local funds

20. *Creator*.....Recorded ID of the user that created the record
21. *Created On*.....Date record was originally created on
22. *Last Updated On*.....Recorded date and time of last modifications to record
23. *Last Updater* .....Recorded ID of last person to make modifications to record

Congestion Management Documentation Form for SOV Projects

A Congestion Management Documentation Form should be completed for each project or action intended for the Plan that involves a significant increase in single-occupant vehicle (SOV) carrying capacity of a highway.

Brief and complete answers to all questions are recommended. A reference to an external document or an attachment without further explanation on the form itself is not recommended; findings of studies, Major Investment Studies, for example, should be summarized on the form itself. References to other documents can be made if desired *in addition to* the answer provided on the form.

As a rule of thumb, the scale and detail in the responses to the questions should be in proportion to the scale of the project. For example, a relatively minor project needs less information than a major, multi-lane-mile roadway construction project.

The form can summarize the results of EISs or other studies completed in association with the project, and can also summarize the impact or regional studies or programs. It allows the submitting agency to explain the context of the project in the region's already-adopted and implemented programs, such as the Commuter Connections program, and to go on to explain what new and additional strategies were considered for the project or corridor in question.

Sample Forms

The following pages are samples for the CLRP Project Description Form, TIP Project Description Form, and Congestion Management Documentation Form.

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2040
PROJECT DESCRIPTION FORM

BASIC PROJECT INFORMATION

1. Submitting Agency:
2. Secondary Agency:
3. Agency Project ID:
4. Project Type: _ Interstate _ Primary _ Secondary _ Urban _ Bridge _ Bike/Ped _ Transit _ CMAQ _ ITS _ Enhancement _ Other _ Federal Lands Highways Program _ Human Service Transportation Coordination _ TERMs
5. Category: _ System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other

6. Project Name:

	Prefix	Route	Name	Modifier
7. Facility:				
8. From (_ at):				
9. To:				

10. Description:

11. Projected Completion Date:
12. Project Manager:
13. Project Manager E-Mail:
14. Project Information URL:
15. Total Miles:
16. Schematic:
17. Documentation:
18. Bicycle or Pedestrian Accommodations: _ Not Included; _ Included; _ Primarily a Bike/Ped Project; _ N/A
19. Jurisdictions:
20. Total cost (in Thousands):
21. Remaining cost (in Thousands):
22. Funding Sources: _ Federal; _ State; _ Local; _ Private; _ Bonds; _ Other

SAFETEA-LU PLANNING FACTORS

23. Please identify any and all planning factors that are addressed by this project:

a. _ Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

b. _ Increase the **safety** of the transportation system for all motorized and non-motorized users.

i. Is this project being proposed specifically to address a safety issue? _ Yes; _ No

ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

c. _ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.

d. _ Increase **accessibility and mobility** of people.

e. _ Increase accessibility and mobility of **freight.**

f. _ Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

g. _ Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.

h. _ Promote efficient system **management and operation**.

i. _ Emphasize the **preservation** of the existing transportation system.

ENVIRONMENTAL MITIGATION

24. Have any potential mitigation activities been identified for this project? _ Yes; _No

a. If yes, what types of mitigation activities have been identified?

_ Air Quality; _ Floodplains; _ Socioeconomics; _ Geology, Soils and Groundwater; Vibrations;

_ Energy; _ Noise; _ Surface Water; _ Hazardous and Contaminated Materials; _ Wetlands

CONGESTION MANAGEMENT INFORMATION

25. Congested Conditions

a. Do traffic congestion conditions necessitate the proposed project or program? _ Yes; _ No

b. If so, is the congestion recurring or non-recurring? _ Recurring; _ Non-recurring

c. If the congestion is on another facility, please identify it:

26. Capacity

a. Is this a capacity-increasing project on a limited access highway or other principal arterial? _ Yes; _ No

b. If the answer to Question 26.a was “yes”, are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):

_ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required
_ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)
_ The number of lane-miles added to the highway system by the project totals less than one lane-mile

_ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange

_ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles

_ The project consists of preliminary studies or engineering only, and is not funded for construction

_ The construction costs for the project are less than $10 million.

c. If the project is not exempt and requires a Congestion Management Documentation Form, click here

to open a blank Congestion Management Documentation Form.

INTELLIGENT TRANSPORTATION SYSTEMS

27. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? _ Yes; _ No
    a. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? _ Not Started; _ Ongoing, not complete; _ Complete
    b. Under which Architecture:
        _ DC, Maryland or Virginia State Architecture
        _ WMATA Architecture
        _ COG/TPB Regional ITS Architecture
        _ Other, please specify:

28. Completed Date:
29. _ Project is being withdrawn from the CLRP.
30. Withdrawn Date:
31. Record Creator:
32: Created On:
33. Last Updated by:
34. Last Updated On:
35. Comments

TRANSPORTATION IMPROVEMENT PROGRAM
FOR FY 2011-2016
PROJECT DESCRIPTION FORM

BASIC PROJECT INFORMATION

1. Submitting Agency:
2. Project Name (from CLRP Project):
3. Phase Name:

	Prefix	Route	Name	Modifier
4. Facility:				
5. From (_ at):				
6. To:				

7. Description:
8. Agency Phase ID:

Environmental Review

9. Type: _ PCE; _ CE; _ DEA; _ EA; _ FONSI; _ DEIS; _ FEIS; _ F4; _ N/A
10. Status: _ Proposed for preparation; _ Under preparation; _ Prepared for review; _ Under review; _ Approved

Conformity Information

11. Improvement: _ Construction; _ Widen; _ Upgrade; _ Relocate; _ Reconstruct; _ Rehabilitate; _ Study
12. Facility Type
    a. From:
    b. To:
13. Number of Lanes
    a. From:
    b. To:
14. R.O.W. Acquired?
15. Under Construction?
16. Projected Completion Year:
17. Completed:
18. Project Status:
    _ New Project
    _ In previous TIP, proceeding as scheduled
    _ In previous TIP, delayed or reprogrammed
    _ Project is ongoing, year refers to implementation
    _ Project is being withdrawn from TIP
19. Capital Costs

FISCAL YEAR	AMOUNT	PHASE	SOURCE	FED	STA	LOC

(use the Tab button in the bottom right cell to create more lines in the table)

Congestion Management Documentation Form for Projects in the 2040 CLRP

BASIC PROJECT INFORMATION

1. Agency: Secondary Agency:

2. Project Title:

	Prefix	Route	Name	Modifier
4. Facility:				
5. From (_ at):				
6. To:				

7. Jurisdiction(s):

8. Indicate whether the proposed project's location is subject to or benefits significantly from any of the following in-place congestion management strategies:

_ Metropolitan Washington Commuter Connections program (ridesharing, telecommuting, guaranteed ride home, employer programs)

_ A Transportation Management Association is in the vicinity

_ Channelized or grade-separated intersection(s) or roundabouts

_ Reversible, turning, acceleration/deceleration, or bypass lanes

_ High occupancy vehicle facilities or systems

_ Transit stop (rail or bus) within a 1/2 mile radius of the project location

_ Park-and-ride lot within a one-mile radius of the project location

_ Real-time surveillance/traffic device controlled by a traffic operations center

_ Motorist assistance/hazard clearance patrols

_ Interconnected/coordinated traffic signal system

_ Other in-place congestion management strategy or strategies (briefly describe below:)

9. List and briefly describe how the following categories of (additional) strategies were considered as full or partial alternatives to single-occupant vehicle capacity expansion in the study or proposal for the project.

a. Transportation demand management measures, including growth management and congestion pricing

b. Traffic operational improvements

c. Public transportation improvements

d. Intelligent Transportation Systems technologies

e. Other congestion management strategies

f. Combinations of the above strategies

10. Could congestion management alternatives fully eliminate or partially offset the need for the proposed increase in single-occupant vehicle capacity? Explain why or why not.

11. Describe all congestion management strategies that are going to be incorporated into the proposed highway project.

12. Describe the proposed funding and implementation schedule for the congestion management strategies to be incorporated into the proposed highway project. Also describe how the effectiveness of strategies implemented will be monitored and assessed after implementation.