

**NATIONAL CAPITAL REGION
TRANSPORTATION PLANNING BOARD**

FY 2008

**UNIFIED PLANNING WORK PROGRAM
FOR TRANSPORTATION PLANNING
FOR THE
WASHINGTON METROPOLITAN REGION**

March 21, 2007

The preparation of this program was financially aided through grants from the District of Columbia Department of Transportation; Maryland Department of Transportation; Virginia Department of Transportation; U.S. Department of Transportation, Federal Highway Administration; and the U.S. Department of Transportation, Federal Transit Administration, under the Federal Transit Act.

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TPB R17-2007
March 21, 2007

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 NORTH CAPITOL STREET, N.E.
WASHINGTON, D.C. 20002-4201**

**RESOLUTION APPROVING THE FY 2008 UNIFIED PLANNING WORK PROGRAM
FOR TRANSPORTATION PLANNING**

WHEREAS, the Joint Planning Regulations issued February 14, 2007 by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) require a Unified Planning Work Program (UPWP) for Transportation Planning; and

WHEREAS, the Unified Planning Work Program is required as a basis and condition for all funding assistance for transportation planning to state, local and regional agencies by the FTA and FHWA; and

WHEREAS, the FY 2007 Unified Planning Work Program (UPWP) for Transportation Planning was approved by the Transportation Planning Board (TPB) on March 15, 2006; and

WHEREAS, on February 15, 2007, the TPB released the draft FY 2008 UPWP for public comment; and

WHEREAS, the TPB Technical Committee reviewed the outline and budget on January 5, 2007, the draft document on February 2, and recommended approval by the TPB of the final draft FY 2008 UPWP at its meeting on March 2; and

WHEREAS, on March 21, 2007, the TPB adopted resolution R16-2007 which identifies certain projects for carryover funding from FY 2007 to FY 2008, and these projects and budgets will be incorporated into the final version of the FY 2008 UPWP;

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board approves the FY 2008 Unified Planning Work Program for Transportation Planning for the Metropolitan Washington Region.

Adopted by the Transportation Planning Board at its regular meeting on March 21, 2007.

SUMMARY

The Fiscal Year 2008 Unified Planning Work Program (UPWP) for Transportation Planning in the Washington Metropolitan Region incorporates in one document all federally assisted state, regional, and local transportation planning activities proposed to be undertaken in the region between July 1, 2007 through June 30, 2008. The program provides a mechanism for the coordination of transportation planning activities in the area, and is required as a basis and condition for all federal funding assistance for transportation planning by the final planning regulations issued February 14, 2007 by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). These regulations are based upon the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU), which became law on August 11, 2005.

This work program was approved by the National Capital Region Transportation Planning Board (TPB) at the Metropolitan Washington Council of Governments (COG), the TPB Technical Committee and by the FTA and FHWA.

The FY 2008 work program comprises seven major activities and follows a similar but expanded structure as previous work programs. The program has been structured to clearly identify the specific products to be developed, the linkages between them, and the TPB entity responsible for oversight of the products. The relationship and interactions of the seven major work activities are shown in Figure 5 on page 2-3. The TPB committee or subcommittee responsible for the specific work activities shown in Figure 6 on page 2-7.

The transportation planning activities described in this document are of three kinds: regional transportation planning and special technical assistance projects conducted by TPB staff in cooperation with state and local agencies and the Washington Metropolitan Area Transit Authority (WMATA); Continuous Airport System Planning (CASP) funded by the Federal Aviation Administration; and State Planning and Research (SPR) Programs funded and conducted by the three state transportation agencies (DOTs).

Highlights of the FY 2008 UPWP include:

- Funding levels for this program are similar to those for FY 2007.
- Work elements for the 2007 update of the Constrained Long Range Transportation Plan (CLRP) including a financial plan, and participation in the update of the plan.
- A work item for the congestion management process (CMP).
- A work item to complete the household travel survey of approximately 10,000 households in the TPB modeled region.

- Work elements to continue coordinating human service transportation as required by SAFETEA-LU and to support the TPB Access for All Advisory Committee to involve community groups not traditionally participating such as minorities, low-income residents and persons with disabilities.
- Work elements on emergency response and preparedness and regional management, operations and intelligent Transportation Systems (MO/ITS) activities.
- Work items for transportation safety planning and regional freight planning.
- A work item for regional bus planning
- Work elements to ensure that the regional transportation plan and Transportation Improvement Program meet air quality objectives.
- A work element to continue the Regional Mobility and Accessibility Scenario Study to develop and analyze alternative land use and transportation scenarios.
- A work item to continue the TPB's new Transportation/Land Use Connection (TLC) program that began as a pilot in November 2006.

I. INTRODUCTION

Purpose

The **FY 2008 Unified Planning Work Program (UPWP) for Transportation Planning for the Washington Metropolitan Region** incorporates in one document all federally assisted state, regional, and local transportation planning activities proposed to be undertaken in the region from July 1, 2007 through June 30, 2008. The UPWP provides a mechanism for the coordination of transportation planning activities in the region, and is required as a basis and condition for all federal funding assistance for transportation planning by the joint planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

This work program describes all transportation planning activities utilizing federal funding, including Title I Section 112 metropolitan planning funds, Title III Section 5303 metropolitan planning funds, and Federal Aviation Administration Continuing Airport System Planning (CASP) funds. It identifies state and local matching dollars for these federal planning programs, as well as other closely related planning projects utilizing state and local funds.

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Clean Air Act Amendments of 1990 (CAAA) created a number of new planning requirements. The Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU), which became law on August 11, 2005, reaffirms the structure of the metropolitan planning process, and increases federal financial support for it. Most of the modifications to the process are aimed at streamlining and strengthening the provisions included in ISTEA in 1991 and the Transportation Equity Act for 21st Century (TEA-21) of 1998. On February 14, 2007, the FHWA and FTA issued final regulations regarding metropolitan planning in response to SAFETEA-LU. This work program has been developed to comply with these regulations regarding metropolitan planning.

On September 21, 1994, the National Capital Region Transportation Planning Board (TPB) adopted the initial financially-constrained Long Range Transportation Plan for the National Capital Region (CLRP) as required by the final regulations. On September 30, 1996, FHWA and FTA issued a joint "Certification Review" of the TPB planning process and found that "the metropolitan planning process fully meets all the requirements of the October 28, 1993 Federal metropolitan planning regulations, 23 CFR Part 450, Subpart C." On July 15, 1998 the TPB approved the document: *1997 Update to the Financially Constrained Long Range Transportation Plan for the National Capital Region*, which summarizes the first three-year update to the 1994 plan. On January 19, 2000, FHWA and FTA presented their final Certification Report on the TPB planning process and found that "the metropolitan planning process fully meets all the requirements of the October 28, 1993 Federal metropolitan planning regulations, 23 CFR Part 450, Subpart C." On October 18, 2000 the TPB approved the *2000 Financially Constrained Long Range Transportation Plan for the National Capital Region*, which is

the second three-year update to the CLRP. On June 9, 2003, FHWA and FTA found that " the metropolitan planning process fully meets all the requirements of the October 28, 1993 Federal metropolitan planning regulations, 23 CFR Part 450, Subpart C." On December 17, 2003, the TPB approved the *2003 Financially Constrained Long Range Transportation Plan for the National Capital Region*, which is the third three-year update to the CLRP. On March 27, 2006, FHWA and FTA transmitted their final Certification Report on the TPB planning process which found that " the metropolitan planning process fully meets all the requirements of the Metropolitan Planning Rule at 23 CFR Part 450, Subpart C and 49 CFR Part 613." On October 18, 2006, the TPB approved the *2006 Financially Constrained Long Range Transportation Plan for the National Capital Region*, which is the fourth three-year update to the CLRP.

The Clean Air Act Amendments (CAAA) of 1990 require that the transportation actions and projects in the CLRP and Transportation Improvement Program (TIP) support the attainment of federal health standards for ozone. The CLRP and TIP have to meet specific requirements as specified by the Environmental Protection Agency (EPA) regulations issued on November 24, 1993, with amendments on August 15, 1997 and supplemental guidance on May 14, 1999, regarding criteria and procedures for determining air quality conformity of transportation plans, programs and projects funded or approved by the FHWA and FTA. These conformity requirements are also addressed in this document.

This document details the planning activities that must be accomplished to address the annual planning requirements such as preparing the TIP and a Congestion Management System. It describes the tasks required to meet the approval dates for the region's CLRP and the TIPs, and outlines the activities for the subsequent years.

This UPWP builds upon the previous UPWP, and is the result of close cooperation among the transportation agencies in the region. This UPWP was prepared with the involvement of these agencies, acting through the TPB, the TPB Technical Committee and its subcommittees.

Responsibilities for Transportation Planning

The National Capital Region Transportation Planning Board (TPB) is the organization responsible for conducting the continuing, cooperative, comprehensive (3-C) transportation planning process for the Washington metropolitan region in accordance with requirements of Section 134 (Title 23 U.S.C) of the Federal Highway Act of 1962, and Section 8 of the Federal Transit Act. The TPB is the official Metropolitan Planning Organization (MPO) for transportation planning for the Washington metropolitan region, designated by the Governors of Maryland and Virginia and the Mayor of the District of Columbia, under Section 134 of the Federal Aid Highway Act, and the Joint Planning regulations of FTA and FHWA.

The TPB is composed of representatives from the 19 cities and counties, including the District of Columbia, that are members of the Metropolitan Washington Council of

Governments(COG), the City of Manassas, the St. Charles Urbanized Area of Charles County, the two state and the District transportation agencies, the Washington Metropolitan Area Transit Authority (WMATA), the Metropolitan Washington Airports Authority (MWAA), four federal agencies, the General Assemblies of Maryland and Virginia, and private transportation service providers. When matters of particular importance are before the TPB, a special voting procedure may be invoked that weights the votes of local jurisdiction members according to population.

Figure 1 lists the organizations represented on the TPB and its Technical Committees, and Figure 2 shows the geographical location of each of the participating local jurisdictions. The TPB also serves as the transportation policy committee of COG. This relationship serves to insure that transportation planning is integrated with comprehensive metropolitan planning and development, and is responsive to the needs of the local governments in the area.

Policy coordination of regional highway, transit, bicycle, pedestrian and intermodal planning is the responsibility of the TPB. This coordinated planning is supported by the three departments of transportation (DOTs), FTA, FHWA, and the member governments of COG. The TPB coordinates, reviews and approves work programs for all proposed federally assisted technical studies as part of the UPWP. The relationship among land use, environmental and transportation planning for the area is established through the continuing, coordinated land-use, environmental and transportation planning work programs of COG and TPB. Policy coordination of land use and transportation planning is the responsibility of COG, through its Metropolitan Development Policy Committee (MDPC) and the Transportation Planning Board. COG's regional land use cooperative forecasts are consistent with the adopted regional Long Range Transportation Plan.

The chairman of the TPB and the state transportation directors are members of the Metropolitan Washington Air Quality Committee (MWAQC), which was formed under the authority of the governors of Maryland and Virginia, and the mayor of the District of Columbia to recommend the region's air quality plans. These recommendations will be forwarded to the governors and mayor for inclusion in the State Implementation Plans (SIPs) they submit to EPA.

The roles and responsibilities involving the TPB, state and local government transportation agencies, and other MPOs for cooperatively carrying out transportation planning and programming in the Washington region have been established over several years. The responsibilities for the primary planning and programming activities are indicated in Figure 3. Two agreements involving the TPB and the Fredericksburg Area MPO in Virginia and Charles and Calvert Counties in Maryland are included in the Appendix.

Figure 1
ORGANIZATIONS REPRESENTED ON
THE TPB AND/OR ITS TECHNICAL COMMITTEES

VIRGINIA

Arlington County	Northern Virginia Regional
Fairfax County	Commission
Loudoun County	Northern Virginia Transportation
Prince William County	Commission
City of Alexandria	Virginia Department of Transportation
City of Fairfax	Virginia Department of Rail and Public
City of Falls Church	Transportation
City of Manassas	Virginia Department of Aviation
City of Manassas Park	Virginia General Assembly
	Potomac and Rappahannock
	Transportation Commission

MARYLAND

Frederick County	City of Greenbelt
Montgomery County	City of Rockville
Prince George's County	City of Takoma Park
St. Charles Urbanized Area of Charles Co	The Maryland-National Capital Park and
City of Bowie	Planning Commission
City of College Park	Maryland Department of Transportation
City of Frederick	Maryland General Assembly
City of Gaithersburg	

DISTRICT OF COLUMBIA

D.C. Council
D.C. Department of Transportation
D.C. Office of Planning

REGIONAL, FEDERAL AND PRIVATE SECTOR

Washington Metropolitan Area Transit Authority
Metropolitan Washington Airports Authority
Federal Highway Administration
Federal Transit Administration
National Capital Planning Commission
National Park Service
Private Transportation Service Providers

Figure 2
Membership of the
National Capital Region
Transportation Planning Board

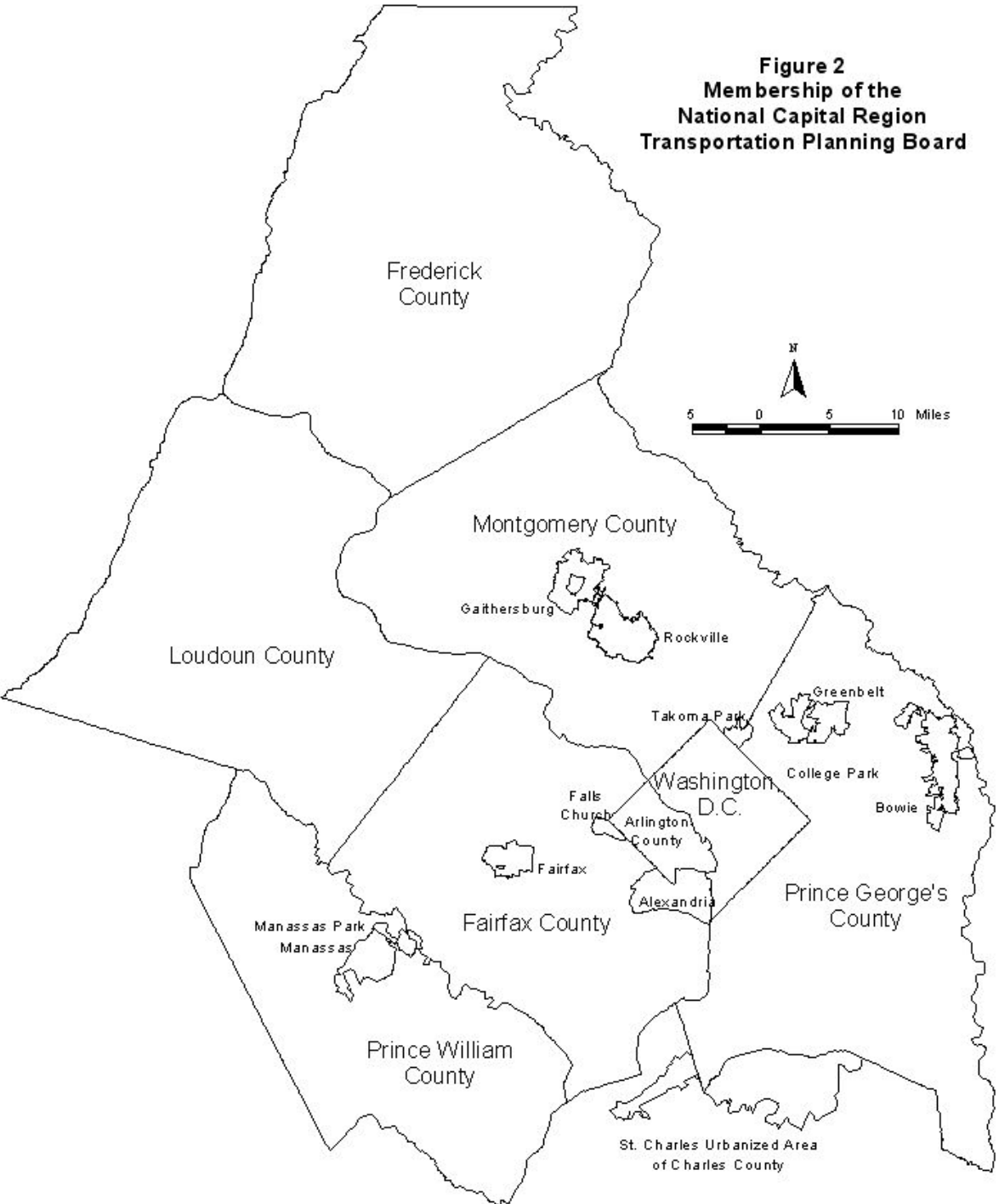


Figure 3

TRANSPORTATION PLANNING AND PROGRAMMING RESPONSIBILITIES

Responsibility	Agencies
UPWP Development	TPB, DOTs, WMATA, Local Govts
CLRP Development	
Plan Inputs/Update	DOTs, WMATA, Local Govts, NVTC/PRTC, MWAA
Project Selection	TPB, DOTs, WMATA, and Local Govts
Planning Certification	TPB, DOTs
Air Quality Conformity	TPB, Fredericksburg Area MPO
Financial Plan	TPB, DOTs, WMATA
Congestion Management Process	TPB, DOTs, Local Govts,
Safety Element	TPB, DOTs, Local Govts,
Transportation/Land-Use Planning	TPB, MDPC, Local Govts
Public Participation Plan	TPB
TIP Development	
TIP Inputs	DOTs, WMATA, Local Govts, NVTC/PRTC, MWAA
Project Selection	TPB, DOTs, WMATA
Planning Certification	TPB, DOTs
Air Quality Conformity	TPB, Fredericksburg Area MPO
Financial Plan	TPB, DOTs, WMATA, Local Govt., NVTC/PRTC
Human Service Transportation	
Coordination Planning	TPB, WMATA, human services agencies
Private Enterprise Participation	TPB, WMATA, Local Govts, NVTC/PRTC
Public Involvement Plan	TPB
Air Quality 2010 Attainment Plan	MWAQC, TPB, DOTs WMATA, state AQ agencies
Corridor Studies	DOTs, WMATA, TPB
Travel Demand Forecasting	TPB
Travel Monitoring	TPB, DOTs, WMATA, Local Govts

The operators of publicly owned transit services are directly involved in all aspects of this regional planning and programming process. The Washington Metropolitan Area Transit Authority (WMATA) is a voting member on the TPB. To coordinate the various transit activities with the regional planning and programming, WMATA, the local transit operators, the commuter rail operators, and other transit agencies within the region are represented on the Technical Committee and its subcommittees.

During FY 2008, the regional planning priority will be to comply with the new planning requirements in SAFETEA-LU and to complete the regional household travel survey. The TPB technical planning procedures will also continued to be strengthened. In addition to these activities directly involving the TPB, a number of corridor studies and other planning studies and programs are underway throughout the region (see Figure 4).

Total Proposed Funding by Federal Source for FY 2008

Proposed federal funding for the transportation planning activities in this UPWP relies upon five sources: FTA Section 5303, FHWA Section 112, FAA Continuous Airport System Planning (CASP), FHWA State Planning and Research (SPR) and special federal funding. The proposed funding amounts (including state and local matching funds) for the TPB work program are shown in Table 1 on page 1-13.

The new FY 2008 funding level in Table 1 under the "FTA Section 5303" column has increased about 2 percent from the FY 2007 level as amended on October 18, 2006, and new funding under the "FHWA Section 112" column has decreased about 11 percent from FY 2007 as amended. The total FY 2008 budget for the Basic Program with carryover funding from FY 2007 is about 4 percent more than the FY 2007 total as amended.

Figure 4
TRANSPORTATION PLANNING STUDIES
WITHIN THE WASHINGTON METROPOLITAN AREA 2007

<u>Name</u>	<u>Primary Agencies</u>	<u>Schedule</u>	<u>Products</u>
Regional			
Regional Mobility and Accessibility Scenario Study	TPB	2007	Outreach
Update of Long-Range	TPB, state DOTs, WMATA, local govts.	2007	CLRP
Regional Value Pricing Study	TPB	2007	Report
Regional ITS Architecture Update	TPB, state DOTs, WMATA, local govts.	2007	Report
Station Area Plans (multiple stations)	WMATA	on-going	Plans
Station Access Studies (multiple stations)	WMATA	on-going	Plans
Station Access Guidelines	WMATA	2007	Report
Metrobus Network Evaluation	WMATA	2007	Report
Priority Bus Corridors Plans	WMATA	on-going	Plans
Regional Bus Conference	WMATA	2007	Plans
Station Access & Capacity Study	WMATA	2007	Report
Transit Services Equity Study	WMATA	2007	Report
Metrorail Passenger Survey	WMATA	2007	Survey
Infill Station Assessment	WMATA	2007	Plans
MetroAccess Accessible Paths	WMATA	2007	Report

Figure 4 **PLANNING STUDIES 2007** (Continued)

<u>Name</u>	<u>Primary Agencies</u>	<u>Schedule</u>	<u>Products</u>
NCR Railroad Relocation Study	NPCPC	2007	Report
Virginia			
Idea 66: Spot Improvements (Inside the Beltway)	VDOT-NoVA	2007	PE
I-66 Corridor Study (Outside the Beltway)	VDOT	2009	NEPA
I-95/I-395 HOT Lane (PPTA)	VDOT	2007	NEPA
Capital Beltway Southside Mobility Study	VDOT	2008	Report
US 1 Location Study	VDOT, Local Jurisdictions	2007	EA
Maryland			
Capital Beltway Study	MDOT, VDOT, Montgomery Prince George's Counties	2007	DEIS
I-270 Multi-Modal Corridor Study	MDOT/SHA, Montgomery & Frederick Counties	2008	PE/FEIS
Corridor Cities Transitway Study	MDOT/MTA	2007	PE/FEIS
Purple Line (Bethesda to Silver Spring/ Silver Spring to New Carrollton)	MDOT/MTA	2007	AA/DEIS
MD 5 Transportation Study(I-495 to US 301)	MDOT/SHA	2008	DEIS
US 301 Waldorf Study (US 301from T.B. to	MDOT/SHA	2009	DEIS

Figure 4 **PLANNING STUDIES 2007** (Continued)

<u>Name</u>	<u>Primary Agencies</u>	<u>Schedule</u>	<u>Products</u>
south of Waldorf)			
US 301 Governor Harry W. Nice Bridge	MD Transportation Authority	2008	DEIS
University of Maryland Connector	MDOT/SHA	2009	DEIS
MD 223 Study (Temple Hill Road to MD 5)	MDOT/SHA	2010	DEIS
MD 197 Study (MD 450 Relocated to Kenhill Drive)	MDOT/SHA	2009	DEIS
District of Columbia			
Theodore Roosevelt Memorial Bridge Study	DDOT/FHWA	2007	Report
14th Street Bridge Feasibility Study	FHWA, DDOT, VDOT	on-going	EIS
Baltimore/Washington MAGLEV Deployment	DDOT, MDOT	on-going	EIS
White House Area Transportation Study	US DOT	2007	Report
DC Multi-Corridor Alternatives Analysis	DDOT/WMATA	2007	Plan
Transportation Vision Plan Update	DDOT	2007	Report
ITC/New York Avenue Study	DDOT	2007	Report

Figure 4 **PLANNING STUDIES 2007 (Continued)**

<u>Name</u>	<u>Primary Agencies</u>	<u>Schedule</u>	<u>Products</u>
Assessment of Efficiency in Parking Pricing and Procedures	DDOT	2007	Report
Whitehurst Freeway/Theodore Roosevelt Bridge/M Street/Lower K Street Renewal and Environmental Study	DDOT	2007	EIS
Neighborhood Transportation Planning Studies	DDOT	on-going	Studies
Traffic Calming Studies	DDOT	on-going	Reports
Parking Studies	DDOT	on-going	Reports
South Capitol Street (EIS)/AWI	DDOT	2007	DEIS
Kenilworth Avenue Corridor Study/AWI	DDOT	on-going	Study
Union Station Intermodal Center	DDOT	2008	Report
14th Street Streetscape Design & Transportation	DDOT	2007	Study
Washington Circle Pedestrian Safety	DDOT	2007	Study
Congress Heights Traffic Impact Study	DDOT	2007	Report
Woodland Terrace Traffic Impact Study	DDOT	2007	Report
Fairlawn Traffic Impact Study	DDOT	2007	Report
Southern Avenue Streetscape and Traffic Impact Design	DDOT	2007	Study/Plan

Figure 4 **PLANNING STUDIES 2007** (Continued)

<u>Name</u>	<u>Primary Agencies</u>	<u>Schedule</u>	<u>Products</u>
Blagden Avenue Environmental Assessment	DDOT	2007	EA

TABLE 1
FY 2008 TPB FUNDING BY FEDERAL STATE AND LOCAL SOURCES
(July 1, 2007 to June 30, 2008)

	FTA SECT 5303 80% FEDERAL & 20% STATE/LOCAL	FHWA SECT 112 80% FEDERAL & 20% STATE/LOCAL	FAA CASP 90 FEDERAL & 10% LOCAL	TOTALS
ALLOTMENTS PROVIDED BY DDOT				
NEW FY 2008	\$387,000	\$1,840,000		\$2,227,000
UNOBLIGATED FY 2006	57,800	211,600		269,400
CARRYOVER FY 2007	103,885	365,125		469,010
SUBTOTAL	548,685	2,416,725		2,965,410
ALLOTMENTS PROVIDED BY MDOT				
NEW FY 2008	937,900	3,355,600		4,293,500
UNOBLIGATED FY 2006	56,200	662,700		718,900
CARRYOVER FY 2007	251,768	663,126		914,894
SUBTOTAL	1,245,868	4,681,426		5,012,400
ALLOTMENTS PROVIDED BY VDOT				
NEW FY 2008	754,000	2,612,000		3,366,000
UNOBLIGATED FY 2006	71,300	298,500		369,800
CARRYOVER FY 2007	202,402	515,894		718,296
SUBTOTAL	1,027,702	3,426,394		3,735,800
TPB BASIC PROGRAM				
TOTAL NEW FY 2008	2,078,900	7,807,600		9,886,500
TOTAL UNOBLIGATED FY 2006	185,300	1,172,800		1,358,100
SUBTOTAL	2,264,200	8,980,400		11,244,600
TOTAL CARRYOVER FY 2007	558,055	1,544,145		2,102,200
TOTAL BASIC PROGRAM	2,822,255	10,524,545		13,346,800
GRAND TOTAL	\$2,822,255	\$10,524,545	\$317,592	\$13,664,392

"New FY2008 funds" refer to newly authorized funds for the FY2008 UPWP

"Unobligated FY2006 funds" refer to unexpended funds from the completed FY2006 UPWP

"Carryover FY2007 funds" are programmed from the FY2007 UPWP to complete specific work tasks in the FY 2008 UPWP

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II. PROPOSED FY 2008 TPB WORK PROGRAM AND BUDGET

Program Structure and Work Item Budgets

The FY 2008 work Program comprises seven major work activities and revises the structure in the FY 2007 program to more clearly address the SAFETEA-LU planning requirements. The tasks to be completed under each of the work activities are described in the following sections. The staff of the COG Department of Transportation Planning will carry out these activities, with the assistance of staff in other COG departments and supplementary consultant support.

The work program has been structured to clearly identify the specific work products to be developed, the linkages between them, and the TPB entity responsible for oversight of the products. The relationship and interactions of the seven major work activities are shown in Figure 5 on page 2-3.

The first major activity, **Plan Support** includes the preparation and coordination of the policy and planning products necessary for conducting an effective transportation planning process for the region. The UPWP, the transportation improvement program (TIP) and the financially-constrained long-range plan (CLRP) are required by federal law and regulations.

As shown in the figure, **Coordination Planning** includes related activities such as the regional congestion management process (CMP), safety planning, management, operations and technology, emergency preparedness, freight planning, the financial plan, regional bus planning, and bicycle and pedestrian planning. Public participation applies to all of the policy products. Human services transportation coordination planning addresses the new SAFETEA-LU requirement for coordination of the FTA programs for elderly persons and persons with disabilities, job access and reverse commute, and the new freedom program. The Transportation /Land Use Connection (TLC) Program began as a pilot program in FY 2007 to improve the coordination between land use and transportation planning. **Continuous Airport System Planning (CASP)** utilizes the methods and data work activities for airport and airport-serving facilities in the region.

The second major activity, **Forecasting Applications** includes forecasting applications such as air quality conformity and regional studies to provide the substantive inputs for the policy products. As shown in the figure, **Development of Networks and Models** interact with **Travel Monitoring**, which provides empirical travel information from congestion monitoring and survey and analysis activities. Both products and methods activities provide input for the technical products.

The **Technical Assistance** activity responds to requests from state and local governments and transit operating agencies for applying TPB methods and data to

support corridor, project, and sub-area transportation and land use studies related to regional transportation planning priorities.

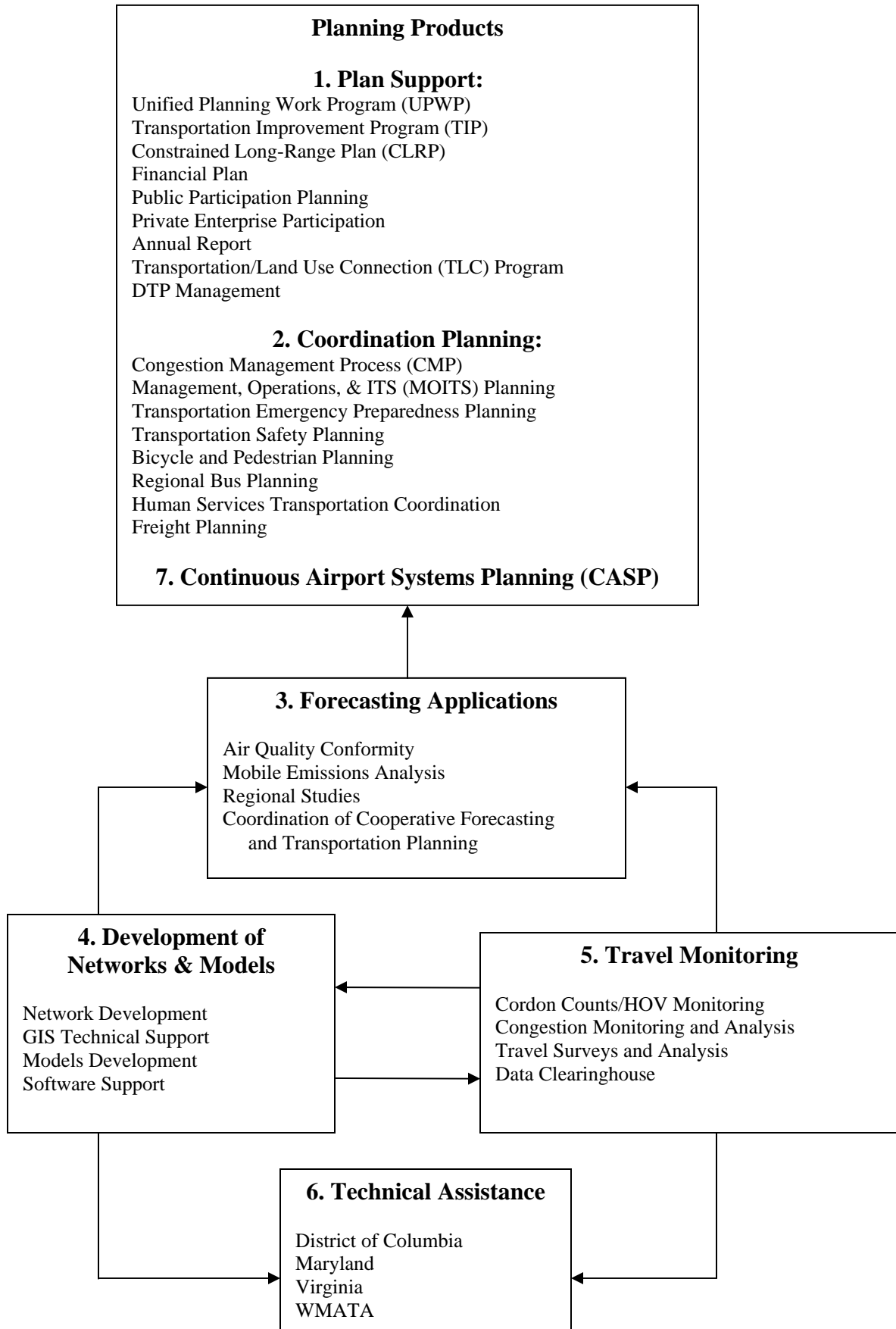
The proposed budget levels by funding source, which include FTA and FHWA funds together with state and local match, are shown in Table 2 on page 2-5. The TPB committee or subcommittee responsible for the specific work activities listed in Table 2 are shown under the descriptions for each task starting on page 2-9. A detailed breakdown of staffing and other budgetary requirements is provided in Table 3 on page 2-6.

Funding for the TPB Basic Work Program is about similar to the FY 2007 level, and the FY 2008 UPWP continues and expands the work activities in the FY 2007 UPWP. The structure and content of this work program are summarized as follows:

- **Under Section 1 - Plan Support**, most of the activities have been conducted on an annual basis in previous years. The new one is the Transportation /Land Use Connection (TLC) Program (item H) which began as a pilot program in FY 2007 to improve the coordination between land use and transportation planning.
- **Under Section 2 - Coordination Planning**, some of the activities have been conducted on an annual basis in previous years. The new or revised activities that focus on SAFETEA-LU requirements include Congestion Management Process (CMP)(item A), Transportation Emergency Preparedness (item C), Transportation Safety Planning (item D), Regional Bus Planning (item F), Human Services Transportation Coordination Planning (item G), and Freight Planning (item H).
- **Under Section 3 - Forecasting Applications**, all of the activities have been conducted on an annual basis in previous years.
- **Under Section 4 - Development of Networks/Models**, all of the activities have been conducted on an annual basis in previous years.
- **Under Section 5 - Travel Monitoring**, all of the activities have been conducted on an annual basis in previous years.
- **Section 6 - Technical Assistance and Section 7 - Continuous Airport System Planning (CASP)** represent the continuation of activities that are conducted each year.

Figure 5

How FY2008 UPWP Work Items are Related



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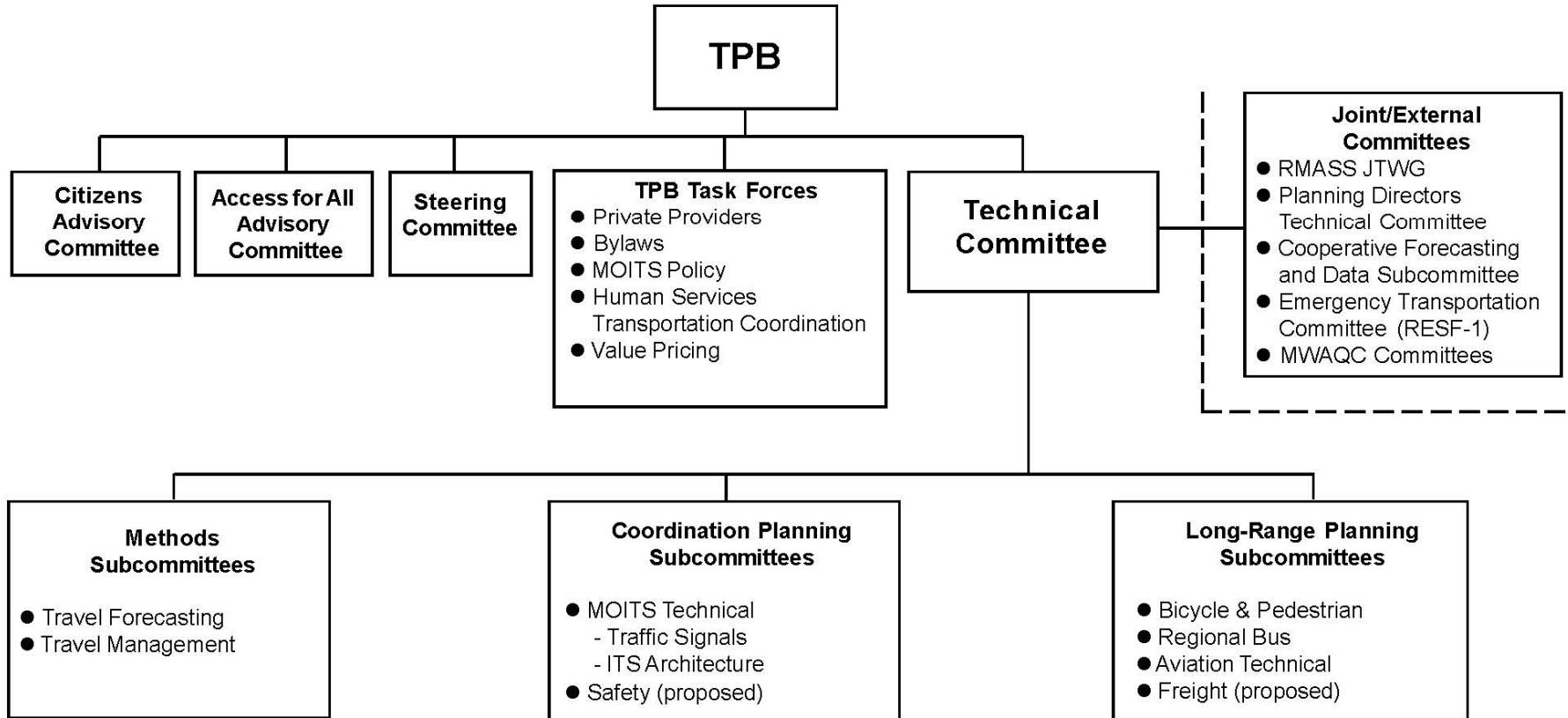
TABLE 2
TPB FY 2008 WORK PROGRAM BY FUNDING SOURCES

WORK ACTIVITY	TOTAL COST	FTA/STATE/ LOCAL	FHWA/STATE/ LOCAL	OTHER FUND
1. PLAN SUPPORT				
A. Unified Planning Work Program (UPWP)	70,700	13,625	57,075	
B. Transp Improvement Program (TIP)	151,700	29,234	122,466	
C. Constrained Long-Range Plan	558,100	107,552	450,548	
D. Financial Plan	84,000	16,188	67,812	
E. Public Participation	323,900	62,419	261,481	
F. Private Enterprise Participation	18,300	18,300		
G. Annual Report	80,100	15,436	64,664	
H. Transportation/Land Use Connection Progr	255,000	49,141	205,859	
I. DTP Management	452,100	87,125	364,975	
Subtotal	1,993,900	399,020	1,594,880	
2. COORDINATION PLANNING				
A. Congestion Management Process (CMP)	150,000	28,907	121,093	
B. Management, Operations, and ITS Planning	350,000	67,449	282,551	
C. Emergency Preparedness Planning	75,400	14,530	60,870	
D. Transportation Safety Planning	75,000	14,453	60,547	
E. Bicycle and Pedestrian Planning	108,700	20,948	87,752	
F. Regional Bus Planning	100,000	19,271	80,729	
G. Human Service Transportation Coordination	105,000	20,235	84,765	
H. Freight Planning	101,000	19,464	81,536	
Subtotal	1,065,100	205,256	859,844	
3. FORECASTING APPLICATIONS				
A. Air Quality Conformity	563,200	108,535	454,665	
B. Mobile Emissions Analysis	640,100	123,354	516,746	
C. Regional Studies	415,800	80,129	335,671	
D. Coord Coop Forecasting & Transp Planning	676,800	130,427	546,373	
Subtotal	2,295,900	442,445	1,853,455	
4. DEVELOPMENT OF NETWORKS/MODELS				
A. Network Development	769,500	148,291	621,209	
B. GIS Technical Support	498,800	96,124	402,676	
C. Models Development	969,200	186,775	782,425	
D. Software Support	178,900	34,476	144,424	
Subtotal	2,416,400	465,667	1,950,733	
5. TRAVEL MONITORING				
A. Cordon Counts	230,000	44,324	185,676	
B. Congestion Monitoring and Analysis	521,200	100,441	420,759	
C. Travel Surveys and Analysis				
Household Travel Survey	2,328,400	448,708	1,879,692	
D. Regional Trans Data Clearinghouse	267,900	51,627	216,273	
Subtotal	3,347,500	645,100	2,702,400	
Core Program Total (1 to 5)	11,118,800	2,157,488	8,961,312	
6. TECHNICAL ASSISTANCE				
A. District of Columbia	372,500	51,087	321,413	
B. Maryland	886,100	121,525	764,575	
C. Virginia	553,100	75,855	477,245	
D. WMATA	416,300	416,300	0	
Subtotal	2,228,000	664,767	1,563,233	
Total, Basic Program	13,346,800	2,822,255	10,524,545	
7. CONTINUOUS AIRPORT SYSTEM PLANNING				
A. Update Ground Access Forecast - Phase 2	67,592			
B. Ground Access Element Update	250,000			
Subtotal	317,592			317,592
GRAND TOTAL	13,664,392	2,822,255	10,524,545	317,592

TABLE 3
TPB FY 2008 BUDGET AND WORK PROGRAM BY EXPENDITURE CATEGORY

WORK ACTIVITY	DIRECT SALARIES DTP STAFF	DIRECT SALARIES OTHER COG STAFF	M & A 27%	LEAVE BENEFITS 18%	FRINGE BENEFITS 19%	INDIRECT COSTS 38%	DATA & PC COSTS	CONSULTANT	DIRECT COSTS	TOTAL
1. PLANS SUPPORT										
A. Unified Planning Work Program	27,059	206	7,362	6,233	7,763	18,477	100	0	3,500	70,700
B. Transportation Improvement Program	56,873	2,859	16,128	13,655	17,008	40,478	200	0	4,500	151,700
C. Constrained Long-Range Plan	197,883	17,741	58,218	49,292	61,395	146,121	1,250	25,000	1,200	558,100
D. Financial Plan	34,132	0	9,216	7,803	9,719	23,130	0	0	0	84,000
E. Public Participation	117,690	920	32,025	27,114	33,772	80,378	0	25,000	7,000	323,900
F. Private Enterprise Participation	7,230	206	2,008	1,700	2,117	5,039	0	0	0	18,300
G. Annual Report	22,288	0	6,018	5,095	6,346	15,104	0	5,000	20,250	80,100
H. Transportation/Landuse Connection Program	46,729	0	12,617	10,682	13,305	31,667	0	140,000	0	255,000
I. DTP Management	88,229	15,631	28,042	23,742	29,573	70,383	0	0	196,500	452,100
Subtotal	598,113	37,563	171,633	145,316	180,999	430,777	1,550	195,000	232,950	1,993,900
2.COORDINATION PLANNING										
A. Congestion Management Process	60,951	0	16,457	13,933	17,355	41,304	0	0	0	150,000
B. Management, Operations, & ITS Planning	121,902	0	32,913	27,867	34,710	82,609	0	50,000	0	350,000
C. Trans. Emmergency/Security Planning	0	30,638	8,272	7,004	8,724	20,762	0	0	0	75,400
D. Transportation Safety Planning	20,317	0	5,486	4,644	5,785	13,768	0	25,000	0	75,000
E. Bicycle and Pedestrian Planning	33,198	0	8,963	7,589	9,453	22,497	0	27,000	0	108,700
F. Regional Bus Planning	40,634	0	10,971	9,289	11,570	27,536	0	0	0	100,000
G. Human Service Transportation Coordination	42,666	0	11,520	9,753	12,148	28,913	0	0	0	105,000
H. Freight Planning	26,818	0	7,241	6,131	7,636	18,174	0	35,000	0	101,000
Subtotal	346,485	30,638	101,823	86,210	107,380	255,564	0	137,000	0	1,065,100
3. FORECASTING APPLICATIONS										
A. Air Quality Conformity	196,147	21,171	58,676	49,679	61,878	147,269	15,080	0	13,300	563,200
B. Mobile Emissions Analysis	208,851	43,120	68,032	57,600	71,745	170,752	0	20,000	0	640,100
C. Regional Studies	120,117	36,900	42,395	35,894	44,708	106,406	25,481	0	3,899	415,800
D. Coordination Cooperative Forecasting and Transportation Planning	88,253	163,189	67,889	57,480	71,594	170,394	55,500	0	2,500	676,800
Subtotal	613,369	264,380	236,992	200,653	249,925	594,821	96,061	20,000	19,699	2,295,900
4. DEVELOPMENT OF NETWORKS/MODELS										
A. Network Development	242,681	0	65,524	55,477	69,099	164,457	19,163	150,000	3,100	769,500
B. GIS Technical Suport	173,750	0	46,913	39,719	49,473	117,745	49,500	0	21,700	498,800
C. Models Development	289,845	0	78,258	66,259	82,529	196,418	21,886	199,000	35,005	969,200
D. Software Support	69,032	0	18,639	15,781	19,656	46,781	0	0	9,011	178,900
Subtotal	775,309	0	209,333	177,236	220,757	525,401	90,549	349,000	68,816	2,416,400
5. TRAVEL MONITORING										
A. Cordon Counts	37,900	0	10,233	8,664	10,792	25,684	10,000	0	126,727	230,000
B. Congestion Monitoring and Analysis	171,150	0	46,210	39,125	48,732	115,983	0	100,000	0	521,200
C. Travel Surveys and Analysis										
Household Travel Survey	767,086	0	207,113	175,356	218,416	519,829	16,500	400,000	24,100	2,328,400
D. Regional Transportation Clearinghouse	108,858	0	29,392	24,885	30,996	73,770	0	0	0	267,900
Subtotal	1,084,995	0	292,949	248,030	308,935	735,265	26,500	500,000	150,827	3,347,500
Core Program Total (1 to 5)	3,418,270	332,581	1,012,730	857,445	1,067,995	2,541,828	214,660	1,201,000	472,292	11,118,800
6. TECHNICAL ASSISTANCE										
A. District of Columbia	151,361	0	40,868	34,601	43,098	102,572	0	0	0	372,500
B. Maryland	360,057	0	97,215	82,309	102,520	243,999	0	0	0	886,100
C. Virginia	224,746	0	60,681	51,377	63,993	152,303	0	0	0	553,100
D. WMATA	169,159	0	45,673	38,670	48,165	114,633	0	0	0	416,300
Subtotal	905,323	0	244,437	206,957	257,776	613,507	0	0	0	2,228,000
TOTAL BASIC PROGRAM	4,323,593	332,581	1,257,167	1,064,401	1,325,771	3,155,335	214,660	1,201,000	472,292	13,346,800
7. CONTINUOUS AIRPORT SYSTEM PLANNING										
A. Update Ground Access Forecast - Phase 2	27,465	0	7,416	6,279	7,820	18,612	0	0	0	67,592
B. Ground Access Element Update	101,585	0	27,428	23,222	28,925	68,841	0	0	0	250,000
Subtotal	129,050	0	34,843	29,501	36,745	87,453	0	0	0	317,592
GRAND TOTAL	4,452,643	332,581	1,292,010	1,093,902	1,362,516	3,242,788	214,660	1,201,000	472,292	13,664,392

**Figure 6
TPB Committee Structure
and FY2008 Work Activity Oversight**



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1. PLAN SUPPORT

A. THE UNIFIED PLANNING WORK PROGRAM (UPWP)

The Unified Planning Work Program (UPWP) for the Metropolitan Washington Region describes all transportation planning activities utilizing federal funding, including Title I Section 134 metropolitan planning funds, Title III Section 8 metropolitan planning funds, and Federal Aviation Administration Continuing Airport System Planning (CASP) funds. The UPWP identifies state and local matching dollars for these federal planning programs, as well as other closely related planning projects utilizing state and local funds.

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Clean Air Act Amendments of 1990 (CAAA) created a number of planning requirements. On October 28, 1993, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued final regulations regarding metropolitan planning. The Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU), which became law on August 11, 2005, reaffirms the structure of the metropolitan planning process, and increases federal financial support for it.

On February 14, 2007, the FHWA and FTA issued the final regulations regarding metropolitan planning in response to SAFETEA-LU. This work program has been developed to comply with these regulations.

In 1994, the TPB developed and adopted the first financially-constrained Long Range Transportation Plan for the National Capital Region (CLRP) as required by the final regulations. In July 1997, the first three-year update of the CLRP was approved by the TPB, the second update was approved in October 2000, and the third update was approved in December 2003. The fourth update was approved by the TPB in October 2006.

The Environmental Protection Agency (EPA) issued regulations on November 24, 1993, followed with a succession of guidance documents, and on July 1, 2004 published the 8-hour ozone standard conformity guidance, which taken together provide criteria and procedures for determining air quality conformity of transportation plans, programs and projects funded or approved by the FHWA and FTA. These conformity requirements are addressed in this document. Under these regulations, the State Implementation Plans (SIP) for improving air quality for the region must be adopted by the states and submitted to EPA by specified dates.

The FY 2008 UPWP defined by this document details the planning activities to be accomplished between July 2007 and June 2008 to address the annual planning requirements such as preparing the Transportation Improvement Program, addressing federal environmental justice requirements, and assessing Air Quality Conformity. It

describes the tasks required to meet approval dates for the region's SIPs, and outlines the activities for the subsequent years.

In addition, this document describes the integration of program activities and responsibilities of the TPB Technical Committee and its subcommittees for various aspects of the work program. It provides an overview of the regional planning priorities and describes the major transportation planning and air quality planning studies being conducted throughout the region over the next two years. It also describes the planning roles, responsibilities and procedures, as required by the final regulations, involving the TPB and the states, the publicly owned operators of mass transit services, the state air quality agencies, and another MPO to the south of the Washington metropolitan region.

During FY 2008 certain amendments may be necessary to reflect changes in planning priorities and inclusion of new planning projects. Under this task, Department of Transportation Planning (DTP) staff will identify and detail such amendments for consideration by the TPB as appropriate during the year.

In the second half of FY 2008, staff will prepare the FY 2009 UPWP. The document will incorporate suggestions from the federal funding agencies, state transportation agencies, transit operating agencies, local governments participating in TPB, and the public through the TPB's public involvement process. The new UPWP will be presented in outline to the TPB Technical Committee and the TPB in January 2008, as a draft to the Technical Committee in February 2008 and as a final document for adoption by the Technical Committee and the TPB in March 2008. The approved UPWP will be printed, distributed to the TPB, and made available to the public on the TPB web site.

This task will also include the preparation of monthly progress reports for each of the state agencies administering the planning funding, and the preparation of all necessary federal grant submission materials.

Oversight:	Technical Committee
Cost Estimate:	\$70,700
Products:	UPWP for FY 2009, amendments to FY 2008 UPWP, monthly progress reports and state invoice information, federal grant materials
Schedule:	Draft: February 2008 Final: March 2008

B. THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

As required under the final planning regulations, the Transportation Improvement Program (TIP) for the Metropolitan Washington Area is a six year program of highway, transit, bicycle and pedestrian, congestion mitigation/air quality, safety and transportation enhancement projects. The TIP is updated each year and must be approved by the TPB and the governors of Maryland and Virginia and the mayor of the District of Columbia. The TIP is required as a condition for all federal funding assistance for transportation improvements within the Washington Metropolitan Statistical Area.

The new TIP will include all projects to be carried out within two 3-year periods, beginning with FY 2009-11 and then followed by FY 2012-14. Projects for funding and implementation in the first year of the program are placed in the annual element.

TIP documentation will describe major projects from the previous TIP that were implemented and identify significant delays in the implementation of major projects. The air quality conformity report will describe progress in implementing transportation emission reduction measures (TERMs) required for improving air quality.

Citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, freight shippers, users of public transit, and all other interested parties will be given an opportunity to review and comment on the proposed TIP as described under the TPB's public participation plan which anticipated to be adopted in Summer 2007. To facilitate public review, the TIP and CLRP inputs and project descriptions will be accessible electronically through the Internet. The database application for TIP project data, CLRP projects, and air quality conformity data will continue to be improved to facilitate reviewing the TIP and CLRP information. Interactive means of sharing the information in the TIP and CLRP such as querying capabilities and specialized maps or graphs will be available.

The TIP Schedule and Project Selection

The FY 2008-13 TIP is scheduled to be adopted by the TPB in November 2007. In December 2007, TPB will issue a call for projects document requesting project or action input for the new TIP. Draft versions of the TIP will be prepared for review by the TPB Technical Committee, the TPB, and the public between June and September. This TIP will be prepared with the assistance of and in cooperation with the transportation implementing agencies in the region, including the state departments of transportation, the District of Columbia Department of Transportation, the National Park Service, the Washington Metropolitan Area Transit Authority (WMATA) and other public transit operators, and local government agencies.

The TPB will select in consultation with the states all transit, highway, congestion mitigation/air quality, and safety and enhancement projects (excluding those on the National Highway System (NHS) or the Bridge and Interstate Maintenance programs) undertaken within the Washington Transportation Management Area (TMA). The states

will select in cooperation with the TPB all projects on the NHS or funded under the Bridge and Interstate Maintenance programs undertaken within the Washington TMA.

Projects included in the TIP will be reviewed for consistency with the policies and facilities delineated in the adopted financially-constrained Long Range Transportation Plan (CLRP) for the region. Only projects, or phases of projects, that have full funding anticipated to be available within the time period contemplated for completion are included in the TIP. As described under Task I.F, a financial plan will be prepared to demonstrate how the TIP can be implemented, and indicate the sources of public, private and innovative funding.

During the year certain amendments may be needed in the FY 2008-13 TIP to reflect changes in priorities or the introduction of new project elements. Such amendments will be identified and detailed for consideration by the TPB as appropriate during the fiscal year.

Annual Listing of TIP Projects that Have Federal Funding Obligated

SAFETEA-LU requires 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, TPB will prepare a listing of projects for which federal funds have been obligated in FY 2007.

Oversight:	Technical Committee
Cost Estimate:	\$151,700
Products:	Draft FY 2009-2014 TIP, amendments to FY 2008-2013 TIP; TIP projects with obligated federal funding in preceding year
Schedule:	Final TIP Draft for Public Comment: September 2008 TIP projects with obligated federal funding in preceding year: June 2008

C. CONSTRAINED LONG-RANGE TRANSPORTATION PLAN (CLRP)

The Financially Constrained Long-Range Transportation Plan (CLRP) must be updated at least every four years under SAFETEA-LU and is updated annually with amendments. These amendments generally adjust the phasing or other aspects of some of the projects or actions in the plan, include new projects with identified new funding sources, or change specific projects as new information on them became available. Updates that occur every four years include a financial analysis of transportation revenues expected to be available.

The Transportation Vision, which was adopted by the TPB in October 1998, contains a vision statement, long-range goals, objectives, and strategies to guide transportation planning and implementation in the region. It addresses the eight planning factors in SAFETEA-LU. The Vision is the TPB Policy Element of the CLRP.

In FY 2008, the TPB will adopt the first CLRP that must be SAFETEA-LU compliant. The CLRP program element will address the following new SAFETEA-LU requirements: 1) consultation with natural resource and environmental agencies, 2) a discussion of potential environmental mitigation strategies and 3) user-friendly, web-based materials on the long-range plan that help the public visualize projects in the CLRP.

The CLRP will be documented in several ways and public materials will be provided during plan development and after plan approval. The TPB “long-range plan web page” (www.mwcog.org/clrp) will be utilized to document the CLRP by describing the process, related planning activities, the major projects, the performance of the plan and how the public can get involved. The website also makes CLRP related-process and technical documentation readily accessible. Information on the plan, on the website and in hard copy, will continue to be improved so that the materials are more useful to a variety of audiences, less technical and easier for the public to understand.

The 2007 CLRP

In December 2006, the TPB issued a “call for projects” document requesting project, programs or strategies for inclusion in the 2007 CLRP. The 2007 CLRP will include a discussion of potential environmental mitigation strategies. During the development of the plan, a dialogue will be started with natural resource and environmental agencies to kick-off the required-consultation process. Web-based visualization techniques will be utilized to show the major highway and transit projects in the 2007 CLRP.

Materials describing the draft 2007 CLRP were developed in the Spring of 2007. The materials included maps, major project descriptions, and analysis from the previous year's CLRP. The purpose of the materials would be to make recent information on the current plan more accessible to facilitate public comments on the update to the plan. Draft materials on the 2007 CLRP and interactive web-based maps will be prepared for review by the TPB Technical Committee, the TPB, and the public between March and October 2007.

The 2008 CLRP

In December 2007, TPB will issue a “call for projects” document requesting project, programs or strategies for inclusion in the 2008 CLRP. Draft materials describing the CLRP will be prepared for review by the TPB Technical Committee, the TPB, and the public between March and September 2008. The TPB is scheduled to adopt the 2008

CLRP in November 2008.

Oversight:	Technical Committee
Cost Estimate:	\$508,100 \$50,000 in carryover from FY 2007 \$558,100 total
Products:	Documentation of 2007 CLRP and draft amendments for 2008 CLRP on TPB plan webpage with interactive maps and related materials
Schedule:	2007 CLRP documentation - March 2008 Draft amendments for 2008 CLRP - June 2008

D. FINANCIAL PLAN

As required under federal planning regulations, both the TIP and the financially-constrained long-range transportation plan (CLRP) for the Washington region must have a financial plan that demonstrates how they can be implemented and show the sources of funding expected to be made available to carry them out. During FY 2006, a new financial analysis and plan for the 2006 CLRP update was prepared, including cost estimates for the new system expansion projects and revised cost estimates for system maintenance and rehabilitation. New revenue projections were also prepared. All cost and revenue estimates were through 2030.

The project solicitation document for the 2007 CLRP requested that the implementing agencies review and revise the cost estimates for the system expansion projects. During FY 2007, a review and update will be made of the financial analysis and plan for the 2006 CLRP, including cost estimates for the new system expansion projects and revised cost estimates for system maintenance and rehabilitation. The revenue projections will also be reviewed and updated.

The Transportation Improvement Program

The preparation of the financial plan for the FY 2009-2014 TIP will be similar to that for the FY 2008-13 plan. Since SAFETEA-LU funding is apportioned to states, financial summaries for all TIP projects from agencies in the District of Columbia, Maryland and Virginia as well as WMATA and other transit agencies will be prepared. All projects submitted by these agencies will be grouped by the proposed SAFETEA-LU program funding categories under Surface Transportation (Title I) and Transit (Title III).

The funds programmed in the TIP for each state by SAFETEA-LU program category will be compared with the information provided by the states and transit operators on the estimated available Federal and State funds for the program period. The funds programmed in the TIP for each state by SAFETEA-LU program category in the first

and second years will be compared with the trends of the annual funding programmed in previous TIPs and with the funding reported in the annual listings of TIP projects that have federal funding obligated. Comparisons that indicate significant changes from past trends will be reviewed with the implementing agency to clarify the change. Implementing agencies will ensure that only projects for which construction and operating funds can reasonably be expected to be available will be included in the TIP. In the case of new funding sources, strategies for ensuring their availability will be identified by the implementing agency and included in the TIP. The product will be a financial summary that focuses on the first two years of the six-year period of the TIP, and it will be incorporated as a main section of the TIP for review by the public and approval by the Technical Committee and the TPB.

Oversight:	Technical Committee
Cost Estimate:	\$84,000
Products:	Financial plans for draft 2008 CLRP and FY 2009-2014 TIP
Schedule:	June 2008

E. PUBLIC PARTICIPATION

Federal planning regulations require participation by interested parties in the development of the CLRP and the TIP. Citizens, freight shippers, public transit users, affected public agencies, representatives of transportation agency employees, private providers of transportation, and other interested persons must be given a reasonable notice of and opportunity to comment on the development of both the CLRP and the TIP. The TPB has a public involvement policy with eleven general requirements and criteria and eight specific activities, which was revised on October 20, 1999.

The evaluation of the TPB's current public involvement activities will be completed in early 2007 and the Public Participation Plan required by SAFETEA-LU will be utilized for the 2007 CLRP subsequent CLRP amendments. It provides the public an opportunity to comment on the plan, including bicyclists, pedestrians and people with disabilities. SAFETEA-LU also stresses methods for public involvement such as convenient meeting times and locations and visualization techniques to describe the plan.

FY 2008 Activities

Work activities include:

Staff will support the TPB Public Participation Plan and conduct the activities as specified in it. Staff will assist the CAC chair in preparing meeting agenda, assembling, and mailing meeting materials and preparing the CAC chair's report to the TPB. The

CAC chair will also provide to the TPB an evaluation of the CAC activities by the end of November each calendar year for the first three years, and every three years thereafter. Staff will support the CAC and conduct the activities as specified in the adopted participation plan.

All public involvement efforts will be coordinated with the public outreach activities for the 2007 CLRP and the new TIP and draft 2008 CLRP. Workshops and events will be developed and held to engage the public and community leaders on key regional transportation issues. Two or more Community Leadership Institute workshops will be conducted to focus particularly on engaging community leaders who have not traditionally been involved in the regional transportation planning process. Consultant support for these activities is anticipated.

Working with staff of the state DOTs and the District of Columbia, staff will coordinate the TPB public participation plan with the state public involvement processes wherever possible to enhance public consideration of the issues, plans, and programs and reduce redundancies and costs.

Staff will produce and distribute monthly edition of *TPB News* to inform citizens, freight shippers, public transit users, affected public agencies, representatives of transportation agency employees, private providers of transportation, and other interested persons of all TPB on-going activities.

TPB Access for All Advisory Committee

The TPB established the Access for All Advisory Committee in 2001. The Access for All (AFA) Advisory Committee advises the TPB on transportation issues, programs, policies, and services that are important to low-income communities, minority communities and people with disabilities. The mission of this committee is to identify concerns of these groups and to determine whether and how these issues might be addressed within the TPB process. Committee membership includes approximately twenty-five engaged community leaders as well as ex-officio representation from the major transportation implementing agencies within the Metropolitan Washington Region.

The committee chair is currently Catherine Hudgins, TPB Chair and Supervisor for Fairfax County. Chair Hudgins was appointed as the chair of the committee in December 2006, after the former chair, Kathy Porter, led the committee for three years. The AFA has developed several reports since its inception in 2001 to provide guidance to the region's transportation decision makers on ways to address the issues and concerns of persons that are typically not represented in the transportation planning process. The two most recent reports include the February 2006 "Improving Demand Responsive Services for People with Disabilities" and the July 2006 report "Transportation Issues for Low-Income Populations".

In FY 2008, staff will be responsible for organizing and staffing the advisory committee,

conducting research on issues, organizing a disability awareness event, and writing a 2007 report identifying priority projects, programs, services and issues that are important to community groups.

Oversight:	Transportation Planning Board
Cost Estimate:	\$323,900
Products:	TPB Public Participation Plan with a proactive public involvement process that provides complete and user-friendly information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans and TIPs; the monthly TPB News Access for All report on projects, programs, services and issues important to low-income, minority and disabled communities.
Schedule:	On-going activity with forums and meetings linked to preparation of plan and TIP

F. PRIVATE ENTERPRISE PARTICIPATION

In June 1987, the TPB adopted its Private Enterprise Participation Policy and Procedures designed to afford maximum opportunity to private providers to participate in the development and provision of mass transportation services in the region. In April 1994, the Federal Transit Administration (FTA) rescinded its private participation guidance and changed the federal requirements regarding private enterprise participation. During FY 1995, the TPB reviewed its policy and revised it in light of the new requirements. Under this task, DTP staff will conduct the activities as specified in the policy adopted on July 19, 1995 by the TPB.

The following activities are anticipated:

- The procedures for involving private transportation providers in urban mass transportation and the activities accomplished will be documented as a section of the Transportation Improvement Program (TIP).
- To facilitate early consultation, TPB will conduct an annual forum for key transit staff from the local jurisdictions and WMATA to meet with interested private providers to discuss in general terms their plans for major bus service changes and expansions.
- Private transit providers will be afforded the opportunity to present their views on the CLRP, the TIP, and the Unified Planning Work Program while these documents are

in a draft stage.

- Support will be provided to the Private Providers Task Force. This group will be the vehicle through which the above tasks are accomplished, and will advise the TPB of the private provider perspective on transit service through its chairman, who is a non-voting member of the TPB. Minutes will be prepared for Task Force meetings, as well as other documentation as required.
- Through their representation on the TPB, private transit and taxicab providers will be encouraged to contribute to the shaping of policies and strategies for the CLRP that promote effective, competitive provision of transit services, particularly in growing suburban areas and activity centers. This contribution will be reflected in the minutes and mailouts for TPB meetings, and in documentation prepared by the Private Providers Task Force.

Oversight:	Transportation Planning Board
Cost Estimate:	\$18,300
Product:	Documentation on Private Provider Involvement
Schedule:	Annual Transit Forum - May 2008 Draft in TIP for Public Comment - June 2008

G. TPB ANNUAL REPORT

Each year, DTP staff prepares a Transportation Special Report (*The Region*). This year's report will cover the main activities completed in 2007 and the 2007 CLRP. About 3,000 copies of the report will be printed and distributed around the end of FY 2008.

Oversight:	Transportation Planning Board
Cost Estimate:	\$80,100
Product:	<i>Region</i> magazine
Schedule:	June 2008

H. TRANSPORTATION/LAND USE CONNECTION (TLC) PROGRAM

SAFETEA-LU stresses the importance of coordination between land use and transportation planning. This work activity was implemented as a pilot in November 2006. It created a clearinghouse to document local and state experiences with land

use and transportation coordination, and offered short-term technical assistance through a consultant team to local jurisdictions to advance their coordination activities. The technical assistance provided to a locality will be specified on a task order basis for the consultant team and will be limited to \$20,000 per project.

This is a budget placeholder with a similar funding level as in FY 2007. In July 2007, after the demand for technical assistance is known and the efficacy of the pilot can be evaluated, it is anticipated that the work scope and budget will be revised.

Oversight:	TPB Technical Committee
Cost Estimate:	\$255,000
Products:	A web-based clearinghouse of information on experiences throughout the region, and technical assistance provided by a consultant team to localities that request services to advance their land use and transportation planning activities.
Schedule:	Technical assistance September 2007-June 2008

I. DTP MANAGEMENT

This activity includes all department-wide management activities not attributable to specific project tasks in the DTP work program. Examples include the following:

- Supervision of the preparation, negotiation, and approval of the annual work program and budget, involving the State Transportation Agencies, the Technical Committee, the Program Committee, and the TPB.
- Day-to-day monitoring of all work program activities and expenditures by task.
- Day-to-day management and allocation of all staff and financial resources to insure that tasks are completed on schedule and within budget.
- Preparation for and participation in regular meetings of the TPB, the Steering Committee, the Technical Committee, and the State Technical Working Group.
- Attendance at meetings of other agencies whose programs and activities relate to and impact the TPB work program, such as local government departments.
- Response to periodic requests from TPB members, federal agencies, Congressional offices, media, and others for information or data of a general transportation nature.

- Review of transportation proposals of regional importance submitted to TPB through the intergovernmental review process. Where significant regional impacts are likely, staff will obtain Technical Committee and Board review and approval of comments prepared.

In addition to salaries, nominal amounts are earmarked for travel related to non project specific meetings attended by the senior staff, data processing for financial monitoring and analysis, and conferences such as FTA and FHWA seminars on federal regulations and financial management. These activities represent three to four percent of the total amount allocated for DTP Management.

Oversight:	Transportation Planning Board
Cost Estimate:	\$452,100
Products:	Materials for the meetings of the TPB, the Steering Committee, the Technical Committee, and the State Technical Working Group; responses to information requests from elected officials, federal agencies and media; and participation in external meetings related to TPB work program.
Schedule:	Ongoing throughout the year

2. COORDINATION PLANNING

A. CONGESTION MANAGEMENT PROCESS (CMP)

The regional Congestion Management Process (CMP) is a required component of the regional transportation planning process. The CMP is to address the systematic management of traffic congestion and provision of information on transportation system performance. A CMP is to include alternative strategies for alleviating congestion and enhancing the mobility of persons and goods to levels that meet state and local needs. Recommended components of a CMP include a system for data collection and performance monitoring, a range of strategies for addressing congestion, performance measures or criteria for identifying when action is needed, and a system for prioritizing which congestion management strategies would be most effective. No single occupant vehicle (SOV) capacity expanding project can receive federal funds unless it is part of a CMP.

Under this work task, TPB will compile information and undertake analysis for development of the CMP components of the Constrained Long-Range Plan. Major topics to be addressed include the following:

- Identify alternative strategies for alleviating congestion and enhancing the mobility of persons and goods.
- Identify CMP performance measures, costs, benefits, and evaluation information.
- Compile and analyze information on transportation systems usage and congested locations.
- Examine the impact on congested locations of current and potential alternate strategies, and provide information on strategy prioritization.
- Compile information on CMP strategies considered by implementing agencies in conjunction with major SOV capacity-expanding projects.
- Develop a CMP annual report in conjunction with the annual update of the CLRP, and ensure that the CLRP reflects CMP findings in all pertinent aspects.
- Coordinate CMP tasks with other UPWP and Commuter Connections Work Program tasks and advisory committees:
 - o the Travel Forecasting Subcommittee on the monitoring of recurring congestion as well as on alternatives analysis,
 - o the Commuter Connections Subcommittee on demand management considerations.
 - o the MOITS Policy Task Force and MOITS Technical Subcommittee on non-recurring congestion and incident management considerations, and
 - o the Regional Travel Trends Report and Regional Transportation Data Clearinghouse efforts.
 - o the TPB Technical Committee for inter-task coordination.
- Keep abreast of national, state, regional, and local requirements and issues.

Oversight:	TPB Technical Committee
Cost Estimate:	\$150,000
Products:	CMP Report; summaries, outreach materials, and white paper(s) on technical issues as needed; data sets
Schedule:	Quarterly

B. MANAGEMENT, OPERATIONS, AND INTELLIGENT TRANSPORTATION SYSTEMS (ITS) PLANNING

Management, operations, and intelligent transportation systems (MOITS) are key elements in the overall design of the region's transportation systems, and must be reflected in the metropolitan transportation planning process. SAFETEA-LU requires statewide and regional transportation plans to consider "Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods." Topics for regional "management and operations" (M&O) planning include traffic safety and flow, coordination between highway and transit operations, coordination among public safety and transportation agencies, traffic signalization, and planning for non-recurring special events. Transportation operations planning is also interrelated with planning for catastrophic events such as severe weather, terrorism, or major disasters or emergencies, and therefore will be coordinated with transportation emergency preparedness planning under that separate work task.

Under this work task, TPB will provide opportunities for coordination and collaborative enhancement of transportation technology and operations in the region, advised by its MOITS Policy Task Force and MOITS Technical Subcommittee. Major topics to be addressed include the following:

- **Metropolitan Area Transportation Operations Coordination (MATOC) Program and Related Activities:** Coordinate with member transportation agency efforts to strengthen regional coordination and communications on everyday conditions, management and major regional transportation incidents, particularly through the MATOC Program officially established in FY2007 under a SAFETEA-LU grant.
- **Emergency Coordination:** Facilitate links between everyday transportation operations planning and overall regional planning for emergencies, especially in coordination with the dedicated UPWP Emergency Preparedness Planning Task II.C.

- **Traveler Information:** Coordinate enhancement of the collection, processing, and public delivery of real-time roadway and transit condition information, including potential regional Internet-based and "511" telephone information systems and the University of Maryland's Regional Integrated Transportation Information System (RITIS) project.
- **Intelligent Transportation Systems (ITS) Architecture, and Transportation Technology Development and Application:** Maintain the regional ITS architecture in accordance with federal law and regulations; help provide coordination of the use of the regional ITS architecture as guidance to regional MOITS communications and technology project implementation; address regional ITS standards.
- **Traffic Signals:** Assist member agencies in the exchange and coordination of inter-jurisdictional traffic signal operations information and activities, including regional annual reporting of operations maintenance and improvement activities.
- **Non-Recurring Congestion:** Support regional efforts to monitor and analyze transportation systems conditions, particularly focusing on temporal variations from average conditions, congestion due to incidents, and other non-recurring congestion.
- **Traffic and Transit:** Coordination with the Regional Bus Planning Task 2. F and the Regional Bus Subcommittee on planning and information exchange for traffic management, bus operations, and advanced technology.
- **Member Agency Activities:** Work as needed with the MOITS activities of the state and D.C. departments of transportation, the Washington Metropolitan Area Transit Authority, and other member agencies.
- **National issues:** Monitor national emerging MOITS activities for potential application in the region.

Oversight:	TPB MOITS Policy Task Forces and MOITS Technical Subcommittee
Cost Estimate:	\$350,000
Products:	Agendas, minutes, summaries, outreach materials as needed; white paper(s) on technical issues as needed; revised regional ITS architecture; review and advice to MOITS planning activities around the region
Schedule:	Monthly

C. TRANSPORTATION EMERGENCY/SECURITY PLANNING

Emergency preparedness is a critical element of overall metropolitan planning. SAFETEA-LU requires metropolitan transportation planning to look at ways to "increase the security of the transportation system for motorized and nonmotorized users". Under this work task, TPB will provide support and coordination for the transportation sector's role in overall regional emergency preparedness planning, in conjunction with the Metropolitan Washington Council of Governments (COG) Board of Directors, the National Capital Region Emergency Preparedness Council, and other COG public safety committees and efforts.

This task is the transportation planning component of a much larger regional emergency preparedness planning program primarily funded outside the UPWP by U.S. Department of Homeland Security and COG local funding. Within that overall structure, this task is where specialized needs for transportation sector involvement in Homeland Security-directed preparedness activities will be addressed. Efforts will be advised by a Regional Emergency Support Function #1 - Transportation Committee in the COG public safety committee structure, with additional liaison and coordination with the TPB's Management, Operations, and Intelligent Transportation Systems (MOITS) Policy Task Force and MOITS Technical Subcommittee.

Major topics to be addressed under this specific task include the following:

- Liaison and coordination between emergency management and TPB, MOITS, and other transportation planning and operations activities.
- Planning for the role of transportation as a support agency to emergency management in catastrophic or declared emergencies, including:
 - o emergency coordination and response planning through the emergency management and Homeland Security Urban Area Security Initiative (UASI) processes.
 - o Emergency communications, technical interoperability, and capabilities.
 - o Public outreach for emergency preparedness.
 - o Coordination with regional critical infrastructure protection and related security planning.
 - o Emergency preparedness training and exercises.
 - o Conformance with U.S. Department of Homeland Security (DHS) directives and requirements.

- o Applications for and management of UASI and other federal Homeland Security funding.

Oversight: TPB MOITS Policy Task Force and MOITS Technical Subcommittee
COG Regional Emergency Support Function (RESF) #1 - Transportation Committee

Cost Estimate: \$75,400

Products: Agendas, minutes, summaries, outreach materials as needed; white paper(s) on technical issues as needed; regular briefings and reports to TPB and the MOITS Task Forces as necessary; materials responding to DHS and UASI requirements

Schedule: Monthly

D. TRANSPORTATION SAFETY PLANNING

As required under SAFETEA-LU, TPB will provide opportunities for consideration, coordination, and collaboration planning for safety aspects of the region's transportation systems. Safety planning will be in coordination with the State Strategic Highway Safety Plan efforts of the District of Columbia, Maryland, and Virginia, as well as other state, regional, and local efforts. The safety element of the regional Constrained Long-Range Plan will be developed.

Major topics to be addressed include the following:

- Safety data compilation and analysis.
- Coordination on metropolitan transportation planning aspects of state, regional, and local safety efforts, and with transportation safety stakeholders.
- Coordination with other TPB committees on the integration of safety considerations.
- Development and maintenance of the safety element of region's long-range transportation plan.

Oversight: TPB Technical Committee

Cost Estimate: \$75,000

Products: Safety element of the CLRP; summaries, outreach materials, and white paper(s) on technical issues as needed.

Schedule: Quarterly

E. BICYCLE AND PEDESTRIAN PLANNING

Under this work task, TPB will provide opportunities for consideration, coordination, and collaborative enhancement of planning for pedestrian and bicycle safety, facilities, and activities in the region, advised by its Bicycle and Pedestrian Subcommittee. An updated Regional Bicycle and Pedestrian Plan was adopted by the TPB in FY 2007, and provides guidance for continued regional planning activities. Major topics to be addressed include the following:

- Advise the TPB, TPB Technical Committee, and other TPB committees on bicycle and pedestrian considerations in overall regional transportation planning.
- Compile bicycle and pedestrian project recommendations for the FY 2008-2013 Transportation Improvement Program (TIP).
- Provide input to the annual "Street Smart" regional pedestrian and bicycle safety public outreach campaign.
- Transportation Safety: Examine regional bicycle and pedestrian safety issues, their relationship with overall transportation safety, and ensure their consideration in the overall metropolitan transportation planning process.
- Provide the public with information on the status of bicycle and pedestrian facilities planning and construction in the Washington region.
- Maintain the Web version of the regional bicycle and pedestrian plan, and compile project listing updates (such as project completions) from member agencies as necessary.
- Monitor and provide advice on the implementation of regional bicycle and pedestrian programs, including the Employer Outreach for Bicycles Transportation Emissions Reduction Measure (TERM) 70b, implementation of bicycle and pedestrian components of the green space and circulation system projects developed under the Transportation and Community and Systems Preservation (TCSP) Pilot Program grant, and other programs as necessary.
- Coordinate and host one or more regional bicycle and pedestrian planning or design training, outreach, or professional development opportunities for member agency staffs or other stakeholders.
- Provide staff support to the Bicycle and Pedestrian Subcommittee, supporting the regional forum for coordination and information exchange among member agency bicycle and pedestrian planning staffs and other stakeholders.

- Fund Phase I of the planning and implementation of a bicycle route-finding web site for the region. Consultant assistance for implementation is anticipated.

Oversight: Bicycle and Pedestrian Subcommittee

Cost Estimate: \$108,700

Product: Compilation of bicycle and pedestrian facilities for the FY 2009-2014 TIP; maintenance of the regional bicycle and pedestrian plan on the TPB Web Site; one or more regional outreach workshops; Subcommittee minutes, agendas, and supporting materials; white papers or other research and advisory materials as necessary

Schedule: Bimonthly

F. REGIONAL BUS PLANNING

Under this work task, TPB will provide opportunities for consideration, coordination, and collaborative enhancement of planning for bus transit services in the region. In January 2007, the TPB established the Regional Bus Subcommittee of the TPB Technical Committee.

The mission of the Regional Bus Subcommittee is to provide a permanent process for the coordination of bus planning throughout the Washington region, and for incorporating regional bus plans into the CLRP and TIP. High quality bus service in the region depends upon successfully linking vehicles, services, stops and stations, running ways, operating facilities, maintenance shops, storage yards, and passenger and operating support systems to produce a service that is easy to use, provides rider information where and when needed, and facilitates intra- and inter-agency service transfers. Increased customer satisfaction can broaden the appeal of transit in the transportation market place and generate increased ridership. Considerable cooperation among the agencies responsible for bus service and transportation in the region is required to implement these high quality bus services, owing to the complex nature of transit service provision and transportation facility ownership in this multi-state region.

Tasks to be addressed include the following goals of the Subcommittee:

1. Review and refinement and update of the recommendations of the Regional Bus Study completed in 2002, and development of a priority list of near term service implementation strategies for inclusion in annual operations budgets.
2. Coordination and evaluation of CLRP and TIP proposals and amendments with

regard to bus transit service plan implementation.

3. Coordination and input definition for the TPB regional travel forecasting model.
4. Provide technical advice and input for a regional transit network to be integrated into the variably-priced lanes scenario for TPB planning studies, including the Regional Mobility and Accessibility Scenario Study.
5. Facilitation of technology transfer and information sharing, as it relates to regional, state and local bus transit services.
6. Coordination with other regional committees regarding bus transit participation in planning and training activities, including but not limited to the Regional Emergency Support Function (RESF) #1 at COG, and the associated regional transit operators group.
7. Coordination with the TPB Management, Operations, and Intelligent Transportation Systems (MOITS) Policy Task Force and MOITS Technical Subcommittee regarding integrated planning for bus services and street operations.
8. Coordination with Commuter Connections regarding ridesharing facilities and joint promotional messages.
9. Coordination with the TPB Private Providers Task Force to sponsor the Nineteenth Annual Public Transit Forum in May 2008.
10. Coordination with the TPB Access for All Committee to enhance regional mobility for all populations.

Oversight: TPB Regional Bus Subcommittee

Cost Estimate: \$100,000

Products: Data compilation and outreach materials as needed;
white paper(s) on technical issues as needed;
structured interviews and summarized results

Schedule: Monthly

G. HUMAN SERVICE TRANSPORTATION COORDINATION PLANNING

In 2007, as required under SAFETEA-LU, the TPB will adopt the Human Service Transportation Coordination Plan for the Washington Region. The Coordinated Plan includes an assessment of needs, an inventory of service, strategies and actions to

better meet users needs and coordinate existing services, priorities for funding and the framework for competitively selecting projects. The Coordination Plan will guide funding decisions for the following three FTA programs: 1) Formula Program for Elderly Persons and Persons with Disabilities (Section 5310); 2) Job Access and Reverse Commute for Low Income Individuals (JARC, Section 5316); and 3) New Freedom Program for Persons with Disabilities (Section 5317). In 2006, the TPB was designated by the Mayor of the District of Columbia, and the Governors of Maryland and Virginia as the designated recipient of JARC and New Freedom program funds. SAFETEA-LU also requires that the CLRP and TIP shall consider the design and delivery of non-emergency transportation services.

Work activities include:

- Under the guidance of the TPB Human Service Transportation Coordination Task Force, review how the initial 2007 coordination plan was utilized by sponsors to fund projects for the three FTA programs, and identify recommended changes and revisions to the plan and the framework for the competitive selection process.
- Provide staff support to the Coordination Task Force, as a regional forum to identify further options to coordinate transportation services
- Coordinate the activities of the Coordination Task Force with the TPB Access For All Advisory Committee and the COG Human Services Committee to effectively involve local jurisdictions and leaders of low- income, minority and disabled community groups.
- Continue to review the implementation of improvements to Metro Access service as identified in the February 2006 TPB study: "Improving Demand Responsive Services for People with Disabilities in the Washington Region."

Oversight: Technical Committee and TPB Access For all Advisory Committee

Cost Estimate: \$105,000

Products: An updated human service transportation coordination plan

Schedule: June 2008

H. FREIGHT PLANNING

SAFETEA-LU stresses the importance of freight movement for the country. Truck, rail,

and maritime goods movement considerations need to be included in our region's transportation planning and programs. Though trucks have long been accounted for in the TPB's transportation monitoring and forecasting, this work activity will respond to the need for enhanced regional freight planning with improved information compilation, outreach to stakeholders, and analysis.

Under this work task, TPB will provide opportunities for consideration, coordination, and collaborative enhancement of planning for freight movement, safety, facilities, and activities in the region. Major topics to be addressed include the following:

- Ensure consideration of freight planning issues in overall metropolitan transportation planning, including:
 - o Follow up on findings and recommendations from the FY2007 Regional Freight Planning Study.
 - o Work proactively with the private sector for consideration of private sector freight issues. Identify topics of interest to private sector, often competing trucking and freight stakeholders.
 - o Advise the TPB and other committees in general on regional freight planning considerations for overall metropolitan transportation planning.
 - o Obtain expert input on freight considerations for metropolitan transportation planning.
 - o Coordinate with federal, state, and local freight planning activities.
 - o Coordinate with TPB travel monitoring and forecasting activities on freight considerations.
 - o Examine truck safety issues.
 - o Keep abreast of regional, state, and national freight planning issues.
- Undertake data compilation and analysis on freight movement and freight facilities in the region.
- Undertake freight stakeholder outreach with representatives of the freight community, including carriers, shippers, and other stakeholders, to gain their input on regional freight movement, safety and other issues and to gauge their interest in state and MPO planning and programming processes.

Oversight:	TPB Technical Committee
Cost Estimate:	\$101,000
Products:	Data compilation and outreach materials as needed; white paper(s) on technical issues as needed; structured interviews and summarized results

Schedule: Bimonthly

3. FORECASTING APPLICATIONS

A. AIR QUALITY CONFORMITY

This work area is designed to ensure that TPB plans, programs and projects meet air quality requirements. The 1990 Clean Air Act Amendments require the performance of detailed technical analysis at the systems level to assess conformity of transportation plans and programs. Procedures and definitions for conducting the analysis, originally issued as EPA regulations in the November 24, 1993 FEDERAL REGISTER, were subsequently amended and issued, most recently, in the March 10, 2006 FEDERAL REGISTER; in addition, federal guidance has also been published at various times by the EPA, FHWA and FTA.

A work program to analyze the 2007 Constrained Long Range Plan and the FY 2008-2013 TIP for air quality conformity consistent with these regulations is now being drafted for review and comment. This work program will address ozone, wintertime carbon monoxide, and fine particles (particulate matter, PM_{2.5}) requirements, including differing geographical boundaries, inventory time periods, and evaluation criteria by pollutant. The current schedule for adoption of the updated plan and TIP calls for many of the work activities to be performed in FY2007, with the final report, response to comments, and adoption in November 2007. Subsequent major activities in FY2008 will include development and execution of a work program for the conformity assessment of the 2008 CLRP and FY 2009-2014 TIP.

TPB procedures to address interagency and public consultation requirements, also originally specified in the November 1993 regulations, were formally adopted by the Board initially in September 1994. The current version of the consultation procedures, amended to reflect additional requirements in August 15, 1997 regulations, was adopted by the TPB in May 1998. These procedures address preparation of the annual UPWP and TIP and any updates to the regional plan or programs. The procedures involve timely announcement of upcoming TPB activities relating to conformity and distribution of relevant material for consultation purposes.

The FY2008 air quality conformity work program will include the following tasks.

1. Complete conformity analysis of the 2007 constrained long range plan and the FY2008-2013 TIP, including addressing any emissions mitigation needs, preparing a draft report to document procedures and results and to address comments and testimony received, and documenting and organizing all data files for use in subsequent regional and corridor / subarea planning studies.
2. Keep abreast of federal requirements as updated air quality conformity regulations and guidance are issued, and revise work program elements as necessary.
3. Execute TPB interagency and public consultation procedures; this includes

funding for review and coordination work on the part of COG/DEP staff to reflect MWAQC=s involvement in the public and interagency consultation process.

4. Prepare and execute a work program for analysis of the 2008 constrained long range plan and the FY2009-14 TIP, using updated project inputs, planning assumptions, travel demand model, software, and emissions factor model, as each update is incorporated into the transportation and air quality planning process; prepare a draft report on the conformity assessment.
5. Review and comment on PM2.5 hotspot analyses and project level conformity assessments performed by implementing agencies.
6. Coordinate project solicitation, documentation, and emissions reduction analysis associated with CMAQ projects.
7. Perform incidental air quality conformity reviews (non-systems level), as required throughout the year.

Oversight: Technical Committee and Travel Management Subcommittee, in consultation with MWAQC committees

Cost Estimate: \$513,200
\$50,000 in carryover from FY 2007
\$563,200 total

Products: Final report on Air Quality Conformity Determination of 2007 CLRP and FY2008-2012 TIP; Preliminary materials on Air Quality Conformity Assessment of 2008 CLRP and FY2009-2013 TIP

Schedule: June 2008

B. MOBILE EMISSIONS ANALYSIS

In FY2007 staff proceeded with state air quality implementation plan (SIP) activities to address requirements for the 8-hour ozone standard. An updated ozone attainment plan, along with new mobile source emissions budgets, is on schedule for completion in Spring 2007. With continuing consultant assistance as needed, in FY2008 eight hour ozone planning activities will include follow-up activities necessary to analyze, refine and report on the mobile source emissions estimation or transportation emissions reduction measures (TERM)s processes associated with the 8-hour ozone SIP.

In FY2007, planning work to address new fine particles requirements (particulate matter 2.5 microns or less) continued for both air quality conformity assessments and

for SIP planning. FY2008 work activities will build upon this work, and will include the following tasks: (1) prepare mobile source emissions inventories for use in analysis of attainment of the PM2.5 standards, including direct PM2.5 emissions and any required precursors; (2) translate data inventories into EPA format; (3) analyze new transportation emissions reduction measures and other mobile source control strategies; and (4) participate in MWAQC technical and policy discussions to assist in development of the SIP, including work with TPB and MWAQC committees in development of mobile source emissions budgets.

This project also includes the following routine activities within DTP.

1. Provide support to Commuter Connections staff in developing implementation plans for adopted, as well as future, TERMS adopted by the TPB.
2. Perform VMT tracking analyses to compare estimated travel demand to observed travel.

For the above work elements, in conjunction with DTP staff and in consultation with the TPB, provide funding to COG's Department of Environmental Programs for the following activities: (1) provision of data, progress reports and written reports in response to TPB requests relating to air quality work activities; (2) provision of timely updates to the TPB and its committees on the status of emissions and emissions reduction research / implementation strategies associated with all emissions source categories; and (3) provision of assistance to TPB in development / review of emissions factors required for mobile source emissions inventories associated with air quality conformity and SIP planning.

Oversight:	Technical Committee and Travel Management Subcommittee, in consultation with MWAQC committees
Cost Estimate:	\$640,100
Products:	Mobile source emissions inventories, analysis of reduction requirements, TERMS and control strategies to meet PM2.5 requirements; Draft mobile source emissions budgets for direct PM2.5 and any required precursors; Report on VMT comparison.
Schedule:	June 2008

C. REGIONAL STUDIES

Regional Mobility and Accessibility Scenario Study

In FY2008, under the direction of the TPB, and with technical insight and guidance from a Joint Technical Working Group composed of members from the TPB Technical Committee, the Planning Directors' Technical Advisory Committee and the MWAQC Technical Advisory Committee, continue to analyze alternative transportation and land use scenarios specified for the scenario study.

Staff will develop methods to better visualize the features and the impacts of the alternative transportation and land use scenarios specified for the scenario study. These enhanced visualization techniques will be incorporated into public outreach materials that will be used to obtain additional "feedback" on the results of the first phase of the scenario study and the analysis of the Regional HOV/HOT/Express Tolls Lanes scenario.

The results of the first phase of the scenario study and the Regional HOV/HOT/Express Tolls Lanes scenario will be communicated to a larger audience through meetings with local community groups, regional briefings and web materials and obtain additional public comment on the alternative land use and transportation scenarios analyzed to-date.

Based on the public comment received on the alternative land use and transportation scenarios analyzed in the scenario study, including the Regional HOV/HOT/Express Tolls Lanes scenario, staff will specify two or three new scenarios for analysis that would be developed using updated regional growth and transportation planning assumptions, including BRAC-related changes.

Oversight:	Technical Committee, Joint Technical Working Group
Estimated Cost:	\$415,800
Products:	Enhanced Visualization Techniques and Public Outreach Materials for Regional Mobility and Accessibility Study, Specification of Additional Scenarios
Schedule:	June 2008

D. COORDINATION OF COOPERATIVE FORECASTING AND TRANSPORTATION PLANNING PROCESSES

In FY 2008, staff will support the Metropolitan Development Policy Committee (MDPC) and the Planning Directors Technical Advisory Committee (PDTAC) in the coordination of local, state and federal planning activities and the integration of land use and transportation planning in the region. Planning databases and analytical tools will be enhanced to support regional planning goals and strategies and goals, including the update and refinement of regional activity center maps and supporting data, the update

of the Transportation Analysis Zone (TAZ)- level employment and housing data and the “Composite Map of adopted Land Use Plans”.

Staff will continue to work with the Cooperative Forecasting Subcommittee, the region’s Planning Directors, and members of the TPB Technical Committee to develop the needed area land activity data for the new, smaller, more refined Transportation Analysis Zones (TAZs) and Regional Activity Centers and Clusters developed in FY 2007.

Staff will update and maintain Cooperative Forecasting land activity databases that are used as input into TPB travel demand-forecasting model. Staff will also update the Round 7 population, household, and employment forecasts for both COG member and non-member jurisdictions in the expanded cordon area and preparation of Cooperative Forecasting TAZ-level land activity data files.

Working with the Cooperative Forecasting Subcommittee and the region’s Planning Directors, staff will assess the effects of significant transportation system changes on the Cooperative Forecasting land activity forecasts. Key land use and transportation assumptions used in making updates to the Cooperative Forecasting land activity forecasts will be documented. Staff will respond to public comments on updated to the Round 7 forecasts and the Cooperative Forecasting process.

Staff will also develop and publish useful economic, demographic and housing-related information products including the monthly Regional Economic Monitoring Reports (REMS) reports and the annual “Economic Trends in Metropolitan Washington” and “Commercial Development Indicators” reports.

Oversight:	TPB Technical Committee, Planning Directors Technical Advisory Committee.
Products:	Coordination of Land Use and Transportation Planning in the Region, Update of Regional Planning Databases, Development and Distribution information and technical reports.
Estimated Cost:	\$676,800
Schedule:	June 2008

4. DEVELOPMENT OF NETWORKS AND MODELS

A. NETWORK DEVELOPMENT

FY 2008 efforts will focus on the development of TP+ highway and transit networks in Version 2.2 model format on the 2,191-zone modeled area using information gathered electronically and/or in paper format. This process will make use of available information in COG's GIS and the Data Clearinghouse to facilitate development of networks supporting 1) air quality conformity analysis and 2) scenario testing as part of TPB regional studies.

Activities in FY 2008 will begin with the compilation of the latest available transit route and schedule information from WMATA and other transit providers in the peak and off-peak formats required for the travel demand models. All traffic count data will be converted to AWDT format for use in highway networks required for these models. A set of TP+ networks for highway and transit will be coded from this information depicting current year conditions.

Using these networks as a starting point, a series of FY2009-2014 TIP and Plan Conformity networks will be developed for the following analysis years: 2008, 2009, 2010, 2020, and 2030 and other years as specified in upcoming federal guidance. Tasks involved are as follows:

- receive and organize project inputs to the FY2009-2014 TIP and amended CLRP;
- code, edit, and finalize networks for highway, HOV, and transit;
- develop transit fare matrices consistent with these networks;
- provide documentation and training in the development of these highway and transit networks.

TPB currently manages highway networks in a time-series fashion within a geographic database using GIS. This practice has increased the efficiency and quality of highway network coding, but current highway coding methods could be improved. Moreover, the need to add transit network features as a part of the TPB geo-database is also identified as an immediate need. Demands on the network development program have been more difficult to meet as transit network alternatives have increased in complexity and as new high occupancy toll (HOT) lane alternatives have emerged.

To improve network coding procedures and to better manage network development, consultant support is being sought to review the current highway and transit network development processes. The consultant will 1) interview TPB staff and develop a user requirements document, and 2) recommend options for improving network coding

efficiency and data quality/consistency. Refined network coding procedures will not only benefit existing modeling needs, but will also enable staff to accommodate future Transportation Analysis Zone (TAZ) refinements that are being planned.

Oversight:	Travel Forecasting Subcommittee
Cost Estimate:	\$694,500 \$75,000 in carryover from FY 2007 \$769,500 total
Products:	Series of updated transportation networks by mode, including technical training and documentation
Schedule:	June 2008

B. GIS TECHNICAL SUPPORT

In FY 2008 staff will continue to provide data and technical support to staff using the COG/TPB GIS for development and distribution of data and information developed by the TPB planning activities, including Regional Studies, the CLRP, the TIP, Congestion Monitoring and Analysis, Cooperative Forecasting, Regional Transportation Data Clearinghouse, Network and Models Development, and Bicycle and Pedestrian Planning.

Staff will continue to enhance the methodology for seamless editing of regional highway and transit networks and provide ongoing maintenance of existing GIS network editing tools. Staff will enhance the methodology for "seamless" editing of regional highway and transit networks and provide ongoing maintenance of existing GIS network editing tools and develop new tools for the editing of highway, transit and HOV networks. Staff will also implement GIS Spatial Data Library restructuring that will include both transportation and non-transportation mapping features.

Staff will provide GIS training on the use of GIS software applications and databases for transportation planning to COG/TPB and local agency staff. In addition to technical support and training activities, staff will also support on-line and other access to COG/TPB GIS metadata, databases, and applications for state and local transportation planners. Staff will update COG/TPB GIS user documentation and training materials, as required.

Because GIS has become a key component of local, regional, and state transportation planning activities, staff will continue to coordinate its GIS efforts with state DOTs, WMATA, and the local governments through quarterly meetings of COG's GIS Committee and other activities. Staff will also work with local and state agency staff to facilitate GIS data sharing.

Staff will also continue to maintain and update COG/TPB GIS hardware and software as required. This will include upgrades to ArcGIS and Oracle software and additional GIS hardware to accommodate greater use of GIS by COG/TPB and local agency staff.

Oversight:	Technical Committee
Estimated Cost:	\$498,800
Products:	Updated GIS software, databases, User Documentation, Training materials
Schedule:	June 2008

C. MODELS DEVELOPMENT

The Models Development program functions to improve the TPB travel forecasting practice on a continuing basis. The program encompasses short-term improvements to the existing travel model, as well as longer term improvements that may require several years to become operational. Specific travel modeling improvements are identified on the basis of recommendations that result from periodic travel model reviews, from special needs identified by the TPB, or from methodological advances emerging from the research community. A Transportation Research Board (TRB) committee has completed a report documenting a national survey of MPO state-of-the-practice with respect to regional travel demand modeling. This document will set the stage for an on-going multi-year program to improve the TPB travel demand models.

Having completed the development of the commercial vehicle model and having made progress on developing a nested logit mode choice model during FY2007, the FY2008 model development activities will focus on the continuation of some FY2007 activities aimed at improving the current application model as well as the activities supporting longer term improvements.

The primary application improvement will be completing the replacement of the older multinomial logit mode choice model with a nested logit (NL) mode choice model which began development during FY2007 (with consultant assistance). The NL model will be migrated into the speed feedback loop in a manner similar to that accomplished previously with the multinomial model. Since the NL model apportions person trips among auto and transit modes, an auto occupancy sub-model will need to be developed to split auto person trips into auto drivers and auto passengers. The NL model will also allow for the opportunity to better assign trips on the transit network.

All mode choice work in the U.S. is now affected by the requirements of the FTA SUMMIT model, a software package that is used to analyze the mode choice model output in fine detail (it may also be used as a diagnostic tool for assessing the reasonability of network-based inputs to the mode choice model). The SUMMIT

package is currently used by FTA as an evaluation tool for allocating discretionary funding for proposed transit projects. The output generated from the newly implemented NL mode choice model will be used to execute the SUMMIT model during FY2008. An analysis of the resulting SUMMIT output may indicate the need for further refinements to the mode choice model inputs and/or the final NL model specification.

The existing medium and heavy truck models have not been updated in many years, and the need to revisit these model components has been identified as a priority. During FY2007, a commercial vehicle model was successfully integrated into the regional travel model, and developmental work on updated medium and heavy truck models also commenced. The updated truck models will be integrated into the regional model during FY2008.

The TPB has recently established a task order arrangement with a consultant to perform research into areas that are relevant to models development. TPB staff has found this to be especially valuable because it has informed us about the state of the practice across the U.S., and has also enabled the TPB to deploy staff resources in advancing incremental model improvements that would have otherwise been spent by staff conducting independent research. This task order arrangement will continue during FY2008 at a reduced budget level.

In the course of recent ETL / HOT lane studies, TPB staff has become increasingly aware that fine-scale traffic operations can have a potential impact on regional travel demand patterns. Consequently, TPB staff has recently begun testing software which is used to simulate and visualize traffic operations at mesoscopic (corridor) and microscopic (subarea or intersection) levels of analysis. Such analysis at finer levels of geography can be valuable for better understanding the performance of regionally significant facilities. It can also be useful for communicating alternative transportation futures to board members and to the general public. The testing of micro-simulation software will continue during FY2008.

The TPB has played a leadership role in establishing a national forum comprised of travel modelers from across the U.S., in cooperation with the Association of Metropolitan Planning Organizations (AMPO). The forum has served to promote understanding between modelers regarding the travel forecasting methods presently being implemented at MPOs. It is working to develop guidelines for acceptable standards of practice. The forum, now known as the AMPO Travel Modeling Working Group, meets twice a year and has been steadily gaining members over the past few years. This activity is planned to continue during FY2008.

Air passenger travel in the Washington region is particularly complicated, given that area residents are served by three international airports. The airports are, of course, major traffic generators in the region. The dynamics underlying how individual airports are selected, and how travel to the selected airport is chosen, is difficult to forecast. Air

passengers have a wide choice of public or private transportation options for getting to a selected airport. Some of these travel options are reflected in the regional travel model, while others are not (hotel limousine service and airport taxi service, for example). At present, simulated travel to and from the airports are based on fixed travel patterns that have been observed in air passenger surveys and projected growth based on FAA enplanement projections. During FY2008, TPB will continue to monitor airport modeling techniques developed at other locations in order to improve the way that ground travel to the airports is currently treated in the regional model.

Tour-based and activity-based travel forecasting methods have the potential to augment or replace conventional four-step modeling in the future. The 2007 Household Travel Survey has been designed to support both conventional four-step and advanced modeling methods. During FY2008, staff will explore approaches to the development of advanced methods in an effort to make use of the new survey for this purpose.

Staff will continue to review best practice and advanced practice in travel demand modeling through participation in the Travel Model Improvement Program (TMIP), Transportation Research Board, and literature reviews during FY2008. Staff will also continue to provide complete documentation for all products from the models development program.

Oversight:	Travel Forecasting Subcommittee
Cost Estimate:	\$969,200
Products:	Recommendations for continued updating of the travel demand modeling process, documentation of all activities
Schedule:	June 2008

D. SOFTWARE SUPPORT

This work element supports the maintenance of the COG/TPB microcomputer-based travel demand forecasting model set as used in applications work, and maintenance of the mobile source emissions factor model and emissions postprocessor as used in air quality conformity and state implementation plan (SIP) work. Development and testing of revisions and upgrades to software currently in use and the testing of new software including micro simulation, text editor and scripting software and data storage, retrieval and transfer systems for possible adoption are included in work done under this element. Training of DTP staff in use of models and adopted systems is also included in this element.

Staff monitors the development of microcomputer hardware and other microcomputer-based transportation software as well as data storage, retrieval and transfer systems

and evaluates such software and systems through in-house testing on a demonstration basis or through acquisition as warranted.

Oversight:	TPB Technical Committee
Cost Estimate:	\$ 178,900
Products:	Operational travel forecasting model set and new software selected / installed in FY 2008. Operational emissions factor model and postprocessor software and interface. Operational data storage and retrieval systems. Operational data transfer systems to serve inside and outside users.
Schedule:	June, 2008

5. TRAVEL MONITORING

A. CORDON COUNTS

During FY 2007, data collection was completed for the Regional HOV Monitoring Project, and data files were constructed to be processed in FY 2008. In the fall of FY 2008, staff will process this data and prepare a report documenting the results of this project. Information in the report will include vehicle volumes by time of day, vehicle classification, auto occupancy, transit passenger volumes, and the results of travel time runs.

Oversight:	Travel Forecasting Subcommittee
Cost Estimate:	\$230,000
Products:	Report on the results of the Spring 2007 Regional HOV Monitoring Project.
Schedule:	Regional HOV Monitoring Project Report – Jan 2008

B. CONGESTION MONITORING AND ANALYSIS

This project addresses monitoring efforts on both the freeway system and the arterial roadway system. For all freeways and limited access highways in the region, aerial surveys are conducted on a rotating basis to monitor the performance of the system during: 1) peak periods, and 2) midday during the week, and on weekends. In FY 2008, am and pm peak period vehicular density data will be collected during Spring 2008 and will be the sixth survey in a series dating back to 1993, which is repeated every three years. Data analysis will be completed in FY 2009 including the final report (Summer and Fall).

Performance of the arterial highway system is monitored each year through the conduct of travel time/speed runs on a sample of arterial roadways totaling 363 miles drawn from the National Highway System. Each year approximately one third of the sample roadways are monitored; data are collected and are subsequently analyzed and reported by the end of the fiscal year. In FY 2008, the third year of the third cycle of monitoring will be completed. The results will be compared with the 2002 and 2005 results to study changes to the system over time.

In FY 2007, a pilot program to expand the coverage of arterial highway program was undertaken. The goal of the pilot program was to monitor additional roadways (a larger sample) and obtain daily variation. Based on the experience gained the program details will be developed and implemented starting in FY 2008.

Figure 7

Congestion Monitoring Work Program

Activity	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
Freeway peak period congestion	=====		=====		
Freeway off-peak congestion	=====				
Arterial highway congestion-Traditional	Yr 1 of 3	Yr 2 of 3	Yr 3 of 3		
Arterial highway congestion-Enhanced			Yr 1 of 3	Yr 2 of 3	Yr 3 of 3

Note: Freeway off-peak congestion monitoring is on a 5 year interval.

Total Cost:	\$ 521,200
Oversight:	Travel Forecasting Subcommittee
Products:	Freeway peak period density data files (analysis to be completed in FY 2009) Arterial Travel Time Report Technical memorandum documenting first year's results executing new methods for the expanded arterial highway program
Schedule:	June 2008.

C. TRAVEL SURVEYS AND ANALYSIS

1. Household Travel Survey

Beginning in January 2007, over a 12-month period, approximately 10,000 households will be surveyed to collect detailed information on the socio-economic characteristics and travel behavior of persons residing in the TPB modeled region. The information collected in this survey will be used in future fiscal years to develop and calibrate regional travel demand forecasting models that are used to predict future travel demands based on projected household and employment growth and planned improvements to the regional transportation system. The last large scale regional household travel survey of this type was conducted more than 10 years ago.

In FY 2008, the data collection for the regional household travel survey will be completed. Staff will manage and supervise the survey contractor and coordinate survey activities with state and local government staff as appropriate. The data collected in the 2007 regional household travel survey will be processed, edited, geocoded and tabulated. Staff will then prepare a technical report documenting the results of the survey.

Staff will also continue to provide data files, user documentation and technical support to the users of existing COG/TPB travel survey databases. This work will include special tabulations from these databases to support improvements in travel forecasting procedures and other COG/TPB transportation planning activities as required.

Oversight:	Travel Forecasting Subcommittee
Cost Estimate:	\$1,128,400 \$1,200,000 in carryover from FY 2007 \$2,328,400 total
Products:	Geocoded and edited Travel Survey Data, Technical

Report

Schedule: June 2008

D. REGIONAL TRANSPORTATION DATA CLEARINGHOUSE

Efficient access to a comprehensive data set containing current and historic data on the characteristics and performance of the region's transportation system is vitally important for transportation planning, air quality analysis, models development, congestion management and project evaluations.

In FY 2008 staff will continue and expand formal arrangements with local, state, WMATA, and other regional agencies to transfer data to and from the Regional Transportation Data Clearinghouse. Staff will also update Clearinghouse databases with FY 2007 highway and transit performance data, as they become available. This updated data will include AADT traffic volume estimates, hourly directional traffic volume and classification counts as well as transit ridership data received from WMATA, PRTC, VRE, MTA and local transit agencies including Ride-On, The Bus, ART, DASH and the Fairfax Connector systems. Additionally, staff will add updated Cooperative Forecasting data to the Clearinghouse by TAZ. Staff will also continue to develop the data infrastructure necessary to incorporate ITS data into the Clearinghouse and refine procedures for filling gaps where current data might not be available. Staff will also update the Regional Transportation Clearinghouse user manuals and documentation, as appropriate.

Once the Regional Clearinghouse database has been updated with FY 2007 data, staff will distribute a draft CD-ROM version of the updated Clearinghouse database with associated documentation to state and local transportation agency Clearinghouse contacts for their review. After this local review has been completed and all comments have been addressed, staff will distribute the final FY 2007 Clearinghouse database to all TPB participating agencies.

Staff will implement the methodology to improve annual estimates of regional vehicle miles of travel (VMT) and traffic volumes on major segment of the regional highway network based on the enhanced HPMS sample for the TPB modeled region. In FY 2007 staff will also work with State DOTs and local agency staff to implement a enhanced Highway Performance Monitoring System (HPMS) sample of traffic counting locations in the TPB modeled region and an improved methodology to estimate regional vehicle miles of travel (VMT) and annual average weekday traffic volumes on major segments of the regional highway network for the TPB modeled region.

Oversight: Technical Committee

Cost Estimate: \$267,900

Products: Technical Report on Enhanced HPMS sample
and VMT Estimates; Updated Clearinghouse
Databases and Documentation

Schedule: June 2008

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6. TECHNICAL ASSISTANCE

The TPB work program responds to requests for technical assistance from the state and local governments and transit operating agencies. This activity takes the form of individual technical projects in which the tools, techniques, and databases developed through the TPB program are utilized to support corridor, project, and sub-area transportation and land use studies related to regional transportation planning priorities. The funding level allocated to technical assistance is an agreed upon percentage of the total new FY 2008 funding in the basic work program. The funding level for each state is an agreed upon percentage of the total new FTA and FHWA planning funding passed through each state. The funding level for WMATA is an agreed upon percentage of the total new FTA funding. The specific activities and levels of effort are developed through consultation between the state and WMATA representatives and TPB staff.

Technical assistance projects anticipated in FY2008 are described below. Total funds allocated to the District of Columbia, Maryland, Virginia, and WMATA for technical assistance in FY 2008 are shown in Table 2. Work on each project is directed by staff from the respective state DOT or WMATA and is conducted by TPB staff or consultants as noted.

A. DISTRICT OF COLUMBIA

Program Development, Data Requests and Miscellaneous Services

This project is established to account for staff time spent in developing scopes of work for requested projects and in administering the resulting work program throughout the year. Work activities involve meeting with DDOT staff to discuss proposed projects, drafting and finalizing work statements and tasks, creating project accounts when authorized, and progress reporting throughout the projects.

Additionally, this project establishes an account to address requests from DDOT which are too small or too short-lived to warrant separate scopes of work. Requests may include staff time to participate in technical review committees and task forces and execution of small technical studies.

Cost Estimate:	\$17,500
Product:	specific scopes of work
Schedule:	on-going activity

DDOT Traffic Counts

Perform machine traffic counts at 187 locations (26 seven day and classification counts and the remaining 3 day total volume counts). These counts are to include HPMS Representative Legs. Counts are to avoid proximity to holidays or unusual days; will be reported in 15 minute increments (in DDOT/Traffic Services Administration (TSA) Excel Format) with hourly and daily summaries; and will include daily (for weekdays) 10 to 24 hour factors (ratios of 7 am to 1 pm and 2 pm to 6 pm to 24 hour volumes); daily (for all days of the week) peak hour volumes, times and K factors; directional splits and peak hour (by direction and two way) to 24 hour factors. These counts will include quality control checking and tabulation and analysis of data collected in FY 2007.

Cost Estimate: \$133,000
 \$72,000 in carryover from FY 2007
 \$205,000 total

Products: Machine traffic counts

Schedule: June 2008

Recommend Supplemental Traffic Counts

In 2007 travel survey data will be collected from 10,000 households in the metropolitan region. WMATA is also planning a spring 2007 Metrorail survey. These data along with transit ridership data obtained from transit agencies in the region will be used to develop and calibrate a new regional travel demand forecasting model. To support this new model development and calibration, it would be extremely useful and important to have additional traffic counts conducted at many geographic locations throughout the metropolitan region in 2007. These traffic counts would be in addition to and would supplement traffic counts already planned by the DOTs. The supplemental counts would ensure a large and representative regional sample of highway traffic volume data for model development and calibration.

Approximately 100 supplemental traffic counts will be conducted during in FY 2008 on selected arterials in Suburban Maryland to augment the counts in District's planned HPMS data collection activities and to assist in the validation of the regional travel demand forecast model.

Cost Estimate: \$78,000

Product: additional traffic counts

Schedule: on-going activity

\$72,000 remains to be specified.

TOTAL DISTRICT OF COLUMBIA COST ESTIMATE: \$302,500 plus

\$72,000 carryover
from FY 2007
\$372,500 total

B. MARYLAND

Program Development

This project is set up to account for staff time spent in developing detailed scopes of work for requested projects and in administering and reporting on the resulting work program throughout the year. Work activities involve meeting with requesting agencies to discuss proposed projects, drafting and finalizing work statements and tasks, creating projects when authorized, and progress reporting throughout the project schedule.

Cost Estimate: \$20,000

Product: Detailed scopes of work as needed, progress reports.

Schedule: On-going activity

Miscellaneous Services

The miscellaneous account is a mechanism established to address requests from MDOT, SHA, MTA, MdTA and local jurisdictions, which are too small or too short-lived to warrant separate work scopes. Authorizations to execute specific tasks are usually given by email or fax; this is particularly useful for quick turnaround. Past work has included requests for electronic data files, hard copy, or plots from any of the planning work activities at COG. Other requests have included participation in technical review committees and task forces and execution of small technical studies.

Cost Estimate: \$78,400

Schedule: On-going activity

MDOT Training / Technical Support - As part of technical assistance work activities in previous years staff installed the regional travel demand modeling process in the offices of SHA's Travel Forecasting Section. Staff has subsequently worked with SHA in executing alternatives at the regional level and has provided staff training to both SHA and MTA staff members.

As part of these work activities, staff updates the transportation networks, land activity data files and travel demand models in SHA's offices to reflect the latest regional data files and modeling procedures. Staff will continue to work with SHA and MTA staff to apply these modeling procedures and to provide specific project assistance as

requested under categories of: project planning, feasibility studies in selected corridors, and other planning studies. Staff also reviews and provides comment on milestone documentation reports, e.g., draft environmental impact statements, alternatives retained for detailed study, for various project planning studies in Maryland.

Cost Estimate: \$50,000

Schedule: As developed with Maryland staff

SHA - Western Mobility / Capital Beltway Studies

This project represents system level forecasting work which is performed in support of ongoing SHA project planning activities. In recent years, COG staff developed and analyzed travel forecasts for various alternatives in each of these corridors. These activities will be continued within this category on a specific request basis, as tasks are received.

Cost Estimate: \$85,000 FY2007 carryover funds

MTA - Corridor Cities Transitway / Bi-County Transitway

Recent activities on these project planning studies have primarily been conducted by consultants to the Maryland MTA. This project is designed to provide technical support to MTA and their consultants, including application of the primary travel demand models (assistance with development of model inputs, execution and evaluation of model outputs), incorporation of new transit analysis at the corridor level, and evaluation of results including through use of FTA's Summit model to compare results among the transit alternatives studied.

Cost Estimate: \$85,000 FY2007 carryover funds

Project Planning Support

This project provides funding throughout the fiscal year as needed to support the above listed project planning activities. Work efforts may address ongoing corridor / subarea studies, such as the Capital Beltway and I-270, as well as the initiation of new planning studies, ranging from major new corridor analyses to the development of travel demand forecasts for individual facilities. Specific project authorizations will occur throughout the fiscal year as priorities dictate.

Cost Estimate: \$61,500 FY2007 carryover funds

Managed Lanes - Planning

This project, initiated in FY2007, involves executing travel demand forecasts for

managed lane facility operations in individual corridors, as well as for an integrated system of such lanes, throughout the Maryland portion of the Washington area. The current study is designed to identify candidate corridors / system design where the operation of managed travel lanes appears feasible and effective.

Cost Estimate: \$171,400
\$75,000 in carryover from FY 2007
\$246,400 total

Product: Technical reports

Schedule: December 2007

Managed Lanes - Implementation

This phase of the Managed Lane project is designed to begin more detailed analyses of managed lane operations. The study will test alternative project limits, cross-sections, toll levels, for those corridors in the planning phase which appear as candidates for feasible and effective managed lane operations.

Cost Estimate: \$109,500

Product: Technical reports

Schedule: June 2008

Recommend Supplemental Traffic Counts

In 2007 travel survey data will be collected from 10,000 households in the metropolitan region. WMATA is also planning a spring 2007 Metrorail survey. These data along with transit ridership data obtained from transit agencies in the region will be used to develop and calibrate a new regional travel demand forecasting model. To support this new model development and calibration, it would be extremely useful and important to have additional traffic counts conducted at many geographic locations throughout the metropolitan region in 2007. These traffic counts would be in addition to and would supplement traffic counts already planned by the DOTs. The supplemental counts would ensure a large and representative regional sample of highway traffic volume data for model development and calibration.

Approximately 200 supplemental traffic counts will be conducted during in FY 2008 on selected arterials in Suburban Maryland to augment the counts in Maryland's planned statewide HPMS data collection activities and to assist in the validation of the regional travel demand forecast model.

Cost Estimate: \$150,300

Product: additional HPMS traffic counts

Schedule: on-going activity

TOTAL MARYLAND COST ESTIMATE: \$579,600
\$306,300 in carryover from FY 2007
\$886,100 total

C. VIRGINIA

Program Development

This project is established to account for TPB staff time spent in developing scopes of work for requested projects and for administering the resultant work program throughout the year.

Work activities will involve meeting with VDOT and VDR&PT staff to discuss projects, draft and finalize work statements and tasks, create project accounts when authorized, and report progress on projects throughout the year.

Cost Estimate: \$7,400
\$3,600 in carryover from FY 2007
\$11,000 total

Product: scopes of work, progress reports

Schedule: on-going activity

Miscellaneous Services

A. This work element provides VDOT and VDRPT with the ability to undertake limited scope studies and or data gathering activities identified during its regional and sub-regional planning activity during fiscal year 2007.

B. The miscellaneous services account is also a mechanism established to address request that are too small or too short-lived to warrant separate work scopes. Authorizations to execute specific tasks are usually given by fax; this is particularly useful for quick turnaround. Work items include: requests for hard copy, plots, tape, or diskettes of data from any of the planning work activities at COG, participation in technical review committees and tasks forces and execution of small technical studies.

Cost Estimate: \$10,000
\$7,000 carryover from FY 2007
\$17,000 total

Schedule: on-going activity

Northern Virginia HOV Facilities Monitoring and Data Collection

VDOT desires an abbreviated monitoring program of the system of limited access high-occupancy vehicle (HOV) facilities in Northern Virginia during the fall of fiscal year 2008. The HOV corridors to be monitored are:

- I-95 from Triangle, Prince William County to its interchange with the Capital Beltway at Springfield, Fairfax County;
- I-395 from the Capital Beltway to (and including) the 14th Street Bridge in the District of Columbia;
- I-66 from Gainesville, Prince William County to the District of Columbia end of the T. Roosevelt Bridge; and
- Virginia Route 267 (Dulles Toll Road) from the Fairfax County / Loudoun County line to I-66 (including Dulles Connector and Dulles Access Road).

Monitoring will consist of the following data collection projects:

- Peak direction occupancy and classification counts (from 5 AM to 10 AM inbound and 3 PM to 8PM outbound) at a set of stations along these facilities. These stations will include the major count locations as specified by VDOT, and will be less than the usual number of locations.
- Off-peak direction traffic volume and classification counts during the peak period (same as above) at selected locations to be performed in the spring of 2005 in Northern Virginia.
- Staff will also research, purchase, test, and perform travel time runs using GPS technology in Northern Virginia.

Data will be transmitted to VDOT after field data collection work, editing, and reasonableness checking have been completed. Preliminary data will be transmitted to VDOT within one week of the count so that a timely determination can be made regarding the need for a re-count.

Cost Estimate: \$270,000
\$15,000 carryover from FY 2007
\$285,000 total

Products: Data files transmitted to VDOT

Schedule: Fall counts completed by Nov. 30, 2007
Spring counts completed by June 15, 2008

High Occupancy / Toll (HOT) Lane Traffic Analyses

As requested by the Commonwealth, COG staff will perform traffic analyses of proposed HOT lane projects in order to assist decision-makers in evaluating the impacts of the proposed HOT lanes. The COG analysis will consider transit improvements (including commuter lots and expanded bus service).

Cost Estimate: \$30,000
 \$15,100 carryover from FY 2007
 \$45,100 total

Products: Analysis results

Schedule: Fall, 2007 or Spring, 2008

Public Safety / Information Pamphlets

Production or re-printing of public safety pamphlets for distribution at public meetings on 1) bike safety and use of highways, 2) state code provisions applicable to cyclists and pedestrians, and / or 3) regional map of commuter parking lots.

Cost estimate: \$15,000 in carryover from FY 2007

Product: pamphlets

Schedule: Fall 2007 or Winter 2008

Recommend Supplemental Traffic Counts

In 2007 travel survey data will be collected from 10,000 households in the metropolitan region. WMATA is also planning a spring 2007 Metrorail survey. These data along with transit ridership data obtained from transit agencies in the region will be used to develop and calibrate a new regional travel demand forecasting model. To support this new model development and calibration, it would be extremely useful and important to have additional traffic counts conducted at many geographic locations throughout the metropolitan region in 2007. These traffic counts would be in addition to and would supplement traffic counts already planned by the DOTs. The supplemental counts would ensure a large and representative regional sample of highway traffic volume data for model development and calibration.

Approximately 167 supplemental traffic counts will be conducted during in FY 2008 on selected arterials in Northern Virginia to augment the counts in Virginia's planned statewide HPMS data collection activities and to assist in the validation of the regional travel demand forecast model.

Cost Estimate: \$107,000
 \$18,000 carryover from FY 2007

\$125,000 total

Product: additional HPMS traffic counts

Schedule: on-going activity

Enhanced Commuter Corridor Count Program Continuation

This work element will continue prior work under this task and will dovetail with the scheduled TPB count program to obtain additional data on modal use in either the I-66 or I-95 / 395 corridors. This additional data will provide statistically reliable information on modal use in the selected corridor that will be beneficial to planners and decision makers. While technical assistance funding will be used for the TPB data collection effort, the success of this work element is predicated on transit providers providing ridership data, free of charge, to be integrated into the overall data analysis. This ridership data must be collected on the same day as the TPB data collection effort in order to accurately depict modal shares.

Cost Estimate: \$30,000
\$25,000 carryover from FY 2007
\$55,000 total

Schedule: Data collection to occur in FY 2008

TOTAL VIRGINIA COST ESTIMATE: \$454,400
\$98,700 carryover from FY 2007
\$553,100 total

D. WMATA

Program Development

This project is established to account for DTP staff time spent in developing scopes of work for requested projects and for administering the resultant work program throughout the year. Work activities will involve meeting with WMATA staff to discuss projects, drafting and finalizing work statements and tasks, creating project accounts when authorized, and reporting progress on projects throughout the year. In addition, this project will provide staff with resources to attend required meetings at WMATA.

Cost Estimate: \$10,000

Schedule: on-going activity

Miscellaneous Services

This miscellaneous account is a mechanism established to address requests which are too small or too short-lived to warrant separate work scopes. Past work has included requests for hard copy, plots, tape, or diskettes of data from any of the planning work activities at COG.

Cost Estimate: \$6,300

Schedule: on-going activity

Accessible Pathways Analysis for MetroAccess Customers

In this project TPB and WMATA staff will review and assemble relevant regional transportation and MetroAccess data needed to conduct an Accessible Pathways Analysis for MetroAccess Customers. After this information has been assembled, it is anticipated that consultant assistance would be obtained to develop and test a methodology for prioritizing the need for and general routing of accessible pathways for MetroAccess trips. These accessible pathways would achieve two objectives:

- Connect concentrations of MetroAccess patrons with fixed route transit service; and
- Connect fixed route transit service and high-frequency destinations based on existing MetroAccess trip data.

Cost Estimate: \$200,000 using carryover from FY 2007

Schedule: December 2007

Geocode 2007 WMATA Rail Survey Data

This project will Geocode the home address data collected in the Spring 2007 WMATA rail passenger survey to Transportation Analysis Zones (TAZs) for the TPB Modeled Region. For this project TPB staff will (1) geoprocess all of the home address data; (2) hire, train and supervise the temporary geocoding clerks; and (3) provide overall project management and quality control. COG/TPB will deliver to WMATA an updated rail passenger survey file with TAZ geocodes and other appropriate geoprocessing flags appended to each survey record.

Cost Estimate: \$25,000
\$50,000 carryover from FY 2007
\$75,000 total

Schedule: October 2007

Geocode 2007 WMATA Bus Passenger Survey

This project will Geocode the home address data collected in the Fall 2007 WMATA bus passenger survey to Transportation Analysis Zones (TAZs) for the TPB Modeled Region. For this project TPB staff will (1) geoprocess all of the home address data; (2) hire, train and supervise the temporary geocoding clerks; and (3) provide overall project management and quality control. COG/TPB will deliver to WMATA an updated bus passenger survey file with TAZ geocodes and other appropriate geoprocessing flags appended to each survey record.

Cost Estimate: \$75,000

Schedule: March 2008

Impact of Highway Congestion on WMATA Bus Operations

This project will study the impact of highway congestion on WMATA bus operations & fleet needs. This project will also identify potential improvements that could mitigate the adverse effects of this congestion on bus operations and reduce WMATA overall bus fleet needs and operating costs.

Cost Estimate: \$50,000

Schedule: June 2008

TOTAL WMATA COST ESTIMATE: \$166,300
\$250,000 carryover from FY 2007
\$416,300 total

VI. CONTINUOUS AIRPORT SYSTEM PLANNING PROGRAM

The goal of the CASP program is to provide a process and products that support the planning, development and operation of airport and airport-serving facilities in a systematic framework for the Washington-Baltimore region. The program is overseen by the Aviation Technical Subcommittee. The elements of the multi-year CASP work program to be performed during FY 2008 are as follows:

Update Ground Access Forecast - Phase 2

This project will complete the update of the Ground Access Forecasts begun in the Update Ground Access Forecasts - Phase 1 (FY 2007). In this next phase of the update, the trip generation rates calculated in Phase 1 will be used to develop new forecasts of ground access trips from all local area aviation analysis zones to each of

the region's three commercial airports by time of day and major mode of travel used to reach the airport.

Cost Estimate: \$ 67,592

Ground Access Element Update

The purpose of this project is to update the Ground Access Element of the Regional Airport System Plan using the results of the most recent Regional Air Passenger Surveys and the latest Updated Ground Access Forecasts. Ground access and landside congestion problems are expected to increase in the future. This update will provide an analysis of current and forecast ground access problems at Ronald Reagan Washington National, Washington Dulles International, and Baltimore-Washington International airports. This plan element will also integrate airport system ground access and facility planning into the overall regional transportation planning process for the National Capital Region and include recommendations for improving ground access to the region's airports.

Cost Estimate: \$ 250,000

Total 7. COST ESTIMATE: \$317,592

**3. PROPOSED FY 2008 STATE TRANSPORTATION AGENCY
STATE PLANNING AND RESEARCH PROGRAMS (SPR)**

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District of Columbia Department of Transportation
SPR Program Elements Supporting the Washington Area Work Program

The following work program element descriptions identify the transportation planning activities proposed for the District of Columbia Statewide Planning Work Program for FY 2008 which support the Unified Planning Work Program for the Metropolitan Washington Region.

CITYWIDE PROJECT DEVELOPMENT BRANCH

Develops policies, plans and programs to improve citywide transportation systems and services. Includes coordination of Great Streets Program, Transportation Enhancements Program and citywide streetscape and other citywide transportation system policies and programs.

NEIGHBORHOOD TRANSPORTATION DEVELOPMENT BRANCH

Formulate plans and policies as they pertain to the development of transportation systems for individual wards in the District. Develop multi-modal transportation solutions. Prepare neighborhood components of the Capital Budget and the Capital Improvement Program.

TRANSPORTATION DEMAND MANAGEMENT BRANCH

Develops policies, plans and programs to encourage non-vehicular travel, especially during periods of peak travel demand. Develops and promotes bicycle and pedestrian facilities and programs, as well as works with major employers to encourage non-vehicular methods of commuting.

TRANSPORTATION POLICY BRANCH

Develops the State Transportation Programs and plans, budgets, allocates, and optimizes fiscal resources to meet Federal Highway-Aid and District capital program investment priorities. Prepares the capital budget, financial spending plans, and the Highway Trust Fund Cash Flow Pro forma.

DEVELOPMENT REVIEW BRANCH

Responsible for improving access to and movement within local area neighborhoods and increasing safety for all modes of traffic. Reviews and comments on transportation impacts of proposed development projects (Board of Zoning Adjustment, Zoning Commission, Large Tract Reviews, Planned Unit Development, Environmental Impact Statement Forms, Street and Alley Closings) and streetscape review.

TRANSPORTATION COMPLIANCE BRANCH

Ensures District compliance with all Federal-aid requirements and provides environmental planning and coordination. Assures that transportation projects meet federal environmental review requirements as a part of project development. Manages consultant contracts related to environmental studies and participation in the regional process for air quality conformity determinations and state implementation plans for emissions reductions as required by the Clean Air Act. Responsible for the development, implementation and management of the State Planning & Research Program.

ASSET MANAGEMENT DIVISION

Responsible for the classification of highways into functional systems providing a stable framework for planning, financing, and executing long range programs, and for implementing transportation system management policies and actions. Provides up to date information on the physical characteristics and conditions of the D.C. Roadway System. Assists decision makers in finding optimum strategies for maintaining pavements in a serviceable condition over a period of time, improves the efficiency of decision making, and provides for safe and efficient movement of goods and people by identifying and prioritizing roadway segments for rehabilitation.

TRAFFIC SAFETY CHARACTERISTICS

Develops, implements, and manages the production of a viable and useable information system that provides knowledge about travel on the streets, highways and pathways of the District of Columbia. Improves data collection capabilities regarding traffic volumes, speed data, vehicle classification and weight in motion data.

TRAFFIC AUDIT STUDIES AND IMPLEMENTATION

Examines unsafe traffic conditions on federal-aid routes and develops comprehensive solutions to increase transportation safety.

HIGHWAY PERFORMANCE MONITORING SYSTEM COORDINATION

Program management for the coordination of the HPMS program at DDOT. Tracks the progress of the Continuous Process Improvement approach and shares results with partners. Documents DDOT's policies and procedures for the HPMS program.

DEVELOPMENT OF MAINTENANCE MANAGEMENT SYSTEM

This is a Federal Highway Administration and DDOT Joint Performance Goal.

PEDESTRIAN MASTER PLAN

The DC Pedestrian Master Plan is a year long study of pedestrian safety and access

across the District. The plan will feature in-depth public involvement, review of existing policies, plans, and studies, analysis of crash data, and detailed analysis and countermeasure recommendations for high crash corridors in all areas of the city.

RESEARCH AND TECHNOLOGY DEVELOPMENT PROGRAM

The Research and Technology Program is dedicated to ensuring that all persons who live, work and travel in the District of Columbia enjoy safe and efficient modes of transport. The Research Program studies, identifies and supports the implementation of innovative ways to improve safety, reduce congestion, achieve environmental excellence, increase public involvement, utilize best practice planning processes, and improve the efficiency of DDOT's maintenance and operations.

The Program is responsible for evaluating and supporting a number of DDOT's transportation safety initiatives such as the installation of pedestrian countdown timers, red light running cameras, and driver feedback signs. The Program supports both pedestrian and bicycle safety studies. Other projects include researching best practices for curb pricing, street and bridge maintenance and construction materials. Currently, the Research Program is implementing an agency wide Environmental Management System that will help DDOT move toward an organizational culture of environmental excellence.

In addition to conducting research projects and technology activities, the program also supports education and training opportunities for DDOT employees and the general public through technology transfer initiatives and active participation in national and regional transportation associations. Through strategic partnerships with the Federal

Highway Administration and Howard University's Transportation Research Center, DDOT's Research Program delivers tangible transportation improvements to the City.

METROPOLITAN PLANNING

Provides a mechanism for the coordination of transportation planning activities in the area. Develops transportation plans and programs for urbanized areas of the State. Provides for the development and management of transportation systems and facilities that will function as an intermodal transportation system for the metropolitan region.

PROGRAM FUNDING

The FY 2008 SPR Program funding is under development. The FY 2007 SPR Program funding was \$3,373,512 (Federal = \$2,698,810 and District = \$674,702).

**Maryland Department of Transportation
State Highway Administration
State Planning and Research (SPR) Program Elements Supporting the**

Washington Area Work Program

I. Systems and Programming

A. Programs

1. Preparation of the Annual Statewide Transportation Improvement Program
 - Prepare and submit an annual program for use of available federal funds in accordance with Title 23 U.S.C and SAFETE-LU.
 - Coordinate the STIP with the regional TIPs, CTP and local jurisdiction's highway improvement programs
2. Preparation and development of the 6 year Consolidated Transportation Program
 - Develop the FY 2007-2012 CTP.
 - Coordinate with appropriate State and local planning staffs, MPOs and State, county and municipal elected officials.
 - Prepare presentation materials for the annual tour.
3. Local Government Liaison
 - Coordinate between all levels of Federal, State, and local governments to ensure that transportation plans are compatible per the 3-C process.
 - Notify review agencies and review other agency plans and programs, via the State Clearinghouse process.
 - Coordinate and review county and municipal master plans.
 - Assess transportation impacts of proposed major development.
4. Long Range Planning
 - Update the Highway Needs Inventory (HNI).
 - Evaluate long-term highway needs and investment levels for various program categories and sub-categories.
 - Review and provide input on updates to the statewide long range plan and Annual Attainment Report on Transportation System Performance.

II. Traffic

A. Traffic Monitoring Program

- Monitor the characteristics of highway traffic
- Enhance procedures to collect, process and disseminate traffic data.
- Ensure that the traffic monitoring system meets State needs and the requirements and guidelines of FHWA and AASHTO.
- Study, and as appropriate, implement methods to improve the efficiency and effectiveness of traffic monitoring through statistical analysis.
- Improve the monitoring of traffic on freeways, particularly in urban areas.
- Ensure the collection of traffic volume, classification and weight data on SHRP monitoring sites.

III. Metropolitan Planning Organization Liaison

A. Urbanized Areas

- Work with the MPOs in modifying and adhering to their planning process.
- Work with the MPOs in the development of the UPWPs, CLRPs, TIPs, clean air conformity determinations, and management systems.

IV. Highway Statistics

A. Mileage

1. Federal System

- Develop new Federal Functional Classification and NHS maps and mileage tables for approval and distribution.
- Update and maintain statistical records summary tables.

V. Urban Transportation Planning

A. Elements of the Washington Region UTPP

1. 3-C Process

- Maintain inventory of regional transportation and socio-economic data; improve technical capabilities within the region; provide technical support to project planning activities, and conduct special studies.
- Develop necessary plans and programs to ensure certification of the regional transportation planning process.
- Develop new planning programs as required by SAFETEA_LU and the Clean Air Act.
- Continuation of the campaign of public education and voluntary measures aimed at informing the general public about the regional air quality program, identifying

voluntary measures that employers and individuals could take to reduce emissions.

VI. Special Studies

A. Ridesharing Coordination

- Encourage ridesharing and transit usage.
- Develop a network of ridesharing facilities to support Maryland's planned highway and transit networks.
- Reduce reliance on single occupant vehicles for travel.
- Expand the use of ridesharing facilities in Maryland.
- Incorporate ridesharing strategies where appropriate as a travel demand measure.

B. Preliminary Studies

- Prepare engineering and feasibility studies.
- Develop preliminary purpose and need statements.
- Develop access control plans for selected primary highway corridors.
- Prepare interstate access point approval requests.

C. Bicycle Affairs Coordination

- Improve bicycle safety and educational awareness.
Implement MDOT/SHA bicycle and pedestrian policies.
Provide MDOT representation and staff support for the Maryland Bicycle Advisory Committee (MBAC).

Federal	\$4,532,197
State	\$5,110,776
Total	\$9,642,973

NOTE: The funding total is based on Maryland's statewide SPR program. MDOT/SHA does not sub-allocate SPR funds to the individual MPOs. In general terms, approximately 33 percent of this statewide total is attributed to the Washington Region or \$3,182,181.

**VIRGINIA DEPARTMENT OF TRANSPORTATION
SPR PROGRAM ELEMENTS, AND OTHER ELEMENTS SUPPORTING THE
WASHINGTON AREA WORK PROGRAM**

The following work program element descriptions identify the Virginia Department of Transportation (VDOT) transportation planning activities proposed for FY 20087, in support of the Unified Planning Work Program for the Metropolitan Washington Region. In addition to SPR-funded activities, other planning activities are included for information as requested by Virginia Division, FHWA.

VDOT's Transportation and Mobility Planning Division (TMPD), located in the VDOT Central Office, will provide statewide oversight, guidance and support for the Federally mandated Metropolitan Transportation Planning & Programming Process. TMPD will provide technical assistance to VDOT District Planning Managers, local jurisdictions, regional agencies and various divisions within VDOT, in the development of transportation planning documents for the MPO areas. TMPD will participate in special studies as requested. FY-08 SPR funding (Statewide) for such support is \$500,000 (which is not included in the amounts shown below).

I. METROPOLITAN PLANNING (\$257,000)

This element represents the various activities undertaken by the NoVA District (VDOT) Transportation Planning Section's staff (with support from the VDOT Central Office staff as needed) in the development and implementation of the various elements / work tasks in the Unified Planning Work Program. Planned work includes the Department's participation in all Transportation Planning Board (TPB) and Metropolitan Washington Air Quality Committee (MWAQC) functions as well as participation in TPB programs (such as Commuter Connections) and regional planning and programming activities (such as TIP / CLRP development). VDOT staff will also assist in coordinating state and local jurisdiction bicycle and pedestrian programs, travel forecasting applications (including network and model development), and travel monitoring. Most of these activities will be conducted by in-house staff funded via SPR funding along with state funding if needed.

II.SUBREGIONAL PLANNING (\$1,287,000 including unspent funds from FY07)

This element outlines specific studies undertaken by the Department's staff in the development and implementation of various Northern Virginia District-wide transportation planning activities using available SPR funds.

A. NoVA Regional Bikeway & Trail GIS map (\$50,000)

Having completed the *NoVA Regional Bikeway & Trail Network Study* in 2003, NoVA Transportation Planning is augmenting study findings and creating new

applications and additional information from the maps that were produced as part of the study. A GIS map and related database is proposed that builds on current information and is compatible with VDOT's GIS system in order to calculate (in miles) the amount of existing trails in the NoVA district, proposed miles of improvements, and completed miles of improvements (per annum) in a GIS data layer and map. This tracking mechanism will provide a powerful tool to monitor our bicycle and pedestrian projects / accommodations. The project is anticipated to be completed with consultant help. Work for FY08 includes completion of the map / database and testing the map and database.

B. Pedestrian/ Bicycle Educational Campaign (\$100,000)

The intent of this project is to educate the public, throughout the NoVA region, regarding Virginia law and the responsibilities of pedestrians, bicyclists and motorists when using public roads, paths and sidewalks. A comprehensive outreach campaign will be developed focusing on areas pertaining to bicycle and pedestrian law as well as VDOT's programs such as: 1) pedestrian, bicycle and motor safety education, 2) bicycle locker rental program, 3) regional cooperation in engineering / project planning of 'walk-able' and 'bike-able' communities. The project is anticipated to be completed by consultant services. Work for FY08 includes completion of the research of Virginia laws and investigation of materials for non-English-speaking people, and designing promotional and educational materials.

C. NOVA Planning Methodology Applications (\$205,000)

This work will enhance existing NOVA Planning tools, build on findings and recommendations developed during the Choke Point Mitigation / MOBIS (MOBility Improvement Study) work (completed in FY07), and explore outer areas of the district where land use changes are / will be causing additional pressures on the transportation infrastructure. The MOBIS effort created a GIS planning database. This work will provide a methodology to keep this database updated and relevant. Analytic work will include selection of one corridor for application and enhancement of the MOBIS methodology. The objective is to perform a planning level assessment of the selected corridor, as well as an evaluation of potential driver information and safety improvements. The work outlined above was begun in FY07 and should be completed in FY08.

D. Analysis for Dulles Corridor Rapid Transit (\$200,000)(continuation of on-going effort)

Much of the analysis work envisioned in this study has transitioned to preliminary engineering work funded under a different project. However, staff is involved in the congestion mitigation program for the Dulles Rail project, hence the need to continue the existing project. Additionally, we plan to use available funding to study and identify pedestrian, bike, and other improvements to the VA 1 / 123 intersection vicinity in order to develop projects for improvements in that area.

E. Evaluate Calming Techniques on Shared Use Paths (\$50,000)

This is a new project for FY08. As more people use shared use paths for commuting, there are an increasing number of locations where fatalities occur at the intersection of major roads and major paths, especially where downhill grades encourage the bicyclist to ride at excessive speeds. Traditional methods to treat high accident locations have included cutting trees to increase sight distance, addition of warning signs on the roadways, addition of advance warning signs on the paths, as well as stop signs and pavement markings. Unfortunately, these messages are often ignored by the bicyclists. As a result, many jurisdictions are trying to implement bicycle traffic calming measures, such as introducing curves in the path. While there is a lot of data on traffic calming procedures there does not appear to be any study data comparing the effectiveness of different methods. That comparison will be the focus of this effort.

F. Bike & Pedestrian Count Program (\$35,000)

A new project for FY08, this work will continue a count effort begun in FY06 and will perform additional counts at the same and / or different locations using video camera technology, which will enable us to accurately split the counts between the two modes (bicyclists and pedestrians). This information will be compared with the traditional human counting method. The initial count and associated database was focused on trail network locations, as the number of bike lanes along streets/highways do not make up a predominant portion within our NoVA Trail Network. The continuum of trail counts fits well into the overall SPR scope by giving VDOT the opportunity to gather additional information. Creation of a regional database of count information springboards future studies, counts, and surveys, and will be useful for many planning purposes.

G. NoVA Smart Travel Program Plan Update (\$170,000)

The current NoVA Smart Travel Program Plan boundary is the NoVA District boundary. A new regionalization concept gives the NoVA District Smart Travel Program expanded responsibility including parts of the current Culpeper and Fredericksburg Districts. This expansion requires extensive outreach, revision of the Smart Travel Program Plan, and communication of the revised Plan with stakeholders. VDOT's Northern Region Operations (NRO) needs to update the "Northern Virginia District Smart Travel Program" originally developed in 1999 and updated in FY 2006. The bulk of this consultant effort will be conducted in FY08 with FY09 being used to complete any remaining tasks from the above work scope.

H. NoVA ITS Architecture Expansion and Maintenance (\$220,000)

The NoVA District developed a comprehensive regional ITS Architecture in 2002 and updated it in 2005 to the current version in order to conform to FHWA standards. With the expansion of the geographic area to be served by NoVA ITS, a major expansion of the architecture will be required. Work in FY08 will continue this effort, begun in FY07.

I. Consultant Services (centrally managed and funded)

“On-call” consultant support (managed by VDOT’s Central Office) may be used as funding is available to undertake short term, limited scope studies that the Commonwealth identifies during fiscal year 2008. Since this consultant contract is centrally managed, and the Northern Virginia District shares consultant use with other VDOT Districts, no specific amount of funding is guaranteed to NoVA District. Examples of past studies using this consultant support include: operational analysis of selected near-term improvements to Route 7 in the Sterling area, a study of highway/rail co-location in Tysons Corner, a study of American Legion Bridge commuter origins / destinations, and studies of possible transportation improvements in Annandale.

III. OTHER PLANNING WORK (State-only Funding)

State-wide Planning Grants.

State funds were used to support a state-wide FY-07 pilot program of studies submitted by local jurisdictions and agencies through the Planning District Commissions. The Northern Virginia Region received approval for four such studies. The Alexandria study may not be completely finished by the start of FY-08 and the City has requested an extension of the time to complete it.

- Mobility Needs Assessment of People with Disabilities. This study, by the City of Alexandria, will conduct a mobility needs assessment study of people with disabilities, pedestrians, and bicyclists in Alexandria.

PROGRAM FUNDING

**VIRGINIA DEPARTMENT OF TRANSPORTATION
 SPR ELEMENTS SUPPORTING THE WASHINGTON REGION
 FY2008 UNIFIED PLANNING WORK PROGRAM**

Item	Work Element	Federal Funds	State Funds	Total
I	Metropolitan Planning (SPR funds)			
	NoVA District Planning Staff Support	\$205,600	\$51,400	\$257,000
II	Sub-regional Planning (SPR funds)			
1	NoVA Regional Bikeway maps	\$40,000	\$10,000	\$50,000
2	Pedestrian / Bike Education	\$80,000	\$20,000	\$100,000
3	NoVA Planning Applications	\$164,000	\$41,000	\$205,000
4	Dulles Corridor Rapid Transit Analysis	\$160,000	\$40,000	\$200,000
5	Evaluate Calming on Paths	\$40,000	\$10,000	\$50,000
6	Bike & Pedestrian Count Program	\$28,000	\$ 7,000	\$35,000
7	Smart Travel Program Update	\$136,000	\$34,000	\$170,000
8	ITS Architecture Expansion / Maint.	\$176,000	\$44,000	\$220,000
9	On-call Consultant (Centrally funded and managed)			

**VIRGINIA DEPARTMENT OF TRANSPORTATION
 OTHER ELEMENTS SUPPORTING THE WASHINGTON REGION
 FY2008 UNIFIED PLANNING WORK PROGRAM**

Item	Work Element	Federal Funds	State Funds	Total
III	Other Planning Work (State Grant)			
	Alexandria – Mobility Needs (\$120,000 granted in FY06)			

APPENDIX

TPB R1-2005
July 21, 2004

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS NATIONAL
CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002**

**RESOLUTION ON AGREEMENT BETWEEN THE NATIONAL CAPITAL REGION
TRANSPORTATION PLANNING BOARD AND THE FREDERICKSBURG AREA
METROPOLITAN PLANNING ORGANIZATION TO CONDUCT THE
TRANSPORTATION PLANNING PROCESS IN
THE PORTION OF THE STAFFORD COUNTY THAT IS PART OF
THE WASHINGTON DC-VIRGINIA-MARYLAND URBANIZED AREA**

WHEREAS, the National Capital Region Transportation Planning Board (TPB) is the officially designated metropolitan planning organization (MPO) for the Washington Region; and

WHEREAS, the Fredericksburg Area Metropolitan Planning Organization (FAMPO) is the officially designated MPO for the Fredericksburg Area which includes the City of Fredericksburg and Spotsylvania and Stafford Counties; and

WHEREAS, the US Census Bureau's designation of the urbanized boundary for the Washington, DC-Virginia-Maryland urbanized area, based on the 2000 Census, places a portion of Stafford County in the Washington, DC-Virginia-Maryland urbanized area; and

WHEREAS, in the attached Resolution R22-95 adopted December 21, 1994, the TPB approved an agreement between the TPB and FAMPO that Stafford County be designated as completely within the FAMPO's planning area; and

WHEREAS, the Board of Supervisors of Stafford County and FAMPO have expressed their preference that all of Stafford County remain within the FAMPO planning area boundary; and

WHEREAS, the attached agreement has been developed to identify the TPB and FAMPO transportation planning responsibilities for that portion of Stafford County that is part of the Washington, DC-Virginia-Maryland urbanized area;

NOW, THEREFORE, BE IT RESOLVED THAT the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD hereby authorizes the chairman to execute the attached agreement with FAMPO to identify the TPB and FAMPO transportation planning responsibilities for that portion of Stafford County that is part of the Washington, DC-Virginia-Maryland urbanized area.

Adopted by the Transportation Planning Board at its regular meeting on July 21, 2004.

**AN AGREEMENT FOR COOPERATIVELY CONDUCTING THE
METROPOLITAN TRANSPORTATION PLANNING AND PROGRAMMING PROCESS
IN THE PORTION OF
THE METROPOLITAN WASHINGTON URBANIZED AREA
WITHIN THE FREDERICKSBURG AREA METROPOLITAN PLANNING
ORGANIZATION'S BOUNDARIES**

THIS AGREEMENT, made and entered into as of this 17 day of November, 2004 by and between the FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION, hereinafter referred to as FAMPO and the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD, which is the metropolitan planning organization for Northern Virginia (the jurisdictions contained in Virginia Planning District 8), Washington, D. C. and the suburban Maryland jurisdictions, and hereinafter referred to as the TPB, for the purpose of identifying the roles and responsibilities for cooperatively conducting the metropolitan transportation planning and programming process in the FAMPO portion of the Metropolitan Washington Urbanized Area..

NOW, THEREFORE, FAMPO and TPB do hereby agree as follows:

ARTICLE I-FAMPO AREA TRANSPORTATION PLANNING AND PROGRAMMING PROCESS

A. Transportation Management Area: Under federal regulations where an urbanized area has a population greater than 200,000 and is therefore designated a Transportation Management Area (TMA) by the U.S. Secretary of Transportation, the designated TMA is responsible for meeting additional transportation planning requirements beyond those of Metropolitan Planning Organizations (MPO's) having an urbanized area under 200,000 in population. The Metropolitan Washington Urbanized Area exceeds 200,000 in population and the Washington, DC-MD-VA area has been designated a TMA. Because of the action of the U.S. Bureau of the Census in its determinations for the 2000 Census of Population, the Metropolitan Washington Urbanized Area was extended into the northern portion of Stafford County - a member of FAMPO. The Stafford County Board of Supervisors has determined that it is in the best interest of Stafford County that all metropolitan transportation planning and programming functions for Stafford County be conducted by FAMPO. The FAMPO Policy Committee has agreed to continue to provide metropolitan transportation planning and programming functions as well as to perform those additional planning responsibilities required for the portion of Stafford County that is determined to be within the Metropolitan Washington Urbanized Area.

B. TMA responsibilities and process: FAMPO commits to be responsible for meeting the TMA responsibilities for transportation planning and programming requirements within the Metropolitan Washington Urbanized Area of Stafford County.

C. Organization and Policy Committee membership: FAMPO as an organization maintains a structure that grants voting membership on its Policy Committee to local governing body elected representatives, officials of agencies that operate or administer major modes of transportation and appropriate State transportation officials. FAMPO's Policy Committee commits to maintain such a structure in the future as well.

D. 3C planning process: FAMPO has developed and will maintain a continuing, cooperative, and comprehensive transportation planning and programming process as provided for by the Transportation Equity Act for the 21st Century (1998); Section 134 of Title 23 of the United States Code; 49 USC 5303; 23 CFR Part 450, Subpart C; 49 CFR Part 613, Subpart A; and in accordance with the constitution and regulations of the Commonwealth of Virginia. This process will continue to result in transportation plans and programs that consider all transportation modes and support community development goals in the FAMPO area. These plans and programs will continue to lead to the development and operation of an integrated, intermodal transportation system that facilitates the efficient and economic movement of people and goods. Such plans and programs include the development of a long-range transportation plan and a transportation improvement program (TIP) that provide compliance with the public participation components of federal law and regulation, meet the requirements of the Americans With Disabilities Act, and the Civil Rights Act, and provide an opportunity for at least one formal public meeting annually to review planning assumptions and the plan development process and an opportunity for at least one formal meeting during the TIP development process.

E. Congestion Management System: FAMPO will develop a Congestion Management System (CMS) which will provide a systematic process for identifying transportation system performance, usage, and efficiency, and proposed strategies to alleviate congestion, and for the effective management of new and existing transportation facilities through the use of travel demand reduction and operational management as well as other strategies. Such a CMS will be developed for the portion of Northern Stafford County that is included in the Washington DC UZA. The process will be in place prior to January 1, 2005 and will be coordinated with the TPB.

F. Unified Planning Work Program: FAMPO will continue to provide and maintain a Unified Planning Work Program (UPWP), developed in cooperation with the State and operators of publicly owned transit that meets the requirements of 23 CFR part 420, subpart A. The UPWP will provide sufficient detail to identify who will perform the work, the schedule for completing it, the products that will be developed and the documented planning activities performed utilizing funds provided under title 23, U. S. C., and the Federal Transit Act. FAMPO will coordinate with the TPB in the development of the UPWP.

G. Planning certification: FAMPO acknowledges that a formal certification procedure by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) is required to be performed in review of the transportation planning process which

covers part of an urbanized area subject to the TMA regulations. FAMPO will cooperate and participate in the formal review process in accordance with the FHWA and FTA regulations and procedures to assure conformity of plans and programs as identified in 40 CFR part 51. FHWA and FTA will coordinate such reviews to coincide with TPB's triennial certification review.

H. Air quality responsibilities (one-hour standard): Stafford County was identified as part of the Washington Metropolitan Statistical Area (MSA) following the 1990 Census of Population and as a consequence it was determined to part of the Metropolitan Washington Ozone Nonattainment Area for the one hour standard. Stafford County participates with the Metropolitan Washington Air Quality Committee (MWAQ) for the one-hour standard (which is anticipated to be phased out by mid 2005). FAMPO shall continue to coordinate its transportation planning and programming air quality responsibilities, for the one hour standard, with TPB to ensure that a transportation plan is developed that conforms to air quality standards for the area and the State Implementation Plan, as outlined in the agreement dated December 12, 1994 (attached to this document), as long as that standard remains applicable under federal regulations.

I. Air quality responsibilities (eight-hour standard): In 2004, regulations for the eight-hour air quality standard were released by the U S Environmental Protection Agency. Spotsylvania County, Stafford County, and the City of Fredericksburg were determined to constitute a separate non-attainment area under the eight-hour standard. FAMPO assumes the responsibilities for the transportation planning and programming process under the eight-hour air quality standard for the entire FAMPO region, including Stafford County.

J. Implementation of the functions, responsibilities, and duties identified in this agreement: Implementation shall be as described specifically in the annual unified planning work program for FAMPO and the TPB.

K. FAMPO transportation planning area: The transportation planning area boundary for the FAMPO transportation planning process shall include the City of Fredericksburg, and Spotsylvania and Stafford Counties in their entirety (current boundary), unless a boundary modification is approved by FAMPO and the Governor.

ARTICLE II- COORDINATION OF PLANNING ACTIVITIES

TPB and FAMPO will maintain coordinated, cooperative and continuing planning processes. TPB and FAMPO shall coordinate their planning processes and produce required planning documents on the same cycle, as determined by TPB's current planning cycle.

ARTICLE III-TIME FRAME OF THE PROCESS

The metropolitan transportation planning and programming process shall be established as a continuing procedure effective the date of the execution of this AGREEMENT by all participants.

ARTICLE IV-TERMINATION

This AGREEMENT shall be terminated upon the occurrence of any of the following:

The provisions of this agreement maybe repealed by the mutual agreement of the FAMPO and the TPB with not less than ninety (90) days written notice to the other party and to the FHWA and FTA.

ARTICLE V-AMENDMENTS

Amendments to this AGREEMENT, as mutually agreed to, may only be made by written agreement between the parties of this AGREEMENT and subject to a formal review by FHWA and FTA.

IN WITNESS WHEREOF, all concerned parties have executed this AGREEMENT on the day and year first written above.

Chairman, FAMPO

WITNESSED BY _____
DATE _____

Chairman, National
Capitol Region
Transportation Planning Board

WITNESSED BY _____
DATE _____

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002**

**RESOLUTION RESPONDING TO GOVERNOR SCHAEFER'S
LETTER CONCERNING THE METROPOLITAN PLANNING
BOUNDARY IN MARYLAND**

WHEREAS, the National Capital Region Transportation Planning Board (TPB) is the officially designated Metropolitan Planning Organization (MPO) for the Metropolitan Washington area; and

WHEREAS, the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 requires MPO boundaries to "at least include the boundaries of the non-attainment area, except as otherwise provided by agreement between the metropolitan planning organization and the Governor;" and

WHEREAS, in a letter of April 16, 1992, the Governor of Maryland presented a proposal to the TPB under which "the Washington area MPO boundaries should not be expanded to encompass Charles and Calvert Counties;" and

WHEREAS, on September 16, 1992, the Transportation Planning Board (TPB) requested that the Metropolitan Washington Air Quality Committee (MWAQC) consider and provide comments to the TPB on the implications of Governor Schaefer's request for air quality planning and conformity findings in the Metropolitan Washington Area; and

WHEREAS, there has been extensive coordination with the State Transportation Agencies and the State Air Quality Agencies, who are members of MWAQC, and with Federal Highway Administration (FHWA) and Federal Transit Administration (FTA); and

WHEREAS, on December 9, 1992, the MWAQC adopted a set of recommendations to the TPB on responding to Governor Schaefer's request; and has transmitted those recommendations to the TPB; and

WHEREAS, the "Interim Guidance on the ISTEA Metropolitan Planning Requirements" issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) of April 6, 1992, contains the following guidance on Metropolitan boundaries:

"In non attainment areas, if the MPO and the Governor agree to exclude a portion of the nonattainment area, they must be able to demonstrate how conformity will be ensured in the excluded portion. Such proposals should be coordinated with FHWA, FTA, EPA, the state transportation agency, and the state air quality agency before a final decision is made".

NOW, THEREFORE, BE IT RESOLVED THAT: The National Capital Region Transportation Planning Board endorses the MWAQC recommendations as defined in Attachment A, agrees to respond favorably to the April 16, 1992 request of the Governor of Maryland, and also to transmit copies to the Federal Highway Administration, the Federal Transit Administration, and the Environmental Protection Agency.

Adopted by the Transportation Planning Board at its regular meeting on December 16, 1992.

ATTACHMENT A

Proposal for Satisfying Federal Metropolitan Planning Requirements for Charles and Calvert Counties

The TPB proposes the conformity procedures defined in parts 1-4 below. These procedures affirm the practices that have been used for the past two years for the Metropolitan Washington Region non-attainment area as a means for assuring conformity in Charles and Calvert Counties.

1. The TPB agrees with Governor Schaefer that Charles and Calvert Counties not be a part of the planning area covered by the TPB.
2. Transportation plans, programs and projects in Charles and Calvert Counties will be excluded from the TPB's Long-Range Transportation Plan and six-year Transportation Improvement Program (TIP), and included in the statewide Long-Range Transportation Plan and state-wide Transportation Improvement Program (STIP) developed by the State of Maryland.
3. Transportation plans, programs and projects in Charles and Calvert Counties will be included in the conformity analysis and determination carried out by the TPB for the Washington Metropolitan Statistical Area (MSA). Conformity determinations concerning proposed added projects will be based on a system level analysis for the non-attainment area.
4. Charles and Calvert Counties will be involved in all aspects of the conformity analysis and determinations.
 - Formal involvement for Charles and Calvert Counties will be provided through the Maryland Department of Transportation on the TPB, and through Charles and Calvert Counties' membership on MWAQC and its Technical Staff Coordination Committee (TSCC).
 - Informal involvement by Charles and Calvert Counties will be provided through participation by their representatives in COG and TPB committees and processes concerned with conformity, including receipt of all materials and participation in all meetings, discussions, and reviews.

These procedures are subject to amendment should they be found in conflict with the final rule on conformity promulgated by the U.S. Environmental Protection Agency.

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002**

**AN AMENDMENT TO THE FY 2008 UNIFIED PLANNING WORK PROGRAM (UPWP)
TO CONDUCT A REGIONAL BUS PASSENGER SURVEY**

WHEREAS, the Joint Planning Regulations issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) require a Unified Planning Work Program for Transportation Planning (UPWP); and

WHEREAS, the UPWP is required as a basis and condition for all funding assistance for transportation planning to state, local, and regional agencies by the FHWA and FTA; and

WHEREAS, the FY 2008 UPWP for the Washington Metropolitan Area was adopted by the TPB on March 21, 2007; and

WHEREAS, in September 2007, the Regional Bus Subcommittee asked the TPB Technical Committee to identify potential funding for a supplemental on-board survey of riders on local and county agency buses that would complement WMATA's planned 2008 Metrobus On-Board Survey; and

WHEREAS, comparable data collected in the 2008 Metrobus Survey and a supplemental on-board survey of bus riders on local jurisdiction systems would provide the first complete picture of bus transit usage in the region in more than 30 years; and

WHEREAS, there would be significant benefits to both WMATA and the TPB in conducting and managing the 2008 Metrobus and Supplemental Local Bus on-board surveys as single procurement that used a common methodology and single contractor for both on-board bus surveys; and

WHEREAS, a TPB staff proposal in response to the subcommittee request was reviewed at the October 5 and November 2, 2007 TPB Technical Committee meetings; and

WHEREAS, at the November 2 meeting, the TPB Technical Committee recommended that the TPB reprogram \$375,000 in funding from the FY 2008 UPWP for a Supplemental Local Bus On-Board Survey to be conducted together with WMATA's 2008 Metrobus On-Board Survey; and

WHEREAS, it is anticipated that WMATA will provide \$750,000 to the Metropolitan Washington Council of Governments (COG) on behalf of the TPB for the conduct of the 2008 Metrobus On-Board Survey;

NOW, THEREFORE, BE IT RESOLVED THAT: The Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2008 UPWP to

- reprogram \$375,000 in funding from the Household Travel Survey and the WMATA Technical Assistance Program as shown in the attached pages from the FY 2008 UPWP, and
- add a new project entitled: Regional Bus Passenger Survey, which includes a Supplemental Local Bus On-Board Survey with the \$375,000 in FY 2008 UPWP funding together with the 2008 Metrobus On-Board Survey with \$750,000 in WMATA funding, as described in the attached materials.

6. TECHNICAL ASSISTANCE

D. WMATA

Geocode 2007 WMATA Rail Survey Data

This project will Geocode the home address data collected in the Spring 2007 WMATA rail passenger survey to Transportation Analysis Zones (TAZs) for the TPB Modeled Region. For this project TPB staff will (1) geoprocess all of the home address data; (2) hire, train and supervise the temporary geocoding clerks; and (3) provide overall project management and quality control. COG/TPB will deliver to WMATA an updated rail passenger survey file with TAZ geocodes and other appropriate geoprocessing flags appended to each survey record.

Cost Estimate: \$25,000
 \$50,000 carryover from FY 2007
 \$75,000 total

Schedule: October 2007

~~Geocode 2007 WMATA Bus Passenger Survey~~

~~This project will Geocode the home address data collected in the Fall 2007 WMATA bus passenger survey to Transportation Analysis Zones (TAZs) for the TPB Modeled Region. For this project TPB staff will (1) geoprocess all of the home address data; (2) hire, train and supervise the temporary geocoding clerks; and (3) provide overall project management and quality control. COG/TPB will deliver to WMATA an updated bus passenger survey file with TAZ geocodes and other appropriate geoprocessing flags appended to each survey record.~~

~~Cost Estimate: \$75,000~~
~~Schedule: March 2008~~

Impact of Highway Congestion on WMATA Bus Operations

This project will study the impact of highway congestion on WMATA bus operations & fleet needs. This project will also identify potential improvements that could mitigate the adverse effects of this congestion on bus operations and reduce WMATA overall bus fleet needs and operating costs.

Deletion in ~~strikeout~~
Addition in **bold**

5. TRAVEL MONITORING

C. TRAVEL SURVEYS AND ANALYSIS

1. Household Travel Survey

Beginning in January 2007, over a 12-month period, approximately 10,000 households will be surveyed to collect detailed information on the socio-economic characteristics and travel behavior of persons residing in the TPB modeled region. The information collected in this survey will be used in future fiscal years to develop and calibrate regional travel demand forecasting models that are used to predict future travel demands based on projected household and employment growth and planned improvements to the regional transportation system. The last large scale regional household travel survey of this type was conducted more than 10 years ago.

~~In FY 2008, the data collection for the regional household travel survey will be completed. Staff will manage and supervise the survey contractor and coordinate survey activities with state and local government staff as appropriate. The data collected in the 2007 regional household travel survey will be processed, edited, geocoded and tabulated. Staff will then prepare a technical report documenting the results of the survey.~~

Staff will geocode, edit and tabulate household travel survey data collected by the survey contractor through December 31, 2006. The geocoding, editing and tabulation of the household travel survey data collected by the survey contractor from January 1, 2008 through March 2008 will be geocoded, edited and tabulated in the first quarter of FY 2009.

Staff will also continue to provide data files, user documentation and technical support to the users of existing COG/TPB travel survey databases. This work will include special tabulations from these databases to support improvements in travel forecasting procedures and other COG/TPB transportation planning activities as required.

Oversight:	Travel Forecasting Subcommittee
Cost Estimate:	\$1,128,400 \$828,400 \$1,200,000 in carryover from FY 2007 \$2,328,400 \$2,028,400 total
Products:	Geocoded and edited Travel Survey Data, Technical Report

New Project Included in FY 2008 UPWP

2. Regional Bus Passenger Survey

The Washington Metropolitan Area Transit Authority (WMATA) has included \$750,000 in funding in its FY 2008 Budget for the conduct of a spring 2008 Metrobus On-Board Survey. The purpose of this survey is to: (1) obtain bus passenger jurisdiction of residence data needed for WMATA's regional bus subsidy allocation formula, (2) collect information on the origin-destination trip patterns of riders on Metrobus regional and non-regional routes that is used in bus route planning and travel demand model validation and (3) obtain other information that would be used to develop an updated profile of current Metrobus riders and their trips.

The Regional Bus Subcommittee of the National Capital Region Transportation Planning Board (TPB) asked the TPB Technical Committee to identify potential funding for a supplemental on-board survey of riders on local and county agency buses that would complement WMATA's planned 2008 Metrobus On-Board Survey. Members of this subcommittee, representing WMATA and local jurisdiction transit agencies, also stated their belief that there would be significant benefits to both WMATA and the TPB in conducting and managing the 2008 Metrobus and Supplemental Local Bus on-board surveys as single procurement that used a common methodology and single contractor for both on-board bus surveys. Together, comparable data collected in the 2008 Metrobus Survey and a supplemental on-board survey of bus riders on local jurisdiction systems would provide the first complete picture of bus transit usage in the region in more than 30 years.

A proposal in response to the Regional Bus Subcommittee request was reviewed at the October 5 and November 2, 2007 TPB Technical Committee meetings. This proposal recommended that the TPB reprogram \$375,000 in funding from its FY 2008 Unified Planning Work Program (UPWP) for a Supplemental Local Bus On-Board Survey and that WMATA provide \$750,000 to the Metropolitan Washington Council of Governments (COG) on behalf of the TPB for the conduct of the 2008 Metrobus On-Board Survey.

In this project staff will design the 2008 Metrobus and Supplemental Local Bus on-board surveys as a coordinated and complementary regional effort and a survey contractor will be hired for the conduct of both of these two on-board surveys. COG/TPB will supervise and manage the survey contractor and provide overall quality assurance.

Oversight: Regional Bus Planning Subcommittee and WMATA staff

Cost Estimate: - \$750,000 WMATA funding for 2008 Metrobus On-Board Survey
- \$375,000 FY 2008 UPWP for Supplemental Local Bus On-Board Survey
\$1,125,000 total

Products: Bus On-Board Survey Data, Technical Report

Schedule: June 2008

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

RESOLUTION TO AMEND THE FY 2008 UNIFIED PLANNING WORK PROGRAM (UPWP) TO INCREASE FEDERAL TRANSIT ADMINISTRATION (FTA) FUNDING FROM MARYLAND AND VIRGINIA AND TO MODIFY FOUR WORK ACTIVITIES

WHEREAS, the Joint Planning Regulations issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) require a Unified Planning Work Program for Transportation Planning (UPWP); and

WHEREAS, the UPWP is required as a basis and condition for all funding assistance for transportation planning to state, local, and regional agencies by the FHWA and FTA; and

WHEREAS, the FY 2008 UPWP for the Washington Metropolitan Area was adopted by the TPB on March 21, 2007; and

WHEREAS, the final commitments from the Maryland Department of Transportation (MDOT) and the Commonwealth of Virginia Department of Rail and Public Transportation (DRPT) for their FY 2008 FTA planning funding are more than originally assumed by \$10,285 and \$53,601, respectively, which result in the increases, as shown on the attached program funding source Table 1 from the FY 2008 UPWP; and

WHEREAS, the increase in FTA funding allows additional resources to focus on the complexity of transit network integration with GIS in the Network Development work activity, and also increases the budgets for the technical assistance programs of Maryland, Virginia, and WMATA as shown on the attached Table 2 and work activity narratives from the FY 2008 UPWP;

NOW, THEREFORE, BE IT RESOLVED THAT: The Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2008 UPWP to include the increases in FTA funding, as shown on the attached Table 1, Table 2 and work activity narratives from the FY 2008 UPWP.

TABLE 1
FY 2008 TPB FUNDING BY FEDERAL STATE AND LOCAL SOURCES
(July 1, 2007 to June 30, 2008)

	FTA SECT 5303 80% FEDERAL & 20% STATE/LOCAL	FHWA SECT 112 80% FEDERAL & 20% STATE/LOCAL	FAA CASP 90 FEDERAL & 10% LOCAL	TOTALS
ALLOTMENTS PROVIDED BY DDOT				
NEW FY 2008	\$387,000	\$1,840,000		\$2,227,000
UNOBLIGATED FY 2006	57,800	211,600		269,400
CARRYOVER FY 2007	103,885	365,125		469,010
SUBTOTAL	548,685	2,416,725		2,965,410
ALLOTMENTS PROVIDED BY MDOT				
NEW FY 2008 +\$10,285	937,900	3,355,600		4,293,500
UNOBLIGATED FY 2006	56,200	662,700		718,900
CARRYOVER FY 2007	251,768	663,126		914,894
SUBTOTAL	1,245,868	4,681,426		5,012,400
ALLOTMENTS PROVIDED BY VDOT				
NEW FY 2008 +\$53,601	754,000	2,612,000		3,366,000
UNOBLIGATED FY 2006	71,300	298,500		369,800
CARRYOVER FY 2007	202,402	515,894		718,296
SUBTOTAL	1,027,702	3,426,394		3,735,800
TPB BASIC PROGRAM				
TOTAL NEW FY 2008	2,078,900	7,807,600		9,886,500
TOTAL UNOBLIGATED FY 2006	185,300	1,172,800		1,358,100
SUBTOTAL	2,264,200	8,980,400		11,244,600
TOTAL CARRYOVER FY 2007	558,055	1,544,145		2,102,200
TOTAL BASIC PROGRAM	2,822,255	10,524,545		13,346,800
GRAND TOTAL	\$2,822,255	\$10,524,545	\$317,592	\$13,664,392

"New FY2008 funds" refer to newly authorized funds for the FY2008 UPWP

"Unobligated FY2006 funds" refer to unexpended funds from the completed FY2006 UPWP

"Carryover FY2007 funds" are programmed from the FY2007 UPWP to complete specific work tasks in the FY 2008 UPWP

**TABLE 2
TPB FY 2008 WORK PROGRAM BY FUNDING SOURCES**

WORK ACTIVITY	TOTAL COST	FTA/STATE/ LOCAL	FHWA/STATE/ LOCAL	OTHER FUND
1. PLAN SUPPORT				
A. Unified Planning Work Program (UPWP)	70,700	13,625	57,075	
B. Transp Improvement Program (TIP)	151,700	29,234	122,466	
C. Constrained Long-Range Plan	558,100	107,552	450,548	
D. Financial Plan	84,000	16,188	67,812	
E. Public Participation	323,900	62,419	261,481	
F. Private Enterprise Participation	18,300	18,300		
G. Annual Report	80,100	15,436	64,664	
H. Transportation/Land Use Connection Progr	255,000	49,141	205,859	
I. DTP Management	452,100	87,125	364,975	
Subtotal	1,993,900	399,020	1,594,880	
2. COORDINATION PLANNING				
A. Congestion Management Process (CMP)	150,000	28,907	121,093	
B. Management, Operations, and ITS Planning	350,000	67,449	282,551	
C. Emergency Preparedness Planning	75,400	14,530	60,870	
D. Transportation Safety Planning	75,000	14,453	60,547	
E. Bicycle and Pedestrian Planning	108,700	20,948	87,752	
F. Regional Bus Planning	100,000	19,271	80,729	
G. Human Service Transportation Coordination	105,000	20,235	84,765	
H. Freight Planning	101,000	19,464	81,536	
Subtotal	1,065,100	205,256	859,844	
3. FORECASTING APPLICATIONS				
A. Air Quality Conformity	563,200	108,535	454,665	
B. Mobile Emissions Analysis	640,100	123,354	516,746	
C. Regional Studies	415,800	80,129	335,671	
D. Coord Coop Forecasting & Transp Planning	676,800	130,427	546,373	
Subtotal	2,295,900	442,445	1,853,455	
4. DEVELOPMENT OF NETWORKS/MODELS				
A. Network Development +\$50,200	769,500	148,291	621,209	
B. GIS Technical Support	498,800	96,124	402,676	
C. Models Development	969,200	186,775	782,425	
D. Software Support	178,900	34,476	144,424	
Subtotal	2,416,400	465,667	1,950,733	
5. TRAVEL MONITORING				
A. Cordon Counts	230,000	44,324	185,676	
B. Congestion Monitoring and Analysis	521,200	100,441	420,759	
C. Travel Surveys and Analysis				
Household Travel Survey	2,328,400	448,708	1,879,692	
D. Regional Trans Data Clearinghouse	267,900	51,627	216,273	
Subtotal	3,347,500	645,100	2,702,400	
Core Program Total (1 to 5)	11,118,800	2,157,488	8,961,312	
6. TECHNICAL ASSISTANCE				
A. District of Columbia	372,500	51,087	321,413	
B. Maryland +\$1,300	886,100	121,525	764,575	
C. Virginia +\$7,200	553,100	75,855	477,245	
D. WMATA +\$5,100	416,300	416,300	0	
Subtotal	2,228,000	664,767	1,563,233	
Total, Basic Program +\$63,800	13,346,800	2,822,255	10,524,545	
7. CONTINUOUS AIRPORT SYSTEM PLANNING				
A. Update Ground Access Forecast - Phase 2	67,592			
B. Ground Access Element Update	250,000			
Subtotal	317,592			317,592
GRAND TOTAL	13,664,392	2,822,255	10,524,545	317,592

4. DEVELOPMENT OF NETWORKS AND MODELS

A. NETWORK DEVELOPMENT

FY 2008 efforts will focus on the development of TP+ highway and transit networks in Version 2.2 model format on the 2,191-zone modeled area using information gathered electronically and/or in paper format. This process will make use of available information in COG's GIS and the Data Clearinghouse to facilitate development of networks supporting 1) air quality conformity analysis and 2) scenario testing as part of TPB regional studies.

Activities in FY 2008 will begin with the compilation of the latest available transit route and schedule information from WMATA and other transit providers in the peak and off-peak formats required for the travel demand models. All traffic count data will be converted to AWDT format for use in highway networks required for these models. A set of TP+ networks for highway and transit will be coded from this information depicting current year conditions.

Using these networks as a starting point, a series of FY2009-2014 TIP and Plan Conformity networks will be developed for the following analysis years: 2008, 2009, 2010, 2020, and 2030 and other years as specified in upcoming federal guidance. Tasks involved are as follows:

- a. receive and organize project inputs to the FY2009-2014 TIP and amended CLRP;
- b. code, edit, and finalize networks for highway, HOV, and transit;
- c. develop transit fare matrices consistent with these networks;
- d. provide documentation and training in the development of these highway and transit networks.

TPB currently manages highway networks in a time-series fashion within a geographic database using GIS. This practice has increased the efficiency and quality of highway network coding, but current highway coding methods could be improved. Moreover, the need to add transit network features as a part of the TPB geo-database is also identified as an immediate need. Demands on the network development program have been more difficult to meet as transit network alternatives have increased in complexity and as new high occupancy toll (HOT) lane alternatives have emerged.

To improve network coding procedures and to better manage network development, consultant support is being sought to review the current highway and transit network

development processes. The consultant will 1) interview TPB staff and develop a user requirements document, and 2) recommend options for improving network coding efficiency and data quality/consistency, **focusing on the complexity of transit network integration within GIS**. Refined network coding procedures will not only benefit existing modeling needs, but will also enable staff to accommodate future Transportation Analysis Zone (TAZ) refinements that are being planned.

Oversight:	Travel Forecasting Subcommittee
Cost Estimate:	\$694,500 + \$50,200 \$75,000 in carryover from FY 2007 \$769,500 total
Products:	Series of updated transportation networks by mode, including technical training and documentation
Schedule:	June 2008

B. GIS TECHNICAL SUPPORT

In FY 2008 staff will continue to provide data and technical support to staff using the COG/TPB GIS for development and distribution of data and information developed by the TPB planning activities, including Regional Studies, the CLRP, the TIP, Congestion Monitoring and Analysis, Cooperative Forecasting, Regional Transportation Data Clearinghouse, Network and Models Development, and Bicycle and Pedestrian Planning.

Staff will continue to enhance the methodology for seamless editing of regional highway and transit networks and provide ongoing maintenance of existing GIS network editing tools. Staff will enhance the methodology for "seamless" editing of regional highway and transit networks and provide ongoing maintenance of existing GIS network editing tools and develop new tools for the editing of highway, transit and HOV networks. Staff will also implement GIS Spatial Data Library restructuring that will include both transportation and non-transportation mapping features.

Staff will provide GIS training on the use of GIS software applications and databases for transportation planning to COG/TPB and local agency staff. In addition to technical support and training activities, staff will also support on-line and other access to COG/TPB GIS metadata, databases, and applications for state and local transportation planners. Staff will update COG/TPB GIS user documentation and training materials, as required.

Because GIS has become a key component of local, regional, and state transportation

B. MARYLAND

Program Development

This project is set up to account for staff time spent in developing detailed scopes of work for requested projects and in administering and reporting on the resulting work program throughout the year. Work activities involve meeting with requesting agencies to discuss proposed projects, drafting and finalizing work statements and tasks, creating projects when authorized, and progress reporting throughout the project schedule.

Cost Estimate:	\$20,000 +\$1,300
Product:	Detailed scopes of work as needed, progress reports.
Schedule:	On-going activity

Miscellaneous Services

The miscellaneous account is a mechanism established to address requests from MDOT, SHA, MTA, MdTA and local jurisdictions, which are too small or too short-lived to warrant separate work scopes. Authorizations to execute specific tasks are usually given by email or fax; this is particularly useful for quick turnaround. Past work has included requests for electronic data files, hard copy, or plots from any of the planning work activities at COG. Other requests have included participation in technical review committees and task forces and execution of small technical studies.

Cost Estimate:	\$78,400
Schedule:	On-going activity

MDOT Training / Technical Support - As part of technical assistance work activities in previous years staff installed the regional travel demand modeling process in the offices of SHA's Travel Forecasting Section. Staff has subsequently worked with SHA in executing alternatives at the regional level and has provided staff training to both SHA and MTA staff members.

As part of these work activities, staff updates the transportation networks, land activity data files and travel demand models in SHA's offices to reflect the latest regional data files and modeling procedures. Staff will continue to work with SHA and MTA staff to apply these modeling procedures and to provide specific project assistance as requested under categories of: project planning, feasibility studies in selected corridors, and other planning studies. Staff also reviews and provides comment on milestone documentation reports,

Approximately 200 supplemental traffic counts will be conducted during in FY 2008 on selected arterials in Suburban Maryland to augment the counts in Maryland's planned statewide HPMS data collection activities and to assist in the validation of the regional travel demand forecast model.

Cost Estimate: \$150,300
Product: additional HPMS traffic counts
Schedule: on-going activity

TOTAL MARYLAND COST ESTIMATE:
\$579,600

\$306,300 in carryover from FY 2007
\$886,100 total

C. VIRGINIA

Program Development

This project is established to account for TPB staff time spent in developing scopes of work for requested projects and for administering the resultant work program throughout the year.

Work activities will involve meeting with VDOT and VDR&PT staff to discuss projects, draft and finalize work statements and tasks, create project accounts when authorized, and report progress on projects throughout the year.

Cost Estimate: \$7,400 **+\$7,200**
 \$3,600 in carryover from FY 2007
 \$11,000 total
Product: scopes of work, progress reports
Schedule: on-going activity

Miscellaneous Services

- A. This work element provides VDOT and VDRPT with the ability to undertake limited scope studies and or data gathering activities identified during its regional and sub-regional planning activity during fiscal year 2007.

D. WMATA

Program Development

This project is established to account for DTP staff time spent in developing scopes of work for requested projects and for administering the resultant work program throughout the year. Work activities will involve meeting with WMATA staff to discuss projects, drafting and finalizing work statements and tasks, creating project accounts when authorized, and reporting progress on projects throughout the year. In addition, this project will provide staff with resources to attend required meetings at WMATA.

Cost Estimate: \$10,000 **+\$5,100**

Schedule: on-going activity

Miscellaneous Services

This miscellaneous account is a mechanism established to address requests which are too small or too short-lived to warrant separate work scopes. Past work has included requests for hard copy, plots, tape, or diskettes of data from any of the planning work activities at COG.

Cost Estimate: \$6,300

Schedule: on-going activity

Accessible Pathways Analysis for MetroAccess Customers

In this project TPB and WMATA staff will review and assemble relevant regional transportation and MetroAccess data needed to conduct an Accessible Pathways Analysis for MetroAccess Customers. After this information has been assembled, it is anticipated that consultant assistance would be obtained to develop and test a methodology for prioritizing the need for and general routing of accessible pathways for MetroAccess trips. These accessible pathways would achieve two objectives:

- Connect concentrations of MetroAccess patrons with fixed route transit service; and
- Connect fixed route transit service and high-frequency destinations based on existing MetroAccess trip data.

Cost Estimate: \$200,000 using carryover from FY 2007

Schedule: December 2007

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002**

**RESOLUTION TO AMEND THE FY 2008 UNIFIED PLANNING WORK PROGRAM
(UPWP) TO CONDUCT AN INDEPENDENT REVIEW OF METROACCESS UNDER
THE HUMAN SERVICE TRANSPORTATION COORDINATION PLANING WORK
ACTIVITY**

WHEREAS, the Joint Planning Regulations issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) require a Unified Planning Work Program for Transportation Planning (UPWP); and

WHEREAS, the UPWP is required as a basis and condition for all funding assistance for transportation planning to state, local, and regional agencies by the FHWA and FTA; and

WHEREAS, the FY 2008 UPWP for the Washington Metropolitan Area was adopted by the TPB on March 21, 2007; and

WHEREAS, on February 15, 2006, the National Capital Region Transportation Planning Board (TPB) and TPB Access for All Advisory (AFA) Committee issued a study on MetroAccess and other paratransit services entitled "Improving Demand Responsive Services for People with Disabilities in The Washington Region," and one of the five priority recommendations was that the TPB conduct an independent review of MetroAccess; and

WHEREAS, the independent review was included in the FY 2007 UPWP, but was deferred because WMATA was working on a number of recommendations from WMATA's Ad-Hoc Committee, such as considering door-to-door service; and

WHEREAS, on November 15, 2007, the AFA committee met and recommended that the TPB conduct an independent review of MetroAccess in the Spring of 2008; and

WHEREAS, the independent review will address the following five basic questions:

- Has service quality improved? Are performance goals being met?
- Do actual operating procedures meet contract requirements and support service quality?
- Have policy and planning issues been adequately addressed?
- Do riders have adequate input?
- What is the status of the eligibility process and plans for changes?

WHEREAS, the independent review will be conducted by a consultant under work activity 2.G Human Service Transportation Coordination Planning with no change in budget as shown on the attached work activity narrative from the FY 2008 UPWP;

NOW, THEREFORE, BE IT RESOLVED THAT: The Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2008 UPWP to include the independent review of Metro Access service to be conducted by a consultant under work activity 2.G Human Service Transportation Coordination Planning with no change in budget as shown on the attached work activity narrative from the FY 2008 UPWP.

Adopted by the Steering Committee of the Transportation Planning Board at its regular meeting on December 7, 2007.

G. HUMAN SERVICE TRANSPORTATION COORDINATION PLANNING

In 2007, as required under SAFETEA-LU, the TPB will adopt the Human Service Transportation Coordination Plan for the Washington Region. The Coordinated Plan includes an assessment of needs, an inventory of service, strategies and actions to better meet users needs and coordinate existing services, priorities for funding and the framework for competitively selecting projects. The Coordination Plan will guide funding decisions for the following three FTA programs: 1) Formula Program for Elderly Persons and Persons with Disabilities (Section 5310); 2) Job Access and Reverse Commute for Low Income Individuals (JARC, Section 5316); and 3) New Freedom Program for Persons with Disabilities (Section 5317). In 2006, the TPB was designated by the Mayor of the District of Columbia, and the Governors of Maryland and Virginia as the designated recipient of JARC and New Freedom program funds. SAFETEA-LU also requires that the CLRP and TIP shall consider the design and delivery of non-emergency transportation services.

Work activities include:

- Under the guidance of the TPB Human Service Transportation Coordination Task Force, review how the initial 2007 coordination plan was utilized by sponsors to fund projects for the three FTA programs, and identify recommended changes and revisions to the plan and the framework for the competitive selection process.
- Provide staff support to the Coordination Task Force, as a regional forum to identify further options to coordinate transportation services
- Coordinate the activities of the Coordination Task Force with the TPB Access For All Advisory Committee and the COG Human Services Committee to effectively involve local jurisdictions and leaders of low- income, minority and disabled community groups.
- ~~Continue to review the implementation of improvements to~~ **Conduct the independent review of Metro Access service** as identified in the February 2006 TPB study: "Improving Demand Responsive Services for People with Disabilities in the Washington Region." **Consultant assistance for this review is anticipated.**

Oversight:	Technical Committee and TPB Access For all Advisory Committee
Cost Estimate:	\$105,000
Products:	An updated human service transportation coordination plan, Review of Metro Access
Schedule:	June 2008