

**NATIONAL CAPITAL REGION
TRANSPORTATION PLANNING BOARD**

FY 2010

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

March 18, 2009

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 R17-2009
March 18, 2009**

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

**RESOLUTION APPROVING THE FY 2010 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 2009 Unified Planning Work Program (UPWP) for Transportation Planning for the Washington Metropolitan Region was approved by the Transportation Planning Board (TPB) on March 19, 2008; and

WHEREAS, on February 12, 2009, the TPB released the draft FY 2010 UPWP for public comment; and

WHEREAS, the TPB Technical Committee reviewed the outline and budget on January 9, 2009, the draft document on February 6, and recommended approval by the TPB of the final draft FY 2010 UPWP at its meeting on March 6; and

WHEREAS, on March 18, 2009, the TPB adopted resolution R16-2009 which identifies certain projects for carryover funding from FY 2009 to FY 2010, and these projects and budgets will be incorporated into the final version of the FY 2010 UPWP;

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board approves the FY 2010 Unified Planning Work Program for Transportation Planning for the Metropolitan Washington Region.

Adopted by the Transportation Planning Board at its regular meeting on March 18, 2009.

SUMMARY

The Fiscal Year 2010 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, 2009 through June 30, 2010. 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 work program comprises seven major activities and organized 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 II - 3. The TPB committee or subcommittee responsible for the specific work activities is shown in Figure 6 on page II - 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 transportation 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 2010 UPWP include:

- The total funding level for this program is slightly higher than the level for FY 2009.
- The 2010 update of the Constrained Long Range Transportation Plan (CLRP) including a financial plan, and public participation in the update of the plan.
- The analysis of two regional land use and transportation scenarios.
- Expansion of the TPB's Transportation/Land Use Connection (TLC) program that began as a pilot in November 2006.

- Continuing work on the congestion management process (CMP).
- Completing the report on the travel survey of approximately 10,000 households in the TPB modeled region.
- Continuing to coordinate human service transportation, 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.
- Support for emergency response and preparedness and regional management, operations and intelligent Transportation Systems (MO/ITS) activities.
- Support for transportation safety planning and regional freight planning.
- Support for regional freight planning
- Work elements to ensure that the regional transportation plan and Transportation Improvement Program meet air quality objectives.

I. INTRODUCTION

Purpose

The **FY 2010 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, 2009 through June 30, 2010. 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. On January 16, 2008, the TPB approved the *2007 Financially Constrained Long Range Transportation Plan for the National Capital Region*. On November 19, 2008, the TPB approved the *2008 Financially Constrained Long Range Transportation Plan for the National Capital Region*.

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.

In the Washington Metropolitan region, the roles and responsibilities involving the TPB, the three state DOTs, the local government transportation agencies, WMATA and the state

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
Northern Virginia Transportation	Potomac and Rappahannock
Authority	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	

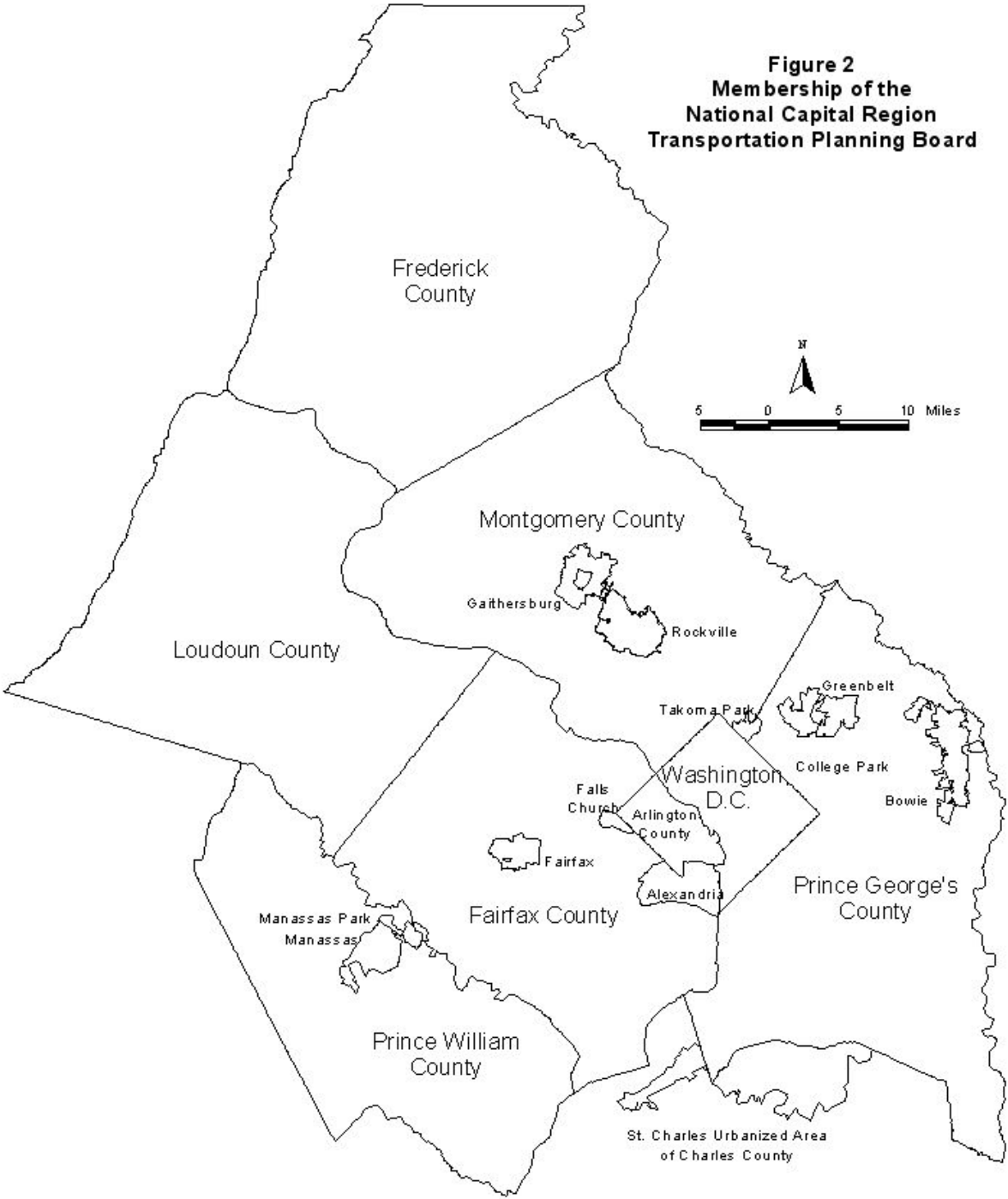
DISTRICT OF COLUMBIA

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



and local government public transportation operators for cooperatively carrying out transportation planning and programming have been established over several years. As required under the final planning regulations, the TPB, the state DOTs and the public transportation operators have documented their transportation planning roles and responsibilities in the Washington Metropolitan Region in a Memorandum of Understanding (MOU) that was executed by all parties on January 16, 2008. The MOU is included in the Appendix and the responsibilities for the primary planning and programming activities are indicated in Figure 3.

Also in the Appendix is an agreement involving the TPB and Charles and Calvert counties in Maryland regarding consistency and conformity of their plans, programs and projects is included in the UPWP. Also included is an agreement between the TPB and the Fredericksburg Area MPO (FAMPO) in Virginia which identifies the roles and responsibilities for cooperatively conducting the planning and programming process in the FAMPO portion of the Metropolitan Washington Urbanized Area.

During FY 2010, a regional planning priority will be to continue to focus on the coordination between land use and transportation planning and to strengthen the linkages between the CLRP development and the scenario planning results. The TPB public participation process and 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).

Figure 3

TRANSPORTATION PLANNING AND PROGRAMMING RESPONSIBILITIES

Responsibility	Agencies
UPWP Development	TPB, DOTs, WMATA, Local Govts
Planning Certification	TPB, DOTs
CLRP Development	
Transportation/Land-Use Planning	TPB, MDPC, Local Govts
Plan Inputs/Update	DOTs, WMATA, Local Govts, NVTA, PRTC, MWAA
Project Selection	TPB, DOTs, WMATA, and Local Govts
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,
Participation Plan	TPB
Freight Planning	TPB, DOTs, Local Govts.
TIP Development	
TIP Inputs	DOTs, WMATA, Local Govts, NVTA, PRTC, MWAA
Project Selection	TPB, DOTs, WMATA
Air Quality Conformity	TPB, Fredericksburg Area MPO
Financial Plan	TPB, DOTs, WMATA, Local Govt., NVTA, PRTC
Human Service Transportation	
Coordination Planning	TPB, WMATA, human services agencies
Private Enterprise Participation	TPB, WMATA, Local Govts, NVTC/PRTC
Public Involvement Plan	TPB
Listing of Projects with Federal	
Funding Obligations	TPB, DOTs, WMATA
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

**Figure 4
TRANSPORTATION PLANNING STUDIES
WITHIN THE WASHINGTON METROPOLITAN AREA 2009**

<u>Name</u>	<u>Primary Agencies</u>	<u>Schedule</u>	<u>Products</u>
Regional			
Regional Mobility and Accessibility Scenario Study	TPB	2009	Outreach
Update of Long-Range	TPB, state DOTs, WMATA, local govts.	2009	CLRP
Regional ITS Architecture Update	TPB, state DOTs, WMATA, local govts.	2009	Report
Station Area Plans (multiple stations)	WMATA	on-going	Plans
Station Access Studies (multiple stations)	WMATA	on-going	Plans
Capital Needs Inventory & CIP Update	WMATA	2009	Plan
Ridership Forecasting and Market Analysis	WMATA	2009	Report
Bus Stop Improvement Standards & Needs Assessment	WMATA	2009	Report
Priority Corridor Dev. Plans (16th St, Leesburg Pike, Viers Mill Rd.)	WMATA	on-going	Plans
Bus Service Eval. Studies	WMATA	on-going	Studies
Bicycle and Pedestrian Facilities Plan	WMATA	2009	Report
Metrorail Real-Time Parking Feasibility Study	WMATA	Report	2009

Figure 4 **PLANNING STUDIES 2009** (Continued)

<u>Name</u>	<u>Primary Agencies</u>	<u>Schedule</u>	<u>Products</u>
Metro Long-Range Transit System Plan	WMATA	2009	Report
Evaluation of Metrobus Priority Corridor Network	WMATA	2009	Study
Virginia			
I-66 Corridor (inside The Beltway)	VDOT	TBD	NEPA
I-66 Corridor Study (MTES) (Outside the Beltway)	VDOT	TBD	NEPA
I 66 Corridor Transit Study		DRPT	2009
Tri-County Parkway	VDOT	2010	Report
US 29 Corridor Blueprint	VDOT	2010	FEIS
Update of TransAction 2030	NVTA	2010	Report
VRE Extension to Gainesville	VRE	2009	FTA AA
Maryland			
Capital Beltway Study	MDOT, VDOT, Montgomery & Prince George's Counties	2015	DEIS
I-270 Multi-Modal Corridor Study	MDOT/SHA, Montgomery & Frederick Counties	2010	PE/FEIS
Corridor Cities Transitway Study	MDOT/MTA	2010	AA/EA
Purple Line (Bethesda to Silver Spring/ Silver Spring to New Carrollton)	MDOT/MTA	2009	AA/DEIS
MD 5 Transportation Study(I-495 to US 301)	MDOT/SHA	2010	DEIS

Figure 4 **PLANNING STUDIES 2009** (Continued)

<u>Name</u>	<u>Primary Agencies</u>	<u>Schedule</u>	<u>Products</u>
US 301 Waldorf Study (US 301 from T.B. to south of Waldorf)	MDOT/SHA	2010	DEIS
US 301 Governor Harry W. Nice Bridge	MD Transportation Authority	2010	EA
MD 223 Study (Temple Hill Road to MD 5)	MDOT/SHA	2015	DEIS
MD 197 Study (MD 450 Relocated to Kenhill Drive)	MDOT/SHA	2010	DEIS
MD 97 Study (16th Street to the Capital Beltway)	MDOT/SHA	2015	DEIS
District of Columbia			
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	2009	Report
District of Columbia Transit Alternatives Analysis (DCAA)	DDOT/WMATA	2009	Plan
South Capitol Street (EIS)/AWI	DDOT	2009	EIS
Citywide Parking Management Plan	DDOT	2009	Report
Washington Hospital Center Access & Area Development Study	DDOT	2009	Report

Figure 4 **PLANNING STUDIES 2009** (Continued)

<u>Name</u>	<u>Primary Agencies</u>	<u>Schedule</u>	<u>Products</u>
Mount Vernon Square Study	DDOT	2009	Report/Design
First Place and Galloway NE Redesign	DDOT	2009	Report/Design
C Street NE Lane Reduction Feasibility	DDOT	2009	Report/Design
NoMa Access Study and Transportation Management Plan	DDOT	2009	Report/Design
Fairlawn Traffic Calming and Management Plan	DDOT	2009	Report/Design
Citywide Transportation Demand Model	DDOT	2009	Travel Model
Transportation Vision Plan	DDOT	2009	Plan/Report
Randle Heights Transportation Audit	DDOT	on-going	Report
Lamond Riggs Transportation Audit	DDOT	on-going	Report
Mount Pleasant Transportation Study	DDOT	on-going	Report
15th Street NW Reconfiguration Study	DDOT	on-going	Report/Design
Great Streets Program	DDOT	ongoing	Design/Construct
Glover Park Transportation Study	DDOT	on-going	Report/Design
North Capitol / Irving Street Cloverleaf Redesign Study	DDOT	on-going	Report/Design

10th Street Pedestrian Study	DDOT	on-going Study/Report	
Garfield-Canal Park Connector	DDOT	on-going	Design Project
Congress Heights Streetscape Concept Design	DDOT	on-going	Study/Report

Total Proposed Funding by Federal Source for FY 2010

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 1-15.

The new FY 2010 funding level in Table 1 under the "FTA Section 5303" column is about 25 percent lower than the FY 2009 level, and new funding under the "FHWA Section 112" column is about 1.5 percent more than FY 2009. The total FY 2010 budget for the Basic Program with unobligated funding from FY 2008 is about 3 percent more than the FY 2009 total.

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TABLE 1
FY 2010 TPB PROPOSED FUNDING BY FEDERAL STATE AND LOCAL SOURCES
(July 1, 2009 to June 30, 2010)

	FTA SECT 5303 80% FED & 20% STA/ LOC	FHWA SECT 112 80% FED & 20% STA/ LOC	FAA CASP 90% FED & 10% LOC	TOTALS
ALLOTMENTS PROVIDED BY DDOT				
NEW FY 2010	441,149	1,870,056		2,311,205
UNOBLIGATED FY 2008	62,589	286,216		348,805
CARRYOVER FY 2009	41,767	177,053		218,820
SUBTOTAL	545,505	2,333,325		2,878,830
ALLOTMENTS PROVIDED BY MDOT				
NEW FY 2010	436,003	3,447,275		3,883,278
UNOBLIGATED FY 2008	143,884	585,212		729,096
CARRYOVER FY 2009	123,374	359,958		483,332
SUBTOTAL	703,261	4,392,445		5,095,706
ALLOTMENTS PROVIDED BY VDOT				
NEW FY 2010	863,500	2,283,078		3,146,578
UNOBLIGATED FY 2008	129,256	586,978		716,234
CARRYOVER FY 2009	66,479	203,869		270,348
SUBTOTAL	1,059,235	3,073,925		4,133,160
TPB BASIC PROGRAM				
TOTAL NEW FY 2010	1,740,652	7,600,409		9,341,061
TOTAL UNOBLIGATED FY 2008	335,729	1,458,406		1,794,135
SUBTOTAL	2,076,381	9,058,815		11,135,196
TOTAL CARRYOVER FY 2009	231,620	740,880		972,500
TOTAL BASIC PROGRAM	2,308,001	9,799,695		12,107,696
GRAND TOTAL	2,308,001	9,799,695	790,000	12,897,696

"New FY2010" funds are newly authorized funds for the FY2010 UPWP

"Unobligated FY2008" funds are unexpended funds from the completed FY2008 UPWP

"Carryover FY2009" funds are programmed from the FY2009 UPWP to complete specific work tasks in the FY2010 UPWP

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II. PROPOSED FY 2010 TPB WORK PROGRAM AND BUDGET

Program Structure

The FY 2010 work program comprises seven major work activities and follows the structure in the FY 2009 program to clearly address the final transportation 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, 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 became a permanent program in FY 2008 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.

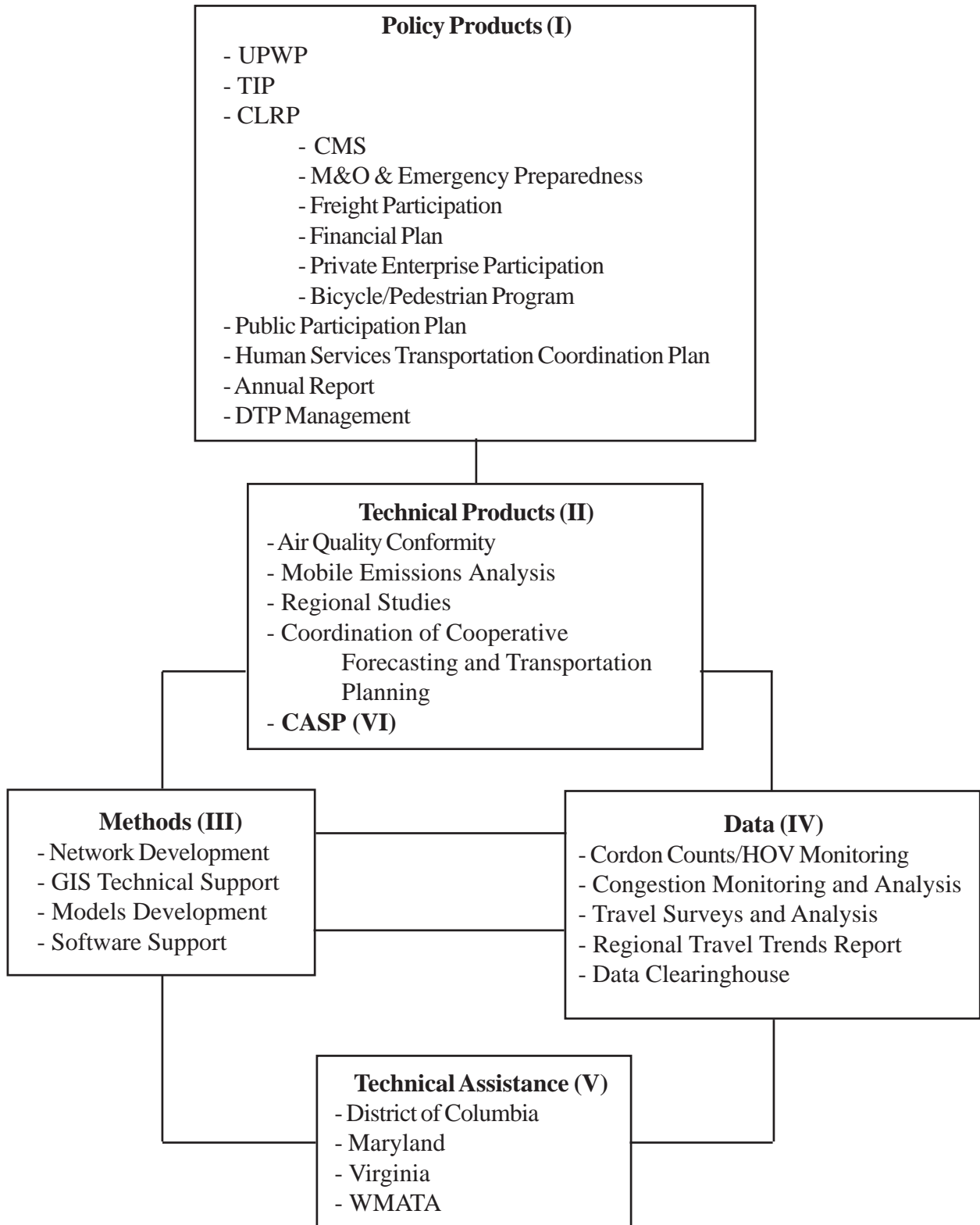
Work Activity Budgets

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 structure is shown in Figure 6 on page 2-7. The TPB committee or sub-committee 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, consultant costs and other budgetary requirements is provided in Table 3 on page 2-6.

Funding for the TPB Basic Work Program is similar to the FY 2008 level, and the FY 2009 UPWP continues and expands the work activities in the FY 2009 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 Transportation /Land Use Connection (TLC) Program (item H) 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 are 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)** are conducted each year.

Figure 5
How FY2010 UPWP Work Items are Related



- **Section 8 - Service/Special Projects**, service work or special technical studies as specified in contracts between the transportation agencies and COG may be included in the UPWP. Services or special projects are authorized and funded separately by the transportation agencies.

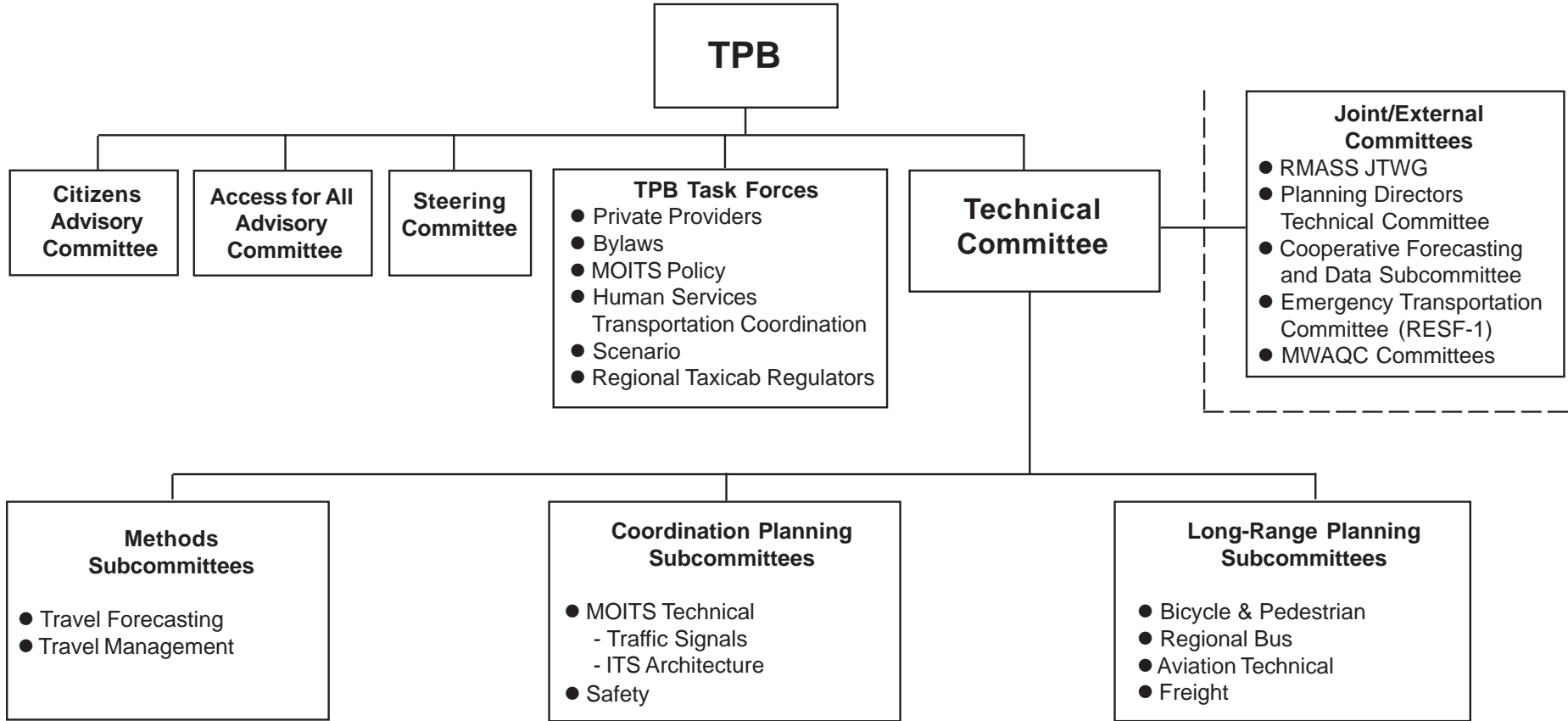
TABLE 2
TPB FY 2010 WORK PROGRAM BY FUNDING SOURCES

WORK ACTIVITY	TOTAL	FTA/STATE/	FHWA/STATE/	OTHER
	COST	LOCAL	LOCAL	FUND
1. PLAN SUPPORT				
A. Unified Planning Work Program (UPWP)	70,700	13,477	57,223	
B. Transp Improvement Program (TIP)	151,700	28,917	122,783	
C. Constrained Long-Range Plan	638,400	121,693	516,707	
D. Financial Plan	134,000	25,543	108,457	
E. Public Participation	343,900	65,555	278,345	
F. Private Enterprise Participation	18,300	18,300		
G. Annual Report	80,100	15,269	64,831	
H. Transportation/Land Use Connection Progr	465,000	88,640	376,360	
I. DTP Management	452,100	86,180	365,920	
Subtotal	2,354,200	463,575	1,890,625	
2. COORDINATION and PROGRAMS				
A. Congestion Management Process (CMP)	155,000	29,547	125,453	
B. Management, Operations, and ITS Planning	390,300	74,400	315,900	
C. Emergency Preparedness Planning	75,400	14,373	61,027	
D. Transportation Safety Planning	100,000	19,062	80,938	
E. Bicycle and Pedestrian Planning	108,700	20,721	87,979	
F. Regional Bus Planning	100,000	19,062	80,938	
G. Human Service Transportation Coordination	114,800	21,883	92,917	
H. Freight Planning	130,000	24,781	105,219	
Subtotal	1,174,200	223,829	950,371	
3. FORECASTING APPLICATIONS				
A. Air Quality Conformity	563,200	107,359	455,841	
B. Mobile Emissions Analysis	640,100	122,018	518,082	
C. Regional Studies	315,800	60,199	255,601	
D. Coord Coop Forecasting & Transp Planning	726,800	138,545	588,255	
Subtotal	2,245,900	428,119	1,817,781	
4. DEVELOPMENT OF NETWORKS/MODELS				
A. Network Development	769,700	146,722	622,978	
B. GIS Technical Support	548,800	104,614	444,186	
C. Models Development	1,221,200	232,788	988,412	
D. Software Support	178,900	34,102	144,798	
Subtotal	2,718,600	518,227	2,200,373	
5. TRAVEL MONITORING				
A. Cordon Counts	437,750	83,445	354,305	
B. Congestion Monitoring and Analysis	525,000	100,077	424,923	
C. Travel Surveys and Analysis				
Household Travel Survey	410,000	78,155	331,845	
D. Regional Trans Data Clearinghouse	267,900	51,068	216,832	
Subtotal	1,640,650	312,745	1,327,905	
Core Program Total (I to V)	10,133,550	1,946,496	8,187,054	
6. TECHNICAL ASSISTANCE				
A. District of Columbia	422,050	37,966	384,084	
B. Maryland	820,200	73,782	746,418	
C. Virginia	529,800	47,659	482,141	
D. WMATA	202,099	202,099		
Subtotal	1,974,149	361,505	1,612,644	
Total, Basic Program	12,107,699	2,308,001	9,799,698	
7. CONTINUOUS AIRPORT SYSTEM PLANNING				
A. Process Air Passenger Survey	430,000			430,000
B. Ground Access Forecast & Element Updates	170,000			170,000
C. Ground Access Travel Time Study	190,000			190,000
Subtotal	790,000			790,000
GRAND TOTAL	12,897,699	2,308,001	9,799,698	790,000

TABLE 3
TPB FY 2010 BUDGET AND WORK PROGRAM BY EXPENDITURE CATEGORY

WORK ACTIVITY	DIRECT SALARIES DTP STAFF	DIRECT SALARIES OTHER COG STAFF	M & A 25%	LEAVE BENEFITS 19%	FRINGE BENEFITS 20%	INDIRECT COSTS 36%	DATA & PC COSTS	CONSULTANT	DIRECT COSTS	TOTAL
1. PLANS SUPPORT										
A. Unified Planning Work Program	28,877	205	7,271	6,907	8,652	18,688	100	0	0	70,700
B. Transportation Improvement Program	59,548	2,859	15,602	14,822	18,566	40,103	200	0	0	151,700
C. Constrained Long-Range Plan	226,027	25,641	62,917	59,771	74,871	161,722	1,250	25,000	1,200	638,400
D. Financial Plan	24,304	0	6,076	5,772	7,230	15,618	0	75,000	0	134,000
E. Public Participation	120,032	10,920	32,738	31,101	38,958	84,150	0	25,000	1,000	343,900
F. Private Enterprise Participation	7,332	206	1,885	1,790	2,243	4,844	0	0	0	18,300
G. Annual Report	22,594	0	5,649	5,366	6,722	14,519	0	5,000	20,250	80,100
H. Transportation/Landuse Connection Program	72,088	0	18,022	17,121	21,446	46,324	0	290,000	0	465,000
I. DTP Management	72,303	27,631	24,984	23,734	29,730	64,218	0	10,000	199,500	452,100
Subtotal	633,106	67,462	175,142	166,385	208,419	450,185	1,550	430,000	221,950	2,354,200
2.COORDINATION PLANNING										
A. Congestion Management Process	63,849	0	15,962	15,164	18,995	41,029	0	0	0	155,000
B. Management, Operations, & ITS Planning	140,180	0	35,045	33,293	41,703	90,079	0	50,000	0	390,300
C. Trans. Emergency/Security Planning	421	30,638	7,765	7,377	9,240	19,959	0	0	0	75,400
D. Transportation Safety Planning	30,895	0	7,724	7,337	9,191	19,853	0	25,000	0	100,000
E. Bicycle and Pedestrian Planning	33,655	0	8,414	7,993	10,012	21,626	0	27,000	0	108,700
F. Regional Bus Planning	31,193	10,000	10,298	9,783	12,255	26,471	0	0	0	100,000
G. Human Service Transportation Coordination	47,290	0	11,822	11,231	14,069	30,388	0	0	0	114,800
H. Freight Planning	39,133	0	9,783	9,294	11,642	25,147	0	35,000	0	130,000
Subtotal	386,615	40,638	106,813	101,473	127,108	274,553	0	137,000	0	1,174,200
3. FORECASTING APPLICATIONS										
A. Air Quality Conformity	204,286	21,171	56,364	53,546	67,074	144,879	15,080	0	800	563,200
B. Mobile Emissions Analysis	208,197	47,240	63,859	60,666	75,993	164,144	0	20,000	0	640,100
C. Regional Studies	66,085	51,900	29,496	28,021	35,100	75,817	25,481	0	3,899	315,800
D. Coordination Cooperative Forecasting and Transportation Planning	107,309	168,189	68,875	65,431	81,961	177,035	55,500	0	2,500	726,800
Subtotal	585,878	288,500	218,594	207,665	260,127	561,875	96,061	20,000	7,199	2,245,900
4. DEVELOPMENT OF NETWORKS/MODELS										
A. Network Development	305,322	0	76,331	72,514	90,833	196,200	0	25,000	3,500	769,700
B. GIS Technical Support	201,351	0	50,338	47,821	59,902	129,388	50,000	0	10,000	548,800
C. Models Development	311,625	0	77,906	74,011	92,708	200,250	0	450,000	14,700	1,221,200
D. Software Support	71,731	0	17,933	17,036	21,340	46,094	0	0	4,767	178,900
Subtotal	890,028	0	222,507	211,382	264,783	571,932	50,000	475,000	32,967	2,718,600
5. TRAVEL MONITORING										
A. Cordon Counts	141,477	0	35,369	33,601	42,089	90,913	0	0	94,300	437,750
B. Congestion Monitoring and Analysis	130,685	0	32,671	31,038	38,879	83,978	0	207,750	0	525,000
C. Travel Surveys and Analysis										
Household Travel Survey	152,167	0	38,042	36,140	45,270	97,782	16,500	0	24,100	410,000
Supplemental Regional Bus Passenger Survey	0	0	0	0	0	0	0	0	0	0
D. Regional Transportation Clearinghouse	89,759	0	22,440	21,318	26,703	57,679	50,000	0	0	267,900
Subtotal	514,088	0	128,522	122,096	152,941	330,353	66,500	207,750	118,400	1,640,650
Core Program Total (1 to 5)	3,009,716	396,600	851,579	809,000	1,013,379	2,188,899	214,111	1,269,750	380,516	10,133,550
6. TECHNICAL ASSISTANCE										
A. District of Columbia	70,872	0	17,718	16,832	21,085	45,543	0	125,000	125,000	422,050
B. Maryland	336,835	0	84,209	79,998	100,208	216,450	0	0	2,500	820,200
C. Virginia	160,570	0	40,143	38,135	47,770	103,182	0	0	140,000	529,800
D. WMATA	50,296	0	12,574	11,945	14,963	32,320	0	80,000	0	202,099
Subtotal	618,573	0	154,643	146,911	184,026	397,495	0	205,000	267,500	1,974,149
TOTAL BASIC PROGRAM	3,628,290	396,600	1,006,222	955,911	1,197,405	2,586,394	214,111	1,474,750	648,016	12,107,699
7. CONTINUOUS AIRPORT SYSTEM PLANNING										
A. Process Air Passenger Survey	177,130	0	44,282	42,068	52,696	113,824	0	0	0	430,000
B. Ground Access Forecast & Element Updates	70,028	0	17,507	16,632	20,833	45,000	0	0	0	170,000
C. Ground Access Travel Time Study	78,267	0	19,567	18,588	23,284	50,294	0	0	0	190,000
Subtotal	325,424	0	81,356	77,288	96,814	209,118	0	0	0	790,000
8. SERVICE/SPECIAL PROJECTS	0	0	0	0	0	0	0	0	0	0
GRAND TOTAL	3,953,714	396,600	1,087,578	1,033,200	1,294,218	2,795,512	214,111	1,474,750	648,016	12,897,699

Figure 6
TPB Committee Structure



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III. MAJOR WORK ACTIVITIES

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, FHWA and 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, 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). 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. On January 16, 2008, the TPB approved the 2007 CLRP to comply with the final regulations issued on February 14, 2007.

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 2010 UPWP defined by this document details the planning activities to be accomplished between July 2009 and June 2010 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.

During FY 2010, 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 2010, staff will prepare the FY 2011 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 2010, as a draft to the Technical Committee in February 2010 and as a final document for adoption by the Technical Committee and the TPB in March 2010. The approved UPWP will be distributed to the TPB and the Technical Committee, 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 2011, amendments to FY 2010 UPWP, monthly progress reports and state invoice information, federal grant materials
Schedule:	Draft: February 2010 Final: March 2010

B. THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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.

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 was adopted in December 2007. A public forum on the TIP development process will be conducted. 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 2010-15 TIP is scheduled to be adopted by the TPB in July 2009. In October 2009, 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 January and May. 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 administrative modifications and amendments may be needed in the FY 2010-15 TIP to revise funding information or reflect changes in priorities or the introduction of new project elements. Such modifications and amendments will follow the procedures adopted by the TPB on January 16, 2008.

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 2009.

Oversight:	Technical Committee
Cost Estimate:	\$151,700
Products:	Draft FY 2011-2016 TIP, amendments to FY 2010-2015 TIP; TIP projects with obligated federal funding in preceding year
Schedule:	Final TIP Draft for Public Comment: June 2010 TIP projects with obligated federal funding in preceding year: June 2010

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. Because the last major update of the CLRP was in 2006, the 2010 CLRP will include a new 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. Future plan amendments will provide improved documentation via the website and written materials on how the plan addresses the SAFETEA-LU planning factors as reflected by the goals of the TPB Vision.

In January 2008, the TPB approved the 2007 CLRP and the FY 2008-2013 TIP, which meet the final planning regulations and are fully documented on the TPB web site. Work will continue to improve public materials about the plan during plan development and after plan approval so that the materials are more useful to a variety of audiences, less technical and easier for the public to understand. Work will continue to consult with the federal, state and local agencies responsible for natural resources, airport operations, freight movements, environmental protection, conservation and historic preservation in the District of Columbia, Maryland and Virginia. In November 2008, the TPB approved the 2008 CLRP and FY 2009-2014 TIP.

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. New materials may include regional transportation issue briefs, brochures, PowerPoint slide shows, and interactive web features such as a community Calendar showing public involvement opportunities and a searchable map or database of projects in the plan.

The 2009 CLRP

In October 2008, the TPB issued a “call for projects” document requesting projects, programs or strategies for inclusion in the 2009 CLRP. The 2009 CLRP will include a discussion of potential environmental mitigation strategies and continues the dialogue with natural resource and environmental agencies. Web-based visualization techniques will be utilized to show the major highway and transit projects in the 2009 CLRP.

Materials describing the draft 2009 CLRP were developed in the Spring of 2009. 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 2009 CLRP and interactive web-based maps will be prepared for review by the TPB Technical Committee, the TPB, and the public between February and June 2009. The TPB is scheduled to adopt the 2008 CLRP in July 2009.

The 2010 CLRP

In October 2009, TPB will issue a “call for projects” document requesting project, programs or strategies for inclusion in the 2010 CLRP which will be the major update as required by the final federal transportation planning regulations that became effective in

July 2007. Draft materials describing the CLRP will be prepared for review by the TPB Technical Committee, the TPB, and the public between February and June 2010. The TPB is scheduled to adopt the 2010 CLRP in July 2010.

Oversight:	Technical Committee
Cost Estimate:	\$658,400
Products:	Documentation of 2009 CLRP and draft 2010 CLRP on TPB plan webpage with interactive maps and related materials
Schedule:	2009 CLRP documentation - October 2009 Draft 2010 CLRP - June 2010

D. FINANCIAL PLAN

As required under federal planning regulations, both the TIP and the CLRP 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. A new financial analysis by the consultant and plan for the 2010 CLRP update is scheduled to be completed by November 2009, including new federal and state revenue projections, revised cost estimates for new system expansion projects, and revised cost estimates for system maintenance and rehabilitation. All revenue and cost estimates will be in year of expenditure dollars as well as constant (2009) dollars through 2040.

The Transportation Improvement Program

The preparation of the financial plan for the FY 2011-2016 TIP will be similar to that for the FY 2010-15 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 \$50,000 carryover from FY 2009 \$134,000 total
Products:	Financial plans for 2010 CLRP and FY 2011-2016 TIP
Schedule:	May, 2010

E. PUBLIC PARTICIPATION

The Participation Plan which was adopted in December 2007 will guide all public involvement activities to support the development of the new TIP and CLRP as well as all other TPB planning activities.

Work activities include:

- Support the TPB Participation Plan for the 2010 update of the CLRP.
- Develop and conduct workshops or events to engage the public and community leaders on key regional transportation issues, These efforts will focus particularly on engaging community leaders who have not traditionally been involved in the regional transportation planning process.
- Conduct two or more Community Leadership Institute workshops.
- Gather input and comments from the public, including bicyclists, pedestrians and those with disabilities, and ensure input is available to decision makers.
- Provide staff support for the TPB Citizens Advisory Committee (CAC).
- Provide staff support for the TPB Access For All Advisory (AFA) Committee that contains leaders of low-income, minority and disabled community groups
- Prepare AFA Committee report identifying priority projects, programs, services and issues that are important to community groups, such as providing better transit information for limited English speaking populations, improved transit services for people with disabilities, pedestrian and bike access and safety, and

potential impacts of transit-oriented development and gentrification.

Oversight:	Transportation Planning Board
Cost Estimate:	\$343,900
Products:	TPB Participation Plan with a proactive public involvement process 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 2010 CLRP and new 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.
- In July 2007, the TPB established the Taxicab Regulators Task Force to: 1) encourage close cooperation and sharing of information between municipal and county taxicab regulators in the National Capital region and to work to resolve common problems and 2) explore the possibility of developing standards to improve the quality of service for taxicab customers in their respective jurisdictions. TPB staff will support the task force meetings which are scheduled for every other month.

Oversight: Transportation Planning Board
Cost Estimate: \$18,300
Product: Documentation on Private Provider Involvement
Schedule: Annual Transit Forum - May 2010
Draft in TIP for Public Comment - June 2010

G. TPB ANNUAL REPORT AND TPB NEWS

Each year, DTP staff prepares a Transportation Special Report (The Region). This year's report will describe the main activities completed in 2009 and the 2009 CLRP and the process to for the major 2010 update. About 3,000 copies of the report will be printed and distributed around the end of FY 2010. The monthly newsletter titled "TPB News" will also be produced

Oversight: Transportation Planning Board
Cost Estimate: \$80,100
Products: *Region* magazine, *TPB News*
Schedule: June 2010

H. TRANSPORTATION/LAND USE CONNECTION (TLC) PROGRAM

This work activity strengthens the coordination between land use and transportation

planning. Begun as a pilot in November 2006, the program established a clearinghouse to document national best practices as well as local and state experiences with land use and transportation coordination, and offers short-term technical assistance through consultant teams to local jurisdictions to advance their coordination activities. These activities make a positive impact on future transportation conditions in the Washington Region by helping communities locate housing and jobs closer together and promoting development closer to transit stations. This in turn helps the region address pressing issues like climate change through reducing vehicle miles traveled (VMT) and greenhouse gas emissions.

TPB staff will continue to provide the TPB and the Scenario Study Task Force with information about strategies used in other metropolitan areas to coordinate transportation and land-use planning and target transportation investment on the basis of regional goals. As the TLC Program grows and more planning projects are completed in more jurisdictions around the region, it may become appropriate to make identification of capital projects a more explicit priority of the TLC technical assistance projects, and seek the inclusion of these capital projects in the regional CLRP and TIP.

The following activities are proposed for FY 2010:

- Maintain and update the TLC Regional Clearinghouse and website
- Fund at least six technical assistance planning projects at a level of between \$20,000 and \$60,000 each, with consideration during project selection given to the local resources committed to the project. Four technical assistance projects that are partially funded in FY 2009 will be completed in FY 2010. The projects and their FY 2009 carryover funding are the following:
 - NoMa BID, Gateway Transportation Enhancement \$20,000 in carryover, total project budget is \$50,000
 - Frederick County, MD-355/MD-85 TOD Study \$30,000 in carryover, total project budget is \$60,000
 - Greenbelt, Pedestrian and Bicycle Master Plan \$10,000 in carryover, total project budget is \$30,000
 - Prince George's County/Town of Cheverly, Non-motorize Transportation Study/ \$10,000 in carryover, total project budget is \$30,000
- Work with local project leads and consultants to identify recommended implementation action steps in each planning project report, such as further study needs, more stakeholder collaboration, suggested land use or local policy changes, and transportation investment priorities. These will be compiled at the end of the technical assistance round into a single report that will be provided to the TPB.

- Provide staff support for additional TLC Technical Assistance Projects to be conducted as part of the MDOT Multimodal Grant Program and for other projects where additional funding is provided by state or local agencies. The proposed funding level assumes the cost of TPB staff administration of some additional technical assistance projects funded through outside sources; if the TPB were to receive significantly more funding support for such projects, this administrative allocation may need to be revisited at a future date.

Oversight: TPB Technical Committee

Cost Estimate: \$395,000
 \$70,000 carryover from FY 2009
 \$465,000 total

Products: Updated web-based clearinghouse, technical assistance provided by consultant teams to six localities, and a summary report of technical assistance projects and implementation priorities.

Schedule: Technical assistance: September 2009-June 2010

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 Steering 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 federally required component of the metropolitan transportation planning process. The CMP is to address the systematic management of traffic congestion and provision of information on transportation system performance. No single occupant vehicle (SOV) capacity expanding project can receive federal funds unless it is part of the regional CMP.

The CMP includes information from regional Travel Monitoring programs (see Section 5 of the UPWP) addressing recurring congestion, as well as information on non-recurring congestion as examined in the Management, Operations, and Intelligent Transportation Systems (MOITS) program (see also Task 2.B. below).

The CMP also considers strategies that address congestion. Information from transportation strategy analysis from the Air Quality Conformity program (see also Task 3.A.) is examined. Demand management strategies considered and implemented through the regional Commuter Connections Program (see www.commuterconnections.org) are important CMP components. Systems management, operations, and engineering strategies are examined in conjunction with the MOITS program.

Under this work task, TPB will compile information and undertake analysis for development on three major aspects of the regional CMP:

1. CMP Components of the Constrained Long-Range Plan (CLRP), portions of the CLRP that specifically address CMP and its subtopics, in the form of interlinked web pages of the on-line CLRP, to be updated in conjunction with major updates of the CLRP;
2. CMP Documentation Form Information addresses federally-required CMP considerations associated with individual major projects, to be included with overall project information submitted by implementing agencies to the annual Call for Projects for the CLRP and Transportation Improvement Program (TIP) (see also Task 1.C), and incorporated into the regional CMP; and
3. A CMP Technical Report, published on an as-needed basis, compiling and summarizing the results of monitoring and technical analysis undertaken in support of the regional CMP. The most recent CMP Technical Report was published in July 2008, and an updated version will be published in FY 2010.

Oversight: TPB Technical Committee, Travel Management Subcommittee, Management, Operations, and Intelligent Transportation Systems (MOITS) Technical

Subcommittee

Cost Estimate: \$155,000

Products: Updated CMP portions of the CLRP; 2010 CMP Technical Report; summaries, outreach materials, and white paper(s) on technical issues as needed; supporting data sets

Schedule: Monthly

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

Under this work task, TPB will provide opportunities for coordination and collaborative enhancement of transportation technology and operations in the region, advised by its Management, Operations, and Intelligent Transportation Systems (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: Support 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 2.C.
- Traveler Information: Coordinate with the enhancement of the collection, processing, and public delivery of real-time roadway and transit condition information through the Internet-based and "511" telephone-based information systems of member agencies, and through 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

interjurisdictional traffic signal operations information and 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.
- Transit: Coordination with the Regional Bus Planning Task 2.E. 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.
- Coordinate with supra-regional management and operations activities of the Federal Highway Administration, the I-95 Corridor Coalition, and other relevant stakeholders; monitor national emerging MOITS activities for potential application in the region.
- Provide staff support to the MOITS Policy Task Force, MOITS Technical Subcommittee, MOITS Regional ITS Architecture Subcommittee, and MOITS Traffic Signals Subcommittee, supporting these regional forums for coordination and information exchange among member agency staffs and other stakeholders.

Oversight: TPB MOITS Policy Task Force; MOITS Technical Subcommittee; MOITS Regional ITS Architecture Subcommittee; MOITS Traffic Signals Subcommittee

Cost Estimate: \$390,300

Products: Agendas, minutes, summaries, outreach materials as needed; white paper(s) on technical issues as needed; revised regional ITS architecture; MOITS input to the CLRP as necessary; review and advice to MOITS planning activities around the region

Schedule: Monthly

C. TRANSPORTATION EMERGENCY PREPAREDNESS PLANNING

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. Here specialized needs for transportation sector involvement in Homeland Security-directed preparedness activities will be addressed. Efforts are 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 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:
 - Emergency coordination and response planning through the emergency management and Homeland Security Urban Area Security Initiative (UASI) processes.
 - Emergency communications, technical interoperability, and capabilities.
 - Public outreach for emergency preparedness.
 - Coordination with regional critical infrastructure protection and related security planning.
 - Emergency preparedness training and exercises.
 - Conformance with U.S. Department of Homeland Security (DHS) directives and requirements.
 - 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

The Washington metropolitan area is a diverse and rapidly growing region, a major tourist destination, and a gateway for immigrants from all over the world. Growth has meant more people driving more miles and more people walking, especially in inner suburban areas where pedestrians were not common in years past. These and other factors, along with heightened awareness of the safety problem, have demonstrated the need for the regional transportation safety planning program.

Under this work task, 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 Transportation Safety Subcommittee, formed in FY2008, will provide a forum for safety stakeholders to exchange information, coordinate on safety programs around the region, and provide safety input to the overall regional transportation planning process. The safety element of the regional Constrained Long-Range Plan will be updated as needed.

The regional Street Smart pedestrian and bicycle safety outreach campaign, separately funded through federal, state, and local grants and contributions, addresses safety needs by increasing public awareness of the risk and consequences of pedestrian and bicycle-involved motor vehicle crashes.

Major topics to be addressed in the Transportation Safety Planning task include the following:

- C Support of the Transportation Safety Subcommittee.
- C Safety data compilation and analysis.
- C Coordination on metropolitan transportation planning aspects of state, regional, and local safety efforts, and with transportation safety stakeholders.
- C Coordination with other TPB committees on the integration of safety considerations.

C Maintenance of the safety element of region's long-range transportation plan.

Oversight: Transportation Safety Subcommittee

Cost Estimate: \$100,000

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 FY2007, and provides guidance for continued regional planning activities. Major topics to be addressed include the following:

C Advise the TPB, TPB Technical Committee, and other TPB committees on bicycle and pedestrian considerations in overall regional transportation planning.

C Complete a major update of the Regional Bicycle and Pedestrian Plan. Update project listings in the Plan, reflecting project completions, changes in supporting local plans, and update project cost estimates. Maintain a Bicycle and Pedestrian Plan database on the TPB Web site for member agency and public access.

C Compile bicycle and pedestrian project recommendations for the FY2011-2016 Transportation Improvement Program (TIP).

C Coordinate with the annual "Street Smart" regional pedestrian and bicycle safety public outreach campaign (Street Smart is supported by funding outside the UPWP).

C 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, in coordination with task 2.D above.

C Bicycle and Pedestrian Systems Usage Information: Examine regional data needs for bicycle and pedestrian planning, and ensure their consideration in the overall metropolitan transportation planning process.

- C Provide the public with information on the status of bicycle and pedestrian facilities planning and construction in the Washington region.
- C 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.
- C 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.
- C 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.

Oversight: Regional Bicycle and Pedestrian Subcommittee

Cost Estimate: \$108,700

Products: Compilation of bicycle and pedestrian facilities for the FY 2011-2016 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. This work activity will provide support to the Regional Bus Subcommittee for the coordination of bus planning throughout the Washington region, and for incorporating regional bus plans into the CLRP and TIP.

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.

The major topics to be addressed included the following:

- C Continued review and refinement 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.
- C Coordination and evaluation of CLRP and TIP proposals and amendments with regard to bus transit service plan implementation.
- C Coordination and input definition for the TPB regional travel forecasting model.
- C Technical advice and input regarding regional transportation and land use coordination, including the development of transit assumptions for TPB planning studies.
- C Facilitation of technology transfer and information sharing, as it relates to regional, state and local bus transit services.
- C 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.
- C 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.
- C 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, reports on technical issues, and outreach materials as needed

Schedule: Monthly

G. HUMAN SERVICE TRANSPORTATION COORDINATION PLANNING

In 2007 the TPB adopted the Coordinated Human Service Transportation Plan for the National Capital Region ("Coordinated Plan") required under the final USDOT planning

regulations to 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). The Coordinated Plan describes existing transportation services, unmet transportation needs, strategies to address those needs and priorities for implementation to better serve persons with disabilities, those with limited incomes and older adults. The TPB also serves as the designated recipient for the JARC and New Freedom programs for the Washington DC-VA-MD Urbanized Area. The final regulations also require that the CLRP and TIP shall consider the design and delivery of non-emergency transportation services.

The TPB's Coordinated Plan is also intended to broaden the dialogue and support further collaboration between human service agencies and transportation providers to better serve persons with disabilities, individuals with limited incomes and older adults. The development and implementation of the Coordinated Plan is overseen by the Human Service Transportation Coordination Task Force.

Proposed work activities include:

- Support the activities of the TPB Human Service Transportation Coordination Task Force which will oversee the work activities listed below;
- Update the 2007 Coordinated Plan to include updates to the inventory of existing transportation services, the unmet transportation needs, and priority projects for implementation;
- Coordinate the activities of the coordination task force with the TPB Access For All Advisory Committee and the Private Providers Task Force.
- Continue to review the implementation of recommendations from the TPB's 2008 "Independent Review of the Washington Metropolitan Area Transit Authority's (WMATA) MetroAccess Service".

Oversight:	Technical Committee and TPB Access For all Advisory Committee
Cost Estimate:	\$114,800
Products:	Priorities for the 2010 JARC and New Freedom Solicitation and an updated human service transportation coordination plan
Schedule:	June 2010

H. FREIGHT PLANNING

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:

- C Support the Regional Freight Planning Subcommittee
- C Ensure consideration of freight planning issues in overall metropolitan transportation planning, including:
 - 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.
 - Advise the TPB and other committees in general on regional freight planning considerations for overall metropolitan transportation planning.
 - Coordinate with federal, state, and local freight planning activities.
 - Analyze available freight movement data for the region.
 - Coordinate with TPB travel monitoring and forecasting activities on freight considerations.
 - Examine truck safety issues.
 - Develop the freight components of the 2010 update of the Constrained Long Range Plan (CLRP).
 - 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 outreach with 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. Publish a periodic e-newsletter on freight planning issues.

Oversight: TPB Freight Subcommittee

Cost Estimate: \$130,000

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 a January 2008 EPA publication; in addition, federal guidance has also been published at various times by the EPA, FHWA and FTA.

A work program to analyze the 2009 Constrained Long Range Plan (CLRP) and the FY 2010-2015 Transportation Improvement Program (TIP) for air quality conformity consistent with these regulations has now been issued. This work program addresses 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 most of the work activity to be performed in FY 2009, with the final report, response to comments, adoption by the TPB and subsequent transmittals occurring in early FY 2010. Subsequent major activities in FY 2010 will include development and execution of a work program for the conformity assessment of the 2010 CLRP and FY 2011-16 TIP.

TPB procedures to address interagency and public consultation requirements, also originally specified in the November 1993 regulations, were formally adopted by the Board 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 FY 2010 air quality conformity work program will include the following tasks.

1. Complete conformity analysis of the 2009 constrained long range plan and the FY2010-15 TIP, including addressing any emissions mitigation needs, preparing a final 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 involvement by the Metropolitan Washington Air Quality Committee (MWAQC) in

the public and interagency consultation process.

4. Prepare and execute a work program for analysis of the 2010 constrained long range plan and the FY2011-16 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:	\$563,200
Products:	Final report on Air Quality Conformity Assessment of 2009 CLRP and FY2010 -15 TIP; Preliminary materials on Air Quality Conformity Assessment of 2010 CLRP and FY2011-16 TIP.
Schedule:	June 2010

B. MOBILE EMISSIONS ANALYSIS

Past activities included preparation of mobile source emissions inventories and emissions reduction analyses for the region's 8-hour ozone state air quality implementation plan (SIP) and the fine particles (particulate matter 2.5 microns or less) SIP, both of which have been submitted on schedule to EPA during the past two fiscal years. With continuing consultant assistance as needed, in FY2010 planning activities will include follow-up activities necessary to analyze, refine and report on mobile source emissions estimation, and transportation emissions reduction measure (TERM)s / processes associated with the PM2.5 and 8-hour ozone SIPs, and air quality conformity assessments.

In the area of Climate Change planning, TPB staff will continue planning efforts to prepare and analyze mobile source inventories of greenhouse gas emissions, as well as to evaluate the effectiveness and cost-effectiveness of control strategies to reduce

these emissions. In FY2010 this work will be continued as an emphasis area, revisiting emissions estimation under different input assumptions and for different control strategies.

In early 2009 EPA is scheduled to release a draft production version of its new emissions factor model, the Motor Vehicle Emissions Simulator, or MOVES model. Staff will continue to test and apply this model in FY2010, preparatory to its official release by EPA in mid-FY2010. Following a 'grace period' after the model's official release, MOVES will be the required emissions factor simulation package for all subsequent air quality conformity and SIP planning activities.

FY2010 work activities will include the following tasks: (1) update mobile source emissions inventories and control strategy analysis as needed for use in attainment of the 8-hour ozone and PM2.5 standards, and for control of greenhouse gas emissions; (2) translate data inventories into EPA format where required; (3) analyze new transportation emissions reduction measures and other mobile source control strategies; (4) test and apply EPA's new MOVES model and prepare all appropriate model inputs for use in SIP and air quality conformity analyses; (5) participate in MWAQC technical and policy discussions to assist in updates to the ozone and PM2.5 SIPs, including work with TPB and MWAQC committees in development of mobile source emissions budgets; and (6) provide support to Commuter Connections staff in developing implementation plans and performing evaluations of TERMS already adopted by the TPB, as well as in analyzing future TERMS.

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:	Updated mobile source emissions inventories for criteria pollutants and for greenhouse gases; TERMS report; MOVES model inputs, operating procedures and outputs.

Schedule: June 2010

C. REGIONAL STUDIES

Regional Mobility and Accessibility Scenario Study

In September 2007, the TPB Scenario Study Task Force was established to provide policy-level stewardship for this study and related TPB activities, including consideration of opportunities for integration of the study findings into TPB planning processes and initiatives. Under the guidance of the task force in the first half of FY 2009, the "CLRP Aspirations" transportation and land use scenario was developed drawing upon the individual strategies reflected in the RMAS scenarios and the variably-priced lane scenario study. In addition, the "What Would It Take" scenario was developed to assess what scales and combination of interventions would be necessary to achieve significant reductions in CO₂ emissions reductions by 2020 and 2050. In the second half of FY 2009, these scenarios were analyzed.

The following activities are proposed for FY 2010:

- Conduct public outreach designed to inform possible implementation of regional strategies.
- Prepare report on public feedback on the scenarios and recommendations for incorporating scenario planning activities into the regional planning process.
- "Drill-down" to the community and project level within the CLRP Aspirations scenario to assess local level travel impacts and help identify where land use shifts are particularly crucial and transportation improvements may need to be focused.
- Based upon a review of the projects, land use forecasts and performance of the 2010 CLRP, revise and update the CLRP Aspirations scenario looking to 2040 to reflect an additional decade of growth.
- Review developments in strategies to reduce mobile CO₂ emissions in the three categories of the "What Would It Take" scenario and update the assessment of scales and combination of interventions that would be necessary to achieve significant reductions in CO₂ emissions reductions by 2020, 2030 and 2050.

Oversight: TPB Scenario Study Task Force

Cost Estimate: \$315,800

Products: Analysis of updated CLRP Aspirations scenario reflecting public feedback and looking to 2040; update

of the What would It Take scenario

Schedule: October 2009 - Conduct public outreach and prepare report

June 2010 - Analysis of updated CLRP Aspirations scenario and update of the What would It Take scenario

D. COORDINATION OF COOPERATIVE FORECASTING AND TRANSPORTATION PLANNING PROCESSES

- 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.
- Refine key factors inputs for new regional econometric model for the Round 8.0 Cooperative Forecasts and prepare top-down regional Round 8.0 regional benchmark projections for the 2005 to 2040 time period and review these projections with the Cooperative Forecasting Subcommittee and Planning Directors Technical Advisory Committee (PDTAC) in early FY 2010.
- Work with the members of the Cooperative Forecasting Subcommittee, the region's Planning Directors, the Baltimore Metropolitan Council, the Tri-County Council for Southern Maryland, the George Washington Regional Planning Commission and the Planning Directors of Fauquier County-VA, Clarke County-VA and Jefferson County- WV to develop Round 8.0 Cooperative Forecasts by jurisdiction and reconcile the sum of these local jurisdiction forecasts with the regional econometric benchmark projections. Review and reconcile local jurisdiction and regional econometric model assumptions about future job and housing growth in the TPB Modeled Area.
- Work with the Cooperative Forecasting Subcommittee and the region's Planning Directors to develop Round 8.0 Transportation Analysis Zone (TAZ)-level growth forecasts for the new, smaller, more refined (TAZs) and Regional Activity Centers and Clusters developed in FY 2009.
- Update and maintain Cooperative Forecasting land activity databases that are used as input into TPB travel demand-forecasting model. Prepare Round 8.0 TAZ-level population, household, and employment forecasts for both COG member and non-member jurisdictions in the TPB Modeled Area.
- Work with the Cooperative Forecasting Subcommittee and the region's Planning Directors to assess the effects of significant transportation system changes on

the Cooperative Forecasting land activity forecasts. Document key land use and transportation assumptions used in making updates to the Cooperative Forecasting land activity forecasts

- Respond to public comments on Round 8.0 forecasts and the Cooperative Forecasting process.
- 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: Technical Committee

Estimated Cost: \$726,800

Products: Coordination of Land Use and Transportation Planning in the Region, Update of Regional Planning Databases, Development and Distribution information and technical reports.

Schedule: June 2010

4. DEVELOPMENT OF NETWORKS AND MODELS

A. NETWORK DEVELOPMENT

FY 2010 efforts will focus on the development of TP+ highway and transit networks that support the Version 2.3 model on the expanded cordon 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, 2) other emissions analysis as needed, and 3) scenario testing as part of TPB regional studies.

Activities in FY 2010 will begin with the compilation of the latest available transit route and schedule information (from the above sources) in the peak and off-peak formats required for the travel demand models. All traffic count data will be converted to AAWDT 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 base and forecast year travel networks will be developed. These will include 2002, 2005, 2007, and approximately four forecast years. Tasks involved are as follows:

- receive and organize project inputs
- Code, edit, and finalize networks for highway, HOV, and transit;
- develop transit fare matrices consistent with these networks; and
- provide documentation and training in the development of these highway and transit networks.

Oversight:	Travel Forecasting Subcommittee
Cost Estimate:	\$769,700
Products:	Series of updated transportation networks by mode, including technical training and documentation
Schedule:	June 2010

B. GIS TECHNICAL SUPPORT

- 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 Planning.

- Enhance the methodology for "seamless" editing of regional highway and transit networks by implementing the geodatabase and GIS-tools developed by the consultant on "Improving GIS-Based Applications and Protocols to Develop and Manage Transportation Networks" project.
- Provide ongoing maintenance of existing GIS network editing tools and develop new tools for the editing of highway, transit and HOV networks.
- Conflate the regional highway and transit networks to the NAVTEQ street centerline so that it better matches up with the CLRP Google Earth application.
- Work cooperatively with state and local jurisdictions to complete the regional Transportation Data Layer Project sponsored by USGS.
- Complete the restructuring of the COG/TPB GIS Spatial Data Library that will include both transportation and non-transportation mapping features.
- Train staff on use of GIS databases for transportation planning.
- Support on-line and other access to COG/TPB GIS metadata, databases, and applications via COG's website.
- Continue to coordinate the regional GIS activities with state DOTs, WMATA, and the local governments through COG's GIS Committee and subcommittees.
- Add additional transportation and land use databases to the COG/TPB GIS.
- Maintain and update COG/TPB's GIS-related hardware and software.

Oversight: Technical Committee

Estimated Cost: \$548,800

Products: Updated GIS software, databases, User documentation, Training materials, Enhanced GIS procedures to develop and manage transportation networks.

Schedule: June 2010

C. MODELS DEVELOPMENT

The Models Development program serves to improve the TPB's travel forecasting practice on a continuing basis. The program encompasses short-term improvements to the TPB's existing travel model which can be implemented quickly, 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.

During FY 2009, TPB staff released a draft travel demand forecasting process known as the Version 2.3 model. Version 2.3 was built off of the currently adopted Version 2.2 model, and features two key refinements: 1) the inclusion of a nested-logit mode choice modeling step and 2) updated medium and heavy truck models. It is anticipated that a comprehensive re-calibration and re-validation of Version 2.3 model will commence in FY 2010 using the 2007/8 Household Travel Survey. The calibration effort will involve a more detailed (3,700) transportation analysis zone (TAZ) system, whose development began in FY 2009. The Models Development program will also include activities aimed at keeping abreast of best practices and developing longer term travel forecasting improvements.

Prior to a re-calibration of the Version 2.3 model, the draft Version 2.3 model will undergo sensitivity testing. The results of sensitivity testing may suggest the need to further modify model. Staff plans to test enhancements to the model, such as the explicit consideration of transit fare subsidies which have grown considerably in recent years. Staff will also investigate available options to shorten the running time of the model which is especially important given that the more detailed TAZ system will drive up model execution times.

Re-calibration of the Version 2.3 model will require preparatory work activities given that newly collected data will be used and given that a new TAZ system will be adopted. Pending a review of the TAZ system, base year highway and transit networks will be established about the new zone system. 2007 traffic counts will be assembled and coded into the highway network. Logic checking and verification checks of the Household Travel Survey files will also be undertaken. Subsequently, network-based level of service skims and survey files will be merged into calibration files.

For the past few years, TPB has maintained a task order consulting contract to perform an ongoing scan of best modeling practices across the U.S. This arrangement will continue during FY 2010. Such an arrangement has proven effective at keeping the regional travel model in step with best practices across the country and has also served to inform the strategic direction of the models development program.

During FY 2010, TPB staff plans to initiate a multi-year consultant contract to begin the development of more advanced travel forecasting methodology for the Washington, D.C. region. Advanced methods emerging from research (i.e., tour-based or activity-based travel models) have been promoted by the academic community but have

not yet been broadly embraced by MPOs. TPB will likely favor an incremental development approach, paying attention to the experiences of the few agencies who have gained experience in the development and application of advanced travel models.

The TPB has historically refreshed the existing airport travel demand forecasts using the latest available air passenger survey. The surveyed travel pattern is used as a base upon which forecasted airport travel patterns are developed. During FY 2010, the 2007 Washington-Baltimore Air Passenger Survey will be used to update the TPB's forecasts of auto travel to the region's three major commercial airports. Staff will also keep abreast of emerging methods to model airport access demand model, incorporating choice of airport mode of access.

The TPB has played a leadership role in establishing a national forum comprised of MPO travel forecasters across the U.S, in cooperation with the Association of Metropolitan Planning Organizations (AMPO). The forum, known as the AMPO Travel Modeling Work Group, has served to promote understanding between MPO travel forecasters regarding methods currently being used in practice. TPB will continue its role in facilitating this group during FY 2010. One or two meetings are expected to convene during the fiscal year.

Finally, during FY 2010, staff will continue to review best practice in travel demand modeling through participation in the Transportation Research Board-sponsored conferences and literature reviews. Staff will provide documentation for all products from the models development program.

Oversight:	Travel Forecasting Subcommittee
Cost Estimate:	\$1,071,200 \$150,000 carryover from FY 2009 \$1,221,200 total
Products:	Recommendations for continued updating of the travel demand modeling process, documentation of all activities
Schedule:	June 2010

D. SOFTWARE SUPPORT

This work element supports the maintenance of the TPB microcomputer-based travel demand forecasting model set as used in applications work, and maintenance of the mobile source emissions factor model including the emissions factor interface and post-processor as used in air quality conformity and state implementation plan (SIP) work. Activities performed under this element include: (1) development and testing of revisions and upgrades to software currently in use, (2) tests of new software including

micro simulation, text editor and scripting software, demonstration and production versions of EPA=s motor vehicle emission simulator, and (3) data storage, retrieval and transfer systems for possible adoption. Training of TPB 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. Staff 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 2010. Operational emissions factor model and postprocessor interface, including PM2.5 capability. Operational data storage and retrieval systems. Operational data transfer systems to serve inside and outside users.
Schedule:	June 2010

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5. TRAVEL MONITORING

A.. CORDON COUNTS

During FY 2009, data collection was completed for the Central Employment Area Cordon Count. This data was edited, checked for reasonableness, and keyed for processing. The end product was a set of data files ready for use in FY 2010. In the fall of FY 2010, staff will process this data and prepare a report documenting the results of the project.

In the spring of FY 2010, for the Regional HOV Monitoring Project, staff will collect all traffic data and will coordinate transit data collection among various transit providers operating on several HOV facilities in the region. It is anticipated that the set of regional operating HOV facilities will be the following:

- I-95/I-395 from Triangle, Prince William County to the south end of the 14th Street Bridge, S.W. in the District of Columbia;
- I-66 from Gainesville, Prince William County to the T. Roosevelt Bridge, N.W. in the District of Columbia;
- I-270 from the Capital Beltway to Md. 121;
- The Dulles Toll Road from the Capital Beltway to the Fairfax County / Loudoun County line; and
- Route 50 between the Capital Beltway and U.S. 301.

Data collection will take place during the A.M. peak period (5 A.M. to 10 A.M.) inbound and the P.M. peak period (3 P.M. to 8 P.M.) outbound. Data collected will include vehicle volumes by time of day, vehicle classification and auto occupancy, and transit passenger volumes. Travel time runs will also be conducted in these corridors. Data will be edited, checked for reasonableness, and keyed for processing. The end product for this task will be data files ready to process in FY 2011.

Oversight:	Travel Forecasting Subcommittee
Cost Estimate:	\$437,750 (Additional \$23,000 needed for second activity)
Products:	Report on the results of the Spring 2009 Central Employment Area Cordon Count; and Data files from the Spring 2010 Regional HOV Monitoring Project for processing to produce a report in FY 2011
Schedule:	Spring 2009 Central Employment Area Cordon Count Report - Jan. 2010; and data files from the Spring

B. CONGESTION MONITORING AND ANALYSIS

Performance of the arterial highway system is monitored each year through the conduct of travel time/speed runs on a sample of arterial roadways, primarily drawn from the National Highway System. This system was enhanced in FY 2009 to encompass 430 miles of arterial highways. 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 2009, the first year of the enhanced system of routes was started but not completed. In FY 2010 the first and second year of the enhanced system will be completed. Comparison of the findings with 2004 and 2007 will be conducted and changes to the system over time will be reported.

Total Cost: \$ 350,000
 \$175,000 carryover from FY 2009
 \$525,000 total

Oversight: Travel Forecasting Subcommittee

Products: Arterial Travel Time Report

Schedule: June 2010

Figure 7

Congestion Monitoring Work Program

Activity	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012
Freeway peak period congestion	// // //			// //	// //
Freeway off-peak congestion					// //
Arterial highway congestion- Enhanced	Yr 1 of 3	Yr 2 of 3	Yr 3 of 3	Yr 1 of 3	Yr 2 of 3

Note: Freeway peak congestion monitoring is on a 3 year interval and off-peak monitoring is on a 6 year interval.

C. TRAVEL SURVEYS AND ANALYSIS

1. Household Travel Survey

In FY 2009, the processing, editing, geocoding and tabulation of data was completed for the TPB modeled area collected in the 2007/2008 Household Travel Survey .

The following are proposed for FY 2010:

- Provide data, documentation, and technical support to users of 2007/2008 Regional Household Travel Survey. Update user documentation as required.
- Mine data collected in the 2007/2008 Regional Household Travel Survey to support analysis of regional growth and transportation issues of topical interest to the members of the TPB.
- Prepare 4-6 Regional Household Travel Survey information reports on various aspects of daily household and vehicle travel in the TPB modeled area.
- Document in a technical memorandum the "Lesson Learned" from the methodology used in the 2007/2008 Regional Household Travel Survey to collect and process household, person, trip and vehicle data. Begin planning for the next Regional Household Travel Survey.

Oversight: Travel Forecasting Subcommittee

Estimated Cost: \$410,000

Product: Household Travel Survey Analyses, Information Report and Technical Memorandum, Maintenance of Travel Survey Data and Documentation.

Schedule: June 2010

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.

The following activities are proposed for FY 2010:

Collect and process traffic volume data for an enhanced Highway Performance Monitoring System (HPMS) sample for the metropolitan Washington region.

- Prepare a technical report showing the year-to-year change in regional annual average weekday 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 area.
- Update Clearinghouse data files with FY08-09 highway and transit network data.
- Update Clearinghouse traffic volume data with AADT volume estimates, hourly directional traffic volume counts and vehicle classification counts received from state DOTs and participating local jurisdiction agencies.
- Update Clearinghouse transit ridership data with data received from WMATA, PRTC, VRE, MTA and local transit agencies including the Ride-On, The Bus, ART, DASH and the Fairfax Connector,
- Add updated Cooperative Forecasting data to the Clearinghouse by TAZ.
- Update Regional Clearinghouse user manuals and documentation.
- Distribute updated Clearinghouse database and documentation to TPB participating agencies.

Oversight:	Technical Committee
Estimated Cost:	\$267,900
Product:	Technical Report on Change in Annual Average Vehicle Miles of Travel; Updated Clearinghouse Database and Documentation;
Schedule:	June 2010

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 2009 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 FY 2010 are described below. Total funds allocated to the District of Columbia, Maryland, Virginia, and WMATA for technical assistance 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

The purpose of this task is to perform continuous 48-hour traffic volume machine counts

at approximately 200 locations citywide. The District will provide the exact locations for these counts. The counts performed under this project are in addition to those covered by the HPMS three year cycle count program, and are part of DDOT's annual traffic volume map. These counts will include quality control checking and tabulation and analysis of data collected in FY 2009 and FY 2010.

Cost Estimate:	\$100,000 \$50,000 carryover from FY 2009 \$159,000 total
Product:	Machine traffic counts
Schedule:	June 2010

Bicycle Counts

The purpose of this project is to collect counts of bike traffic, along with certain related information, at a series of locations around the District of Columbia. This data will be used to measure bike traffic over time and to measure the effectiveness of new bike lanes and trails.

Cost Estimate	\$70,000
Product:	Bike Counts & Technical Report
Schedule:	Data Collection - Spring 2010 Technical Report - June 2010

Phase II --Evaluation of the Metrobus Priority Corridor Network

In the second half of FY 2009 WMATA initiated a bus priority corridor study for the Washington region. In FY 2010 a second phase of the study is scheduled, with funding to be jointly provided by WMATA and the state departments of transportation. This project provides funds for DDOT's share of that work activity.

Cost Estimate:	\$33,000
Product:	Final report
Schedule:	November 2009

District of Columbia Ward 6 Ballpark District Curbside Data Collection

The purpose of this project is to conduct an analysis of curbside parking space turnover in Ward 6 around the Washington Nationals Ballpark in southeast and southwest

Washington, DC. The area for this project is bounded by: Pennsylvania Avenue, SE; 9th Street, SE; the Frederick Douglass Bridge; and 9th Street, SW. Through this project DDOT will continuously monitor streets within these boundaries during weekdays and weekends, from approximately noon to 10 pm. Data will be collected using license plate reader technology similar to those used by the District of Columbia Department of Public Works (DPW) Traffic Enforcement Division and then analyzed to determine parking space turnover. Collected data will then be processed to determine turnover in each geographic area near the ballpark.

Cost Estimate:	\$55,800
Product:	Files showing turnover by geographic area
Schedule:	June 30, 2010

2009 Automobile Travel Time Survey

The purpose of this project is conduct travel time studies along seventeen major arterials in the District of Columbia during the evening rush hour period to gauge system performance in each corridor. This data will be used to compare with data collected from a similar study in 2002 to determine if conditions have improved or deteriorated in the survey corridors.

Cost Estimate:	\$60,000 carryover from FY 2009
Product:	Technical Report
Schedule	January 2010

\$35,700 of the program for FY 2010 remains to be specified.

TOTAL DISTRICT OF COLUMBIA COST ESTIMATE:

\$312,300
\$110,000 carryover from FY 2009
\$422,000 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:	\$25,000
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:	\$24,200
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: \$25,000

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: \$31,000 carryover from FY 2009

MTA - Corridor Cities Transitway / Purple Line Transit

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: \$40,000 carryover from FY 2009

Project Planning / Feasibility Studies

This project provides funding throughout the fiscal year as needed to support the above listed project planning / feasibility study activities, and to continue specific research activities begun in FY `2008, such as analysis of truck travel. 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. Additional project authorizations may occur throughout the fiscal year as priorities dictate.

Cost Estimate: \$132,000

Product: Subarea / corridor data

Managed Lanes

This project, initiated in FY 2007, 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. The study will also test alternative project limits, cross-sections, and toll levels, for those corridors in the planning phase which appear as candidates for feasible and effective managed lane operations.

Cost Estimate: \$135,000

Product: Technical reports

Schedule: June 2010

Traffic Impacts

This project is designed to assess on a comprehensive scale the transportation impacts of development, through the analysis of such development at the local, subarea, corridor and regional levels. Different methods and evaluation criteria may be employed at each level of analysis to appropriately consider such impacts, ranging from delay at intersections for localized studies, to travel modeling and aggregate systems level impacts for larger projects. Study elements will be detailed in conjunction with SHA staff.

Cost Estimate: \$100,000 carryover from FY 2009

Product: Technical reports

Project Evaluation

Maryland SHA requires quantified results on system performance benefits in order to compare the relative merits of individual projects proposed for implementation or for use in refining the Maryland Highway Needs Inventory. Such results will assist in determining priorities among the projects to maximize the benefits of the transportation planning and programming process. Specific level of service, travel delay, and mobility criteria will be defined and estimated at the appropriate local, subarea, corridor and / or regional levels to enable a consistent assessment of specified projects.

Cost Estimate: \$40,000 carryover from FY 2009

Product: Technical memo

Schedule: June 2010

Statewide Travel Demand Model

This project is designed to assist SHA and their consultants in their development of, and evaluation of results from, a statewide travel demand model. The model is being developed in order to analyze travel at a macroscopic level, i.e., statewide / multiple states, with a view to assessing impacts in Maryland of alternative growth scenarios and other forecast assumptions.

Cost Estimate: \$35,000 carryover from FY 2009

Product: Technical memos

Schedule: June 2010

Development / Refinement of Technical Methods

Consistent with related project evaluation work in the technical assistance area, this project addresses selected topics from a list of possible research areas advanced by SHA. Previous research included review of benefit - cost analysis models such as the Surface Transportation Efficiency Model (STEAM), life cycle investment models such as the statewide version of the Highway Economic Requirements System (HERS / ST), and sensitivity tests of the regional travel demand model as applied in corridor analyses.

Cost Estimate: \$50,000

Product: Technical reports

Schedule: June 2010

Monitoring Studies

This work effort is designed: (1) to provide SHA staff with information relating to the effectiveness of ongoing and planned regional congestion monitoring activities in the Maryland portion of the region, and (2) to examine the effectiveness of such programs, including the use of before and after studies (primarily through literature reviews and analysis of existing data rather than through new collection of primary data). TPB staff will periodically brief SHA staff to keep them informed of regional congestion monitoring activities and to discuss possible new initiatives in this area.

Cost Estimate: \$50,000 carryover from FY 2009

Transportation / Land Use Connection Program

The Transportation / Land Use Connections (TLC) program is an effort to provide technical assistance to local governments in the Washington region in order to facilitate

integrating land use and transportation planning at the community level. Begun as a 6 month regional pilot program in January 2007, the project was very well received. It was not only continued in FY 2008 and 2009, but Maryland supplemented the regional effort with additional funds. This project continues those efforts by similarly reserving such supplemental funds to be distributed in fiscal year 2010.

Cost Estimate: \$100,000
Product: Grant awards, technical reports from contractors
Schedule: June 2010

Phase II --Evaluation of the Metrobus Priority Corridor Network

In the second half of FY 2009 WMATA initiated a bus priority corridor study for the Washington region. In FY 2010 a second phase of the study is scheduled, with funding to be jointly provided by WMATA and the state departments of transportation. This project provides funds for MDOT's share of that work activity.

Cost Estimate: \$33,000
Product: Final report
Schedule: November 2009

TOTAL MARYLAND COST ESTIMATE: \$524,200
 \$296,000 carryover from FY 2009
 \$820,200 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: \$8,000

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 their FY 2020 regional and sub-regional planning activities.
- B. The miscellaneous services account is also a mechanism established to address requests 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: \$18,800

Schedule: on-going activity

Northern Virginia HOV Facilities Monitoring and Data Collection

VDOT desires a monitoring program of the limited access high-occupancy vehicle (HOV) facilities in Northern Virginia during the fall of fiscal year 2010. 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 Theodore 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 8 PM outbound) at a set of stations along these facilities. These stations will include the major count locations as specified by VDOT.
- 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 2010 in Northern Virginia.
- Staff will continue to research 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:	\$ 315,000
Products:	Data files transmitted to VDOT
Schedule:	Fall counts completed by Nov. 30, 2009 Spring counts completed by June 15, 2010

High Occupancy / Toll (HOT) Lane Traffic Analyses

As requested by the Commonwealth, COG staff will perform traffic analyses of proposed I-95 / 395 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:	\$ 50,000
Products:	Analysis results

Schedule: Fall 2009 or Spring 2010

Travel Forecast Model Refinements

Using results from the regional travel demand model and comparing the results with ground counts at two or three specific corridor segments of high interest (to be specified by VDOT), recommend refinements to the model to make it even more valuable to VDOT transportation planners and traffic forecasters in responding to location-specific feasibility questions from top VDOT management or local jurisdictions evaluating potential comprehensive plan changes.

Cost Estimate: \$55,000 carryover from FY 2009

Product: study report with recommendations

Schedule: June 2010

Data Mine State of the Commute Survey

Conduct in-depth analysis of the "State of the Commute" survey for the Northern Virginia jurisdictions. Gather input from the local TDM programs to provide data/reports for their specific needs, provide additional cross tabs not provided by the MWCOG reports such as comprehensive demographic analysis, local jurisdictional and regional trend analysis, and recommendations on how to improve local northern Virginia programs as well as the regional Commuter Connections program and products.

Cost Estimate: \$ 50,000 carryover from FY 2009

Product: Analysis results and reports

Schedule: June 2010

Phase II --Evaluation of the Metrobus Priority Corridor Network

In the second half of FY 2009 WMATA initiated a bus priority corridor study for the Washington region. Along with DDOT and MDOT, Virginia will contribute to the Phase II WMATA analysis of priority bus corridors and to the identification of beneficial improvements that can be made in those corridors.

Cost Estimate: \$33,000

Product: Final report

Schedule: November 2009

TOTAL VIRGINIA COST ESTIMATE: \$424,800
\$105,000 carryover from FY 2009
\$529,800 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: \$7,600
 \$16,499 carryover from FY 2009
 \$24,099 total

Schedule: on-going activity

Phase II --Evaluation of the Metrobus Priority Corridor Network

WMATA has introduced a concept plan for a Metrobus Priority Corridor Network (PCN) that includes integrated service and capital improvements in 24 corridors across the region, impacting routes that serve half of all bus riders in the current Metrobus system. Corridor plans will be developed to provide for new MetroExtra limited-stop bus routes and to improve the performance of all routes in the corridors with running-way improvements such as dedicated bus lanes, queue jumps, and transit signal priority to reduce transit travel time and provide more reliable and safe bus service.

The purpose of this project is to obtain consultant assistance to 1) Quantify regional benefits and impacts resulting from implementation of the proposed WMATA Priority Corridor Network (PCN), and 2) Identify and prioritize the most effective running-way improvement strategies for implementation along specific segments. The analysis will apply the TPB regional travel demand model to forecast network-level travel impacts of

the PCN and an evaluation of the recommended strategies and expected benefits will be documented in a technical report.

The total project budget is \$300,000. The project will be funded in two phases. Phase I was funded as an FY 2009 work activity. Phase II will begin July 1 and be funded with WMATA 2010 technical assistance funds which are augmented with 2010 technical assistance funds from DDOT, MDOT and VDOT.

Cost Estimate: \$100,000

Schedule: Final report November 30, 2009

Analyze Bus Passenger Survey Trip Origins and Destinations

Staff will tabulate the results of the spring 2008 Regional Bus Survey to analyze current bus ridership trip origin and destination patterns by jurisdiction and Transportation Analysis Zones (TAZ) for both commuting and non-commuting travel. This analysis will include, but may not be limited to, examining major modes of access to bus transit, transfers between bus routes, and transfers to and from other transit vehicles including Metrorail. Staff will document analysis findings in a detailed technical memorandum.

Cost Estimate: \$40,000

Schedule: November 2009

Collection of Bus Passenger Counts

In FY 2009 TPB staff conducted transit bus check counts of service crossing the cordon line for the central employment area at approximately 40 monitoring stations. Under this task, WMATA will identify transit bus counts to be conducted at specific locations by TPB staff.

Cost Estimate: \$28,000

Schedule: June 2010

TOTAL WMATA COST ESTIMATE: \$185,600
\$16,499 carryover from FY 2009
\$202,099 total

7. CONTINUOUS AIRPORT SYSTEM PLANNING PROGRAM

The purpose of the CASP program is to provide a regional process that supports the planning, development and operation of airport and airport-serving facilities in a systematic framework for the Washington-Baltimore Region. Oversight of the program is the responsibility of the TPB Aviation Technical Subcommittee. The elements of the multi-year CASP work program to be performed during FY 2010 are as follows:

Conduct 2009 Regional Air Passenger Survey

The purpose of the Washington-Baltimore Regional Air Passenger Survey is to collect information about travel patterns and user characteristics of air passengers using the three major commercial airports: Thurgood Marshall Baltimore Washington International Airport (BWI), Ronald Reagan Washington National Airport (DCA), and Washington Dulles International Airport (IAD). All work for this project will be performed in FY2010 and will be jointly funded by the Metropolitan Washington Airports Authority (MWAA) and the Maryland Aviation Administration (MAA) of the Maryland Department of Transportation (MDOT). Tasks will include survey design, sample generation and data collection. The survey will provide the basis for analysis of major changes in airport use in the region and provide planning data needed to support decisions for facility and ground access improvements.

Cost Estimate: \$300,000

Process 2009 Air Passenger Survey

The processing of the data collected in the 2009 Regional Air Passenger Survey will be carried out in this project, which will be performed in FY2010 and FY2011. Specific tasks will include data entry and editing, geocoding of the survey data to small area transportation analysis zones, data expansion, data tabulation, and data analysis. All analysis and findings will be documented in two technical reports containing general findings and geographic findings.

Cost Estimate: \$130,000

Ground Access Element Update

During FY2010, staff will complete work on the Ground Access Element Update begun in late FY2009. This update to the Ground Access Element of the Regional Airport System Plan will provide an analysis of current and forecast ground access concerns at Ronald Reagan Washington National, Washington Dulles and Thurgood Marshall Baltimore Washington International airports. This update will 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. Results from the most recent Regional Air

Passenger Surveys and Updated Ground Access Forecasts will be used to prepare the update.

Cost Estimate: \$170,000

Ground Access Travel Time Study

The Ground Access Travel Time Study Update will entail analysis of travel time trends to the three commercial airports, as well as analysis of any new transportation improvements. It is anticipated to be a two-year, multi-phased project to commence in FY2010. Work to be performed in FY2010 will include conducting necessary planning activities, including survey design, sample identification, resource allocation, and data collection.

Cost Estimate: \$190,000

TOTAL CASP COST ESTIMATE: \$790,000

**IV. PROPOSED FY 2010 STATE TRANSPORTATION AGENCY
STATE PLANNING AND RESEARCH PROGRAMS (SPR)**

blank

**District of Columbia Department of Transportation
State Planning and Research (SPR) Program Element Supporting
the Washington Area Work Program FY 2010**

Systems Planning: Plan and review transportation projects, monitor and manage transportation studies and coordinate public involvement activities and meetings. Promote and educate citizens on bicycle and pedestrian safety.

Strategic State and Regional Planning: Optimize fiscal resources to meet Federal Highway aid and District capital program investments. Develop and implement the State Planning program and participate in regional planning and freight planning activities. Review TIP amendments, participate in TPB activities and implement the Unified Planning Work Program (UPWP).

Environment Excellence: Review for compliance of all environmental issues and provide environmental planning and coordination. Serve as Liaison for the Air Quality Program at COG and coordinate air quality initiatives and requirements with the District Department of the Environment.

Context Sensitive Solutions: Review and comment on transportation impacts and site plans of proposed development projects (Board of Zoning Adjustment, Zoning Commission, Large Tract Review, Planned Unit Development, Environmental Impact Statements Forms, Street and Alley Closings) and streetscape review to make sure the site is functional and safe for the public and in proper compliance.

Data Collection and Analysis: Responsible for the functional classification of local highway systems, mileage certification reporting, providing a stable framework for planning and executing long-range programs, finding optimum strategies for maintaining infrastructures in a serviceable condition while prioritizing and programming major assets including pavement, bridges, tunnels, and sign structure for capital improvement. Prepare monthly and annual highway statistical data reports and issue task orders as needed to collect data, perform analysis, and to develop recommendations and reports.

Traffic Safety Data Collection: Perform counts on annual daily traffic data, crash data and vehicle miles traveled data and process data relative to the movement of vehicles, persons, services and goods on city streets and highways.

Metropolitan Planning: Describes the regional transportation planning and special technical assistance projects proposed to be undertaken July 1, 2009 through June 30, 2010 by COG/TPB staff in cooperation with state and local agencies and WMATA.

Program Funding: The FY 2009 SPR Program funding is \$3,314,794 (Federal = \$2,651,835 and District = \$662,959).

**Maryland Department of Transportation
State Highway Administration
State Planning and Research (SPR) Program Elements Supporting the
Washington Area Work Program FY 2010**

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 2009-2014 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

Federal System

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

B. State, County and Municipal Highway Systems

- Solicit receive and process reports from local jurisdictions regarding road improvements, mileage, etc.
- Collect, update and maintain data used for the Universe portion of the HPMS submission.
- Update and maintain the highway information databases to meet on-going state and federal requirements.
- Provide data used for the update of SHA's maps.

C. Highway Performance and Monitoring System

- Update the HPMS database including revisions to any data elements, maintain sample size requirements to accurately reflect system-wide conditions and submit an updated HPMS data file and related reports and data files.

V. Special Studies

A. 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.

MDOT State Highway Administration FY 2010 State Planning & Research Program Elements Supporting the Washington Area Work Program	
Item	Amount (\$)
I. Systems & Programming	
A. Annual STIP	\$62,800
B. CTP	\$213,253
C. Local Government Liaison	\$110,830
D. Long Range Planning	\$47,628
II. Traffic Monitoring Program	\$751,570
III. MPO Liaison	\$34,368
IV. Highway Statistics	\$460,791
V. Urban Transportation Planning	
VI. Special Studies	\$256,974
Total	\$1,895,846

**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 2010, 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-10 SPR funding (Statewide) for such support is \$500,000 (which is not included in the amounts shown below).

I. METROPOLITAN PLANNING (\$342,000 requested)

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 (\$741,000 requested including unspent funds from FY09)

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

1. NoVA Planning Methodology Applications (\$85,000)

This work, begun in FY07, will continue to enhance existing NoVA Planning tools; build on findings and recommendations developed during the Choke

Point Mitigation / MOBIS (MObility Improvement Study) work (completed in FY06); develop congestion / mobility improvement efforts and their application to the District's network and facilities; develop databases and conduct outreach for planning input to the Chapter 527 land development review process; and provide planning level assessments and support for various District initiatives and projects. The work outlined above should be completed in FY10.

2. Bicycle Commuter Survey (\$30,000)

The intent of this project is to gather data in order to better understand the patterns and concerns of bicycle commuters in the NoVA District. The proposed survey will update information collected in 2004. The survey work will include instructional leaflets to promote the survey among cyclists and will be web-based. Following survey development and internal validation, the survey web site will be launched in early calendar year 2010 and be open for responses about three months. The survey development and conduct will be completed in FY10, with survey response analysis conducted the following year as a separate effort.

3. Pedestrian Safety Measuring Tool (\$80,000)

This effort is intended to develop a tool to aid the planning and management of pedestrian safety improvements. Existing policies that establish the importance of good pedestrian facilities do not establish methods for prioritizing proposed improvements. A method is needed for evaluating the many factors that affect the entire pedestrian experience. Development of a tool to help prioritize among pedestrian facility improvement projects will help focus scarce resources on the projects yielding the most benefit so that measurable increases in pedestrian facility use may result. This effort will be performed chiefly in Arlington County which has identified about 100 locations needing pedestrian improvements and has also piloted a version of a "Complete the Streets" tool. This project should be completed in FY10.

4. Pedestrian / Bicyclist Education Program (\$60,000)

This continues a project begun last fiscal year whose intent is to educate the public in the NoVA region about the responsibilities under Virginia law of pedestrians, bicyclists, and motorists when using public roads, paths, or sidewalks. A comprehensive public outreach campaign will be developed targeted to multiple audiences, including non-English speaking populations. The project will include the purchase of marketing items and development of an informative publication. Completion of this project is expected in FY10.

5. ITS Architecture Maintenance Program (\$100,000)

This work continues the Northern Region's Operations (NRO) ITS architecture and maintenance use support activities, critical to complying with FHWA "Rule 940". Funding will also support further incorporation of ITS architecture into the NRO's planning and programming processes. Planned work should be completed in FY10.

6. Bike & Pedestrian Count Program (\$45,000)

A continuation of the program begun in 2005, this activity will perform additional counts using experimental technology that will permit differentiation between the two modes (cyclists and pedestrians). A database of count information for use in future studies and projects will also be initiated. This activity is expected to be completed in FY10.

7. TDM Monitoring & Evaluation Program (\$80,000)

Peak-hour and peak-period traffic data will be collected at up to 30 selected employment sites to document the change attributable to implementation of TDM programs. As financial resources for projects become scarcer, it is important to have tools that enable planners to identify the most effective TDM. Completion of this work is expected in FY10.

8. Travel Forecast Model Comparison (\$50,000)

Several NoVA localities are developing their own travel forecasting models. This project will expand upon work already performed in-house to compare the assumptions, data requirements, and results of these locality-specific models with the adopted regional model. This work should be completed in FY10.

9. Regional Growth Pattern Analysis (\$25,000)

A GIS map will be developed showing the location of household and employment growth areas from 2010 to 2030, by subarea, along with major planned transportation improvements. The map should enable a better visualization of the relationship of the improvements to growth areas. Completion in FY10 is anticipated.

10. Bike & Pedestrian Facility Maintenance Program (\$61,000)

This project will create a consistent evaluation method for identifying bicycle and pedestrian facility maintenance projects. Using the method, a pool of bike / pedestrian facility maintenance projects will be created initially focusing on primary roads, commuter parking lots, and a few major

secondary roads. The findings from this project pool will help determine the need for a budgetary line item for bike & pedestrian facility repair work. This project is expected to be completed over two fiscal years (FY10 & 11).

11. ITS Strategic Program Plan (\$50,000)

This will continue the work done under a similar effort last fiscal year and supports the annual maintenance and update of the NRO's Strategic Program Plan. The update should be completed in FY10.

12. ITS Strategic Investment Program (\$75,000)

NRO staff and consultants will further establish and refine the framework for a structured process for developing the FY11 Strategic Investment Program (SIP).

Work in FY10 is anticipated to include documenting the SIP development process and update a user's guide. Completion in FY10 is anticipated.

13. 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 identified during fiscal year 2010. 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.

PROGRAM FUNDING (Requested)

**VIRGINIA DEPARTMENT OF TRANSPORTATION
 SPR ELEMENTS SUPPORTING THE WASHINGTON REGION
 FY2010 UNIFIED PLANNING WORK PROGRAM**

Item	Work Element	Federal Funds	State Funds	Total
I	Metropolitan Planning (SPR funds)			
	NoVA District Planning Staff Support	\$273,600	\$68,400	\$342,000
II	Sub-regional Planning (SPR funds)			
1	NoVA Planning Applications	\$68,000	\$17,000	\$85,000
2	Bicycle Commuter Survey	\$24,000	\$6,000	\$30,000
3	Pedestrian Safety Measuring Tool	\$64,000	\$16,000	\$80,000
4	Pedestrian / Bike Education	\$48,000	\$12,000	\$60,000
5	ITS Architecture Maintenance	\$80,000	\$20,000	\$100,000
6	Bike & Pedestrian Count Program	\$36,000	\$9,000	\$45,000
7	TDM Monitoring & Evaluation	\$64,000	\$16,000	\$80,000
8	Travel Forecast Model Comparison	\$40,000	\$10,000	\$50,000
9	Regional Grown Pattern Analysis	\$20,000	\$5,000	\$25,000
10	Bike & Ped Facility Maint. Program	\$48,800	\$12,200	\$61,000
11	ITS Strategic Program Plan	\$40,000	\$10,000	\$50,000
12	ITS Strategic Investment Program	\$60,000	\$15,000	\$75,000
13	On-call Consultant (Centrally funded and managed)			

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

V. APPENDIX

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.

**MEMORANDUM OF UNDERSTANDING
ON METROPOLITAN TRANSPORTATION PLANNING RESPONSIBILITIES FOR THE
NATIONAL CAPITAL REGION**

This agreement is made and entered into as of January 16, 2008 by and between the National Capital Region Transportation Planning Board (TPB) hereinafter referred to as the **TPB**; the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) hereinafter referred to as the **State DOTs**; and the Commonwealth of Virginia Department of Rail and Public Transportation (DRPT), the Maryland Transit Administration (MTA), the Northern Virginia Transportation Commission (NVTC), and the Washington Metropolitan Area Transit Authority (WMATA) hereinafter collectively referred to as the **Transit Operators**.

WHEREAS, joint responsibilities must be met for establishing and maintaining a cooperative, comprehensive and continuing (3-C) metropolitan transportation planning and programming process as defined and required by the United States Department of Transportation (USDOT) in regulations at [23 CFR 450 Subpart A – Transportation Planning and Programming Definitions](#) and [23 CFR 450 Subpart C – Metropolitan Transportation Planning and Programming](#), and

WHEREAS, the regulations at [23 CFR 450.314 Metropolitan Planning Agreements](#) direct that the metropolitan planning organization (MPO), the States and public transportation operators shall cooperatively determine their mutual responsibilities for carrying out the 3-C process and clearly identify them in a written agreement.

WHEREAS, the regulations at [23 CFR 450.104](#) define *Public transportation operator* to mean the public entity which participates in the continuing, cooperative, and comprehensive transportation planning process in accordance with 23 U.S.C. 134 and 135 and 49 U.S.C. 5303 and 5304, and is the designated recipient of Federal funds under title 49 U.S.C. Chapter 53 for transportation by a conveyance that provides regular and continuing general or special transportation to the public, but does not include school bus, charter, or intercity bus transportation or intercity passenger rail transportation provided by Amtrak.

WHEREAS, nothing in this MOU shall be construed as limiting or affecting the legal authorities of the parties, or as requiring the parties to perform beyond their respective authorities.

NOW, THEREFORE, the TPB, the State DOTs and the Transit Operators recognize and agree that they will conduct a cooperative, comprehensive and continuing transportation planning and programming process for the National Capital Region and that their mutual responsibilities for carrying out this process are described in the following eleven articles.

The metropolitan planning activities undertaken by the **TPB** are described in Articles 1 to 11. The planning activities undertaken by the **State DOTs** are described in Articles 3 and 5 through 11, and are coordinated with the state transportation planning processes that are required in regulations at [23 CFR 450 Subpart B--Statewide Transportation Planning and Programming](#).

The planning activities undertaken by the **Transit Operators** are described in Articles 3 and 5 through 10. By participating on the Regional Bus Subcommittee of the TPB Technical Committee, Transit Operators have an opportunity to coordinate bus and other transit planning in the region and to incorporate their plans into the Long-Range Transportation Plan and the Transportation Improvement Program (TIP). Transit Operators provide funding inputs for the TIP based upon each system's annual operating and capital improvement budgets. Transit Operators also provide projections of their system revenues, operating and maintenance costs and major improvement costs for the update of the financially constrained plan based upon each system's operating and capital improvement plans.

Article 1

Scope of the Metropolitan Transportation Planning Process

The TPB, as the metropolitan planning organization (MPO), the State DOTs and the Transit Operators will conduct a metropolitan transportation planning process that is continuous, cooperative, and comprehensive and provide for the consideration of projects, strategies, and services that will address the eight planning factors as specified in [23 CFR 450.306 : Scope of the Metropolitan Transportation Planning Process](#). This metropolitan planning process will be carried out in coordination with the three state transportation planning processes that are required in regulations at [23 CFR 450 Subpart B--Statewide Transportation Planning and Programming](#).

Article 2

MPO Structure and Planning Boundaries

The TPB has been designated the MPO for the National Capital Region by the Governors of Maryland and Virginia and the Mayor of the District of Columbia. 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 General Assemblies of Maryland and Virginia, the state DOTs and the Washington Metropolitan Area Transit Authority (WMATA). The TPB also has ex officio representatives from the Metropolitan Washington Airports Authority (MWAA), the Federal Highway Administration, the Federal Transit Administration, the National Capital Planning Commission, the National Park Service and private transportation service providers.

The TPB has Bylaws that establish its membership, time and place of meeting, officers, voting procedures, committees, staffing and relationship to the Metropolitan Washington Council of Governments (COG), public participation, and procedures for amendments. On October 30, 2003, the State DOTs and COG executed an agreement specifying the COG

responsibilities for supporting the MPO transportation planning process as described in the annually federally approved Unified Planning Work Program (UPWP).

The TPB has established a Technical Committee to advise and assist it in all aspects of the metropolitan planning process. The Technical Committee is comprised of representatives of all TPB member agencies and governments and interested transportation agencies in the region, and provides opportunities for these representatives to participate regularly in the metropolitan planning process.

The TPB has also established the Regional Bus Subcommittee of the Technical Committee which is comprised of representatives of public transportation operators in the region, including those that operate the regional and local jurisdiction bus systems, Metrorail, and the commuter rail systems. The Regional Bus Subcommittee provides opportunities for public transportation operators to participate regularly in the metropolitan planning process.

Figure 2 on page 8 shows the TPB planning boundary for the National Capital Region and the location of each of the participating local jurisdictions. After each Census, the TPB will review this planning boundary in cooperation with the State DOTs and Public Transit Operators to determine if it meets the minimum statutory requirements for new and updated urbanized areas, and will adjust the boundary as necessary.

Article 3 Unified Planning Work Program

Between January and March each year, the TPB, the state DOTs, the Transit Operators, in cooperation with the local jurisdictions and other TPB members will prepare the Unified Planning Work Program (UPWP) as required under 23 CFR 450.308 : Funding for Transportation Planning and Unified Planning Work Programs, including documenting the metropolitan transportation planning activities anticipated within the region during the next year. In March the TPB will approve the UPWP and submit it to the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the State DOTs for approval and funding. When necessary, the TPB can approve amendments to the UPWP subject to approval by the FHWA and FTA and State DOTs.

Article 4 Participation Plan

The TPB will adopt and use a Participation Plan to provide citizens, affected public agencies, and all interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process and to review and comment at key decision points as specified in 23 CFR 450.316: Interested Parties, Participation and Consultation. This plan will be coordinated with the State DOTs' public involvement and consultation transportation planning processes.

Article 5 Transportation Planning Studies and Project Development Process Under the National Environmental Policy Act (NEPA)

The TPB, the State DOTs, or the Transit Operators may undertake a multimodal, systems-level corridor or subarea planning study as part of the metropolitan transportation planning

process. The development of these studies will involve consultation with, or joint efforts among, the TPB, State DOTs, and Transit Operators. The results or decision of these planning studies may be used as part of the overall project development process consistent with NEPA as specified in [23 CFR 450.318: Transportation Planning Studies and Project Development](#) .

Article 6 Congestion Management Process

The TPB, in cooperation with the State DOTs, the Transit Operators and local officials will develop congestion management objectives and performance measures to assess the extent of congestion and support the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies for the movement of goods and people. The transportation planning process will develop and maintain an ongoing congestion management process for monitoring, operating and maintaining the regional transportation system required by [23 CFR 450.320: Congestion Management Process in Transportation Management Areas](#).

Article 7 Air Quality Transportation Planning

The air quality transportation planning activities for the Washington Metropolitan Region will be described in the annual UPWP. These activities will be designed to ensure that the TPB can make a conformity determination on its annual CLRP and TIP in accordance with the Clean Air Act and the Environmental Protection Agency (EPA) transportation conformity regulations in 40 CFR part 93. The TPB has adopted interagency and public consultation procedures regarding its air quality planning activities which address the preparation of the annual UPWP and the development and amendments to the CLRP and TIP.

Article 8 Update of the Long-Range Transportation Plan and Development of the Transportation Improvement Program (TIP)

The metropolitan transportation planning process is on-going. Each year the TPB will adopt and issue a document to solicit projects and programs to be included in the next year's update of the plan and the next TIP. This document will describe the policy framework and planning priorities that guide project submissions and explain the project submission process and schedule. The State DOTs and Transit Operators will provide their plan and TIP project submission information as requested in this document. In updating the plan, the TPB, with the cooperation of the State DOTs and Transit Operators, will ensure that the plan development process and plan content meet all requirements as specified in [23 CFR 450.322: Development and Content of the Metropolitan Transportation Plan](#). The TPB will approve the updated plan and submit it for information purposes to the State DOTs and FHWA and FTA.

In preparing the new TIP, the TPB, with the cooperation of the State DOTs and Transit Operators, will ensure that the TIP development process and TIP content meet all requirements as specified in [23 CFR 450.324: Development and Content of the Transportation Improvement Program \(TIP\)](#). The TPB will approve the TIP and forward the TIP to the State DOTs for their approval and inclusion in their State Transportation

Improvement Programs (STIP). TIP amendments and administrative modifications will follow the procedures for TIP modifications as adopted by the TPB and as specified in [23 CFR 450.326: TIP Revisions and Relationship to the State Transportation Improvement Program \(STIP\)](#). The selection of projects from the TIP by the TPB, State DOTs, or Transit Operators will be done as specified in [23 CFR 450.330: Project Selection from the TIP](#).

Article 9 Fiscally Constrained Financial Plans for the Long-Range Transportation Plan and TIP

Financial plans are required to be included with the long range transportation plan and TIP that demonstrate the consistency between reasonably available and projected sources of federal, state, local, and private of revenues and the costs of implementing the proposed transportation system improvements. As described in Article 8, the metropolitan transportation planning process is on-going. Each year the TPB will adopt and issue a document to solicit projects and programs to be included in the next year's update of plan and the next TIP. When the plan is amended or updated, the TPB, State DOTs and Transit Operators will cooperatively develop, share, review and adopt estimates of revenues and costs required for the financial plan that demonstrate fiscal constraint for the transportation plan as specified in 23 CFR 450.322(f)(10)). When the TIP is amended, the TPB, State DOTs and Transit Operators will cooperatively develop, share, review and adopt estimates of costs and estimates of funds that are available or committed or reasonably expected to be available that are required for the financial plan that demonstrate fiscal constraint for the TIP as specified in 23 CFR 450.324(h) & (i).

Article 10 Annual Listing of Projects with Federal Funding Obligations

Each year within 90 days after the close of the federal fiscal year, the TPB, State DOTs and Transit Operators will cooperatively develop a listing of projects from the TIP for which federal transportation funds were obligated in the preceding fiscal year. This report will contain the projects and financial information as required in [23 CFR 450.332 Annual Listing of Obligated Projects](#). This report will be made available to the public on the TPB web page.

Article 11 Certification of the Metropolitan Transportation Planning Process

As described in Article 8, the metropolitan transportation planning process is on-going. Each year the TPB will adopt and issue a document to solicit projects and programs to be included in the next year's update of plan and the next TIP. When the TIP is approved, the TPB and State DOTs will certify that the metropolitan planning process for the National Capital Region is being carried out in accordance with all applicable requirements as specified in [23 CFR 450.334 Self-Certification and Federal Certifications](#) and [23 CFR 450.328 TIP Action by the FHWA and the FTA](#).

This Memorandum of Understanding is approved by the respective parties hereto as of the date shown above.

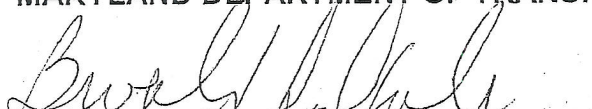
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD


Phil Mendelson, Chairman

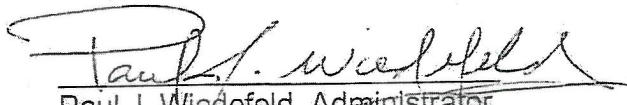
DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION


Emeka Moneme, Director


MARYLAND DEPARTMENT OF TRANSPORTATION


Beverley Swain-Staley, Deputy Secretary

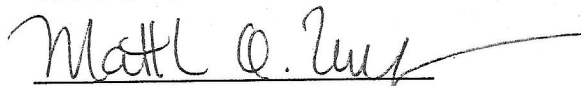
MARYLAND TRANSIT ADMINISTRATION


Paul J. Wiedefeld, Administrator


VIRGINIA DEPARTMENT OF TRANSPORTATION


Pierce R. Homer, Secretary of Transportation

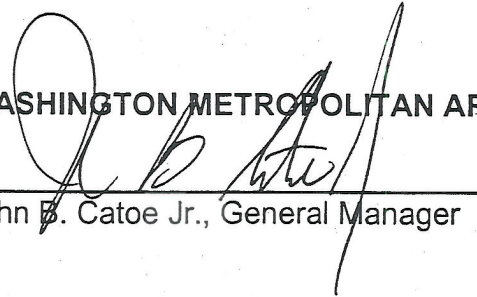
COMMONWEALTH OF VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION


Matthew O. Tucker, Director

NORTHERN VIRGINIA TRANSPORTATION COMMISSION


Richard K. Taube, Executive Director

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY


John B. Catoe Jr., General Manager

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