

# **National Capital Region Transportation Planning Board**

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

## **Item #5**

### **MEMORANDUM**

**March 15, 2006**

**TO:** Transportation Planning Board

**FROM:** Ronald F. Kirby  
Director, Department of  
Transportation Planning

**RE:** Letters Sent/Received Since the January 18<sup>th</sup> TPB Meeting

The attached letters were sent/received since the February 15<sup>th</sup> TPB meeting. The letters will be reviewed under Agenda #5 of the March 15<sup>th</sup> TPB agenda

Attachments

# National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

February 23, 2006

Mrs. Gladys W. Mack, Chair  
Washington Metropolitan Area Transit Authority (WMATA) Board of Directors  
600 Fifth Street, N.W.  
Washington, D.C. 20001

Re: Transmittal of Study "Improving Demand Responsive Services for People with Disabilities in the Washington Region"

Dear Mrs. Mack:

The National Capital Region Transportation Planning Board (TPB) is transmitting the attached study "Improving Demand Responsive Services for People with Disabilities in the Washington Region" per resolution TPB R12- 2006 adopted by the TPB on February 15, 2006 (a copy of which is enclosed). In the resolution the TPB requests that the WMATA Board of Directors receive a presentation about the report findings and recommendations.

The TPB's Access for All (AFA) Advisory Committee called for this study in 2004, participated in oversight and review of the study from April through December 2005, and endorsed the study report in January 2006. The AFA is chaired by the Honorable Kathy Porter, Mayor of Takoma Park and TPB member. The AFA advises the TPB on issues and services important to low-income communities, minority communities and people with disabilities.

The report includes five high-priority recommendations:

- Improve and widely distribute information about MetroAccess;
- Improve the MetroAccess complaint process;
- Create an effective MetroAccess users group;
- Establish a premium same-day taxi service for MetroAccess customers; and
- Conduct an independent review of MetroAccess with the study's "checklist" by January 2007.

The TPB is appreciative of the time and effort that WMATA invested in the study and hopes to continue to work with WMATA to address these critical transportation issues for people with disabilities. Should you have any questions or need additional information, please contact Wendy Klancher on the TPB staff at (202)962-3321 or [wklancher@mwco.org](mailto:wklancher@mwco.org).

Sincerely,



Michael Knapp, Chairman  
National Capital Region Transportation Planning Board

Attachments

cc: Mr. Dan Tangherlini, Interim General Manager

## **National Capital Region Transportation Planning Board**

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202

March 13, 2006

Mr. Raja Veeramachaneni, Director  
Office of Planning and Preliminary Engineering  
Maryland State Highway Administration  
707 North Calvert Street, Mail Stop C-411  
Baltimore, Maryland 21202

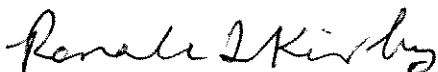
Dear Mr. Veeramachaneni:

In your March 9, 2006 email to me you forwarded for staff review, comment and concurrence the draft report "Project-level Conformity Determination for the Intercounty Connector Project in Maryland". The report documents the evaluation of the ICC with respect to PM2.5 hot-spot requirements. It indicates in a qualitative assessment that the ICC meets such project level conformity requirements, and that the project will not cause or contribute to a new violation of the PM2.5 national ambient air quality standards, or increase the frequency or severity of a violation.

This hot-spot assessment is required, in addition to the recent regional assessment approved by the US DOT on February 21, 2006, since the EPA designated the Washington area as nonattainment for PM2.5. This hot-spot assessment can be made on a qualitative basis for "projects of air quality concern" in PM2.5 nonattainment areas until EPA issues a new motor vehicle emissions model capable of estimating local emissions, along with future hot-spot modeling guidance.

The report provides a logical and reasonable analysis to demonstrate there would be no exceedances of the PM2.5 hot-spot standards associated with the ICC project, both at the opening of the facility in 2010 as well as through time. Accordingly, TPB staff concurs with SHA's assessment that there are no PM2.5 hot-spot conformity issues with the project.

Sincerely yours,



Ronald F. Kirby  
Director, Department of  
Transportation Planning



U.S. Department  
of Transportation

Federal Transit Administration  
Region III  
1760 Market Street, Suite 500  
Philadelphia, PA 19103  
215-656-7100  
215-656-7260 (fax)

Federal Highway Administration  
DC Division  
1990 K Street, N.W., Suite 510  
Washington, DC 20006  
202-219-3536  
202-219-3545 (fax)

FEB 21 2006

Honorable Michael Knapp, Chairman  
National Capital Region Transportation Planning Board  
c/o Mr. Ronald Kirby, Director of Transportation Planning  
Metropolitan Washington Council of Governments  
777 North Capital Street, NW, Suite 300  
Washington, D.C. 20002-4201

Re: PM 2.5 Air Quality Conformity Determination – Washington Metropolitan Area 2005  
Constrained Long Range Plan and FY 2006-2011 Metropolitan Transportation Improvement  
Program

Dear Chairman Knapp:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have completed our review of the PM 2.5 standard supplemental air quality analysis of the 2005 Constrained Long Range Plan (CLRP) and FY 2006-2011 Metropolitan Transportation Improvement Program (MTIP) for the Washington Metropolitan Area adopted by the Transportation Planning Board (TPB) on December 21, 2005.

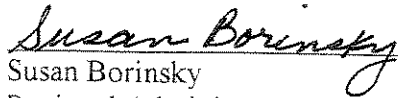
The Environmental Protection Agency (EPA), in a letter to FHWA's District of Columbia Division dated February 8, 2006 for the PM 2.5 supplement to the air quality conformity (enclosure), acknowledges its review and includes technical documentation that supports the conformity finding of the region's 2005 CLRP and FY 2006-2011 MTIP. EPA's technical support document deferred the question of fiscal constraint to us. It is our finding that the analytical results provided by the TPB to demonstrate conformity is consistent with EPA's Transportation Conformity Rule (40 CFR Part 93), as amended.

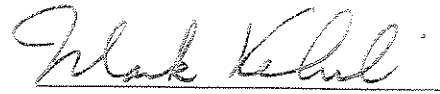
We find that the 2005 CLRP and the FY 2006-2011 MTIP conform to the region's State Implementation Plans, and that the conformity determination has been performed in accordance with the Transportation Conformity Rule (40 CFR Part 93), as amended. The findings are based (in part) on the self-certification statement submitted by the MPO under 23 CFR 450.316(b)(1) and activities by FHWA, FTA, and the State Transportation agencies in accordance with the Federal and State oversight responsibilities.

Mr. Michael Knapp  
Re: PM 2.5 Air Quality Conformity Determination  
Page 2

Any questions concerning this approval action should be directed to Sandra Jackson, of the FHWA District of Columbia Division, at (202) 219-3521 or Anthony Tarone, of the FTA Region III Office, at (215) 656-7061.

Sincerely,

  
Susan Borinsky  
Regional Administrator  
Federal Transit Administration

  
Mark Kehrl  
Division Administrator  
Federal Highway Administration

Enclosure

cc: Michele Pourciau, District of Columbia Division of Transportation  
Dan Tangerlini, Washington Metropolitan Area Transit Authority  
JoAnne Sorenson, Northern Virginia District Office, VDOT  
Kellie Gaver, Maryland Department of Transportation  
Kwame Arhin, FHWA Maryland Division  
Uwanna Dabney, FHWA Virginia Division  
Edward Sundra, FHWA Virginia Division  
Gail McFadden-Roberts, FTA Region III  
Pat Kampf, FTA Region III  
Brian Glenn, FTA Washington DC Metropolitan Office  
Deborah Burns, FTA Washington DC Metropolitan Office  
Martin Kotsch, EPA Region III  
Charlie Goodman, FTA Office of Planning



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION III  
1650 Arch Street  
Philadelphia, Pennsylvania 19103-2029

Mr. Mark R. Kehrli  
Acting Division Administrator  
Federal Highway Administration,  
District of Columbia Division  
1900 K Street, NW, Suite 510  
Washington, D.C. 20006-1103

Dear Mr. Kehrli:

The United States Environmental Protection Agency (EPA), Region III has reviewed the PM2.5 Conformity Determination for the 2005 Constrained Long-Range Plan and the FY 2006-2011 Metropolitan Washington Transportation Improvement Program (TIP) as adopted by the National Capital Region Transportation Planning Board (TPB) and submitted to us by the Federal Highway Administration (FHWA) on January 12, 2006. EPA has reviewed the Conformity Determination in accordance with the procedures and criteria of the Transportation Conformity Rule contained in 40 CFR part 93.

Our review of the conformity determinations for the Washington, D.C. Metropolitan Area indicates that the determinations meet the requirements of the Clean Air Act and the applicable regulations promulgated thereunder at 40 CFR Part 93. Enclosed, please find EPA's detailed evaluation titled "Technical Support Document for Review of the PM2.5 Conformity Determination of the 2005 Constrained Long-Range Plan and the FY 2006-2011 Metropolitan Washington Transportation Improvement Program." It should be noted that in our technical support document we are again deferring to the FHWA on the question of whether the Plan and TIP are fiscally constrained. Therefore, our concurrence on the overall conformity determination is predicated upon FHWA determining that the Plan and TIP are fiscally constrained.

Please feel free to call Carol Febbo, Chief, Energy, Radiation and Indoor Environment Branch at (215) 814-2076 or Martin T. Kotsch, at (215) 814-3335 to discuss this review.

Sincerely,

Judith M. Katz, Director  
Air Protection Division

Enclosure

cc: Kwame Arhin (FHWA, MD)  
Sandra Jackson (FHWA, DC)  
Ed Sundra (FHWA, VA)  
Howard Simons (MDOT)  
Diane Franks (MDE)  
Jim Sydnor (VDEQ)  
Joan Rohlfs (MWAQC)  
Tony Tarone (FTA)



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION III  
1650 Arch Street  
Philadelphia, Pennsylvania 19103**

January 30, 2006

**SUBJECT:** Technical Support Document for Review of the PM2.5 Conformity Determinations of the 2005 Constrained Long Range Plan and the FY 2006-2011 Metropolitan Washington Transportation Improvement Program

**FROM:** Martin T. Kotsch, (3AP23)

**TO:** Administrative Record of EPA's Review of the PM2.5 Conformity Determinations of the 2005 Constrained Long Range Plan and the FY 2006-2011 Metropolitan Washington Transportation Improvement Program

**THRU:** Carol Febbo, Chief  
Energy, Radiation and Indoor Environment Branch (3AP23)

The purpose of this document is to review the December 21, 2005 air quality PM2.5 conformity determinations of the 2005 Constrained Long Range Plan (CLRP) and the FY 2006-2011 Metropolitan Washington Transportation Improvement Program (TIP) prepared by the Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board (TPB). The TIP and CLRP conformity determinations were submitted to the Environmental Protection Agency (EPA) on January 12, 2006 by the District of Columbia Division of the United States Federal Highway Administration (FHWA).

The Metropolitan Washington D.C. Area is a non-attainment area for PM2.5 annual standard, with smaller geographical boundaries than its previous 1-hour ozone non-attainment area. Therefore the MPO developed a new transportation model which reflected the smaller non-attainment area to develop the necessary VMT and related emission factors to complete the conformity analysis and determination.

The conformity determination was reviewed in accordance with the procedures and criteria of the Transportation Conformity Rule, 40 CFR Part 93, Sections 93.102(b)(1), 93.102 (b)(2)(iv), 93.102(b)(2)(v), 93.102(b)(3), 93.106, 93.108, 93.110, 93.111, 93.112, 93.113(b), 93.113(c) and 93.119.



**Evaluation of the 2005 Constrained Long Range Plan and the FY2006-2011 Metropolitan Washington Transportation Improvement Program**

**GENERAL CRITERIA APPLICABLE TO THE TIP AND CLR**

SECTION of 40 CFR Part 93	CRITERIA	Y/ N	COMMENTS
93.110	<p>Is the conformity determination based upon the latest planning assumptions?</p> <p>(a) Is the conformity determination, with respect to all other applicable criteria in §§93.111 - 93.118, based upon the most recent planning assumptions in force at the time of the conformity determination?</p> <p>(b) Are the assumptions derived from the estimates of current and future population, employment, travel, and congestion most recently developed by the MPO or other designated agency? Is the conformity determination based upon the latest assumptions about current and future background concentrations?</p>	Y	<p>(a) &amp; (b) The conformity determination is based upon latest planning assumptions in force and approved by the TPB at the time of the determination. The assumptions include:</p> <p><b>1) Travel Demand Modeling Assumptions:</b>                      - Use of newer Version 2.1D #50 travel demand model process                      -New travel survey data incorporated.                      - Development of new forecast years for analysis</p> <p><b>2) Emissions Model Assumptions:</b> MOBILE6.2 modeled emissions factors were developed for years: 2010, 2020, 2030 for Ozone.</p> <p><b>3) Emissions Factor Assumptions</b>                      -Enhanced I/M was assumed in DC, MD, VA                      -Low emission vehicle program was modeled                      -No oxygenated fuels were assumed for wintertime                      -Tier 2 / low sulfur vehicle controls were modeled</p> <p><b>4) Vehicle Registration Data:</b> 2002 data for Maryland, DC and Virginia</p> <p><b>5) Land Activity Assumptions (growth forecasts):</b>                      -In July, 2005 Round 7 forecasts were approved by the TPB for use in the conformity determination. As a result, household data as well as employment data have been updated. New growth figures between 2002 and 2030 used in this determination are shown below:                      -Household: 43% increase                      -Employment: 45% increase</p>

**Evaluation of the 2005 Constrained Long Range Plan and the FY2006-2011 Metropolitan Washington Transportation Improvement Program**

**GENERAL CRITERIA APPLICABLE TO THE TIP AND CLRP**

93.110	<p>(c) Are any changes in the transit operating policies (including fares and service levels) and assumed transit ridership discussed in the determination?</p> <p>(d) The conformity determination must include reasonable assumptions about transit service and increases in transit fares and road and bridge tolls over time.</p> <p>(e) Does the conformity determination use the latest existing information regarding the effectiveness of the TCMs and other implementation plan measures which have already been implemented?</p> <p>(f) Are key assumptions specified and included in the draft documents and supporting materials used for the interagency and public consultation required by §93.105?</p>	<p>Y</p> <p>Y</p> <p>Y</p> <p>Y</p>	<p>(c) Transit policies such as frequency and hours of operation were updated from the last conformity determination</p> <p>(d) Transit ridership and services were adjusted to reflect increased fares from several providers within the affected region. No changes in bridge tolls are anticipated at this time</p> <p>(e) All of the TCMs listed in the Phase II Attainment Plan for the Metropolitan Washington D.C. area have been implemented. The latest information regarding TCMs and other implementation plan measures effectiveness have been used.</p> <p>(f) Appendix A of the conformity determination provides key assumptions for this conformity determination. This document and its earlier drafts were developed through the interagency and public consultation process detailed in the chart on pages A6-A9 of Appendix A.</p>
93.111	Is the conformity determination based upon the latest emissions model?	Y	This conformity determination used the mobile emissions model: MOBILE6.2, the latest EPA emissions model available to do the emissions analysis.

**Evaluation of the 2005 Constrained Long Range Plan and the FY2006-2011 Metropolitan Washington Transportation Improvement Program**

**GENERAL CRITERIA APPLICABLE TO THE TIP AND CLRP**

93.112	Did the MPO make the conformity determination according to the consultation procedures of the conformity rule or the state's conformity SIP?	Y	<p>Consultation procedures were followed in accordance to the TPB consultation procedures. These procedures are based on the procedures of the Federal Conformity Rule.</p> <p><b>Interagency Consultation</b> The TPB has consulted with all appropriate agencies. This includes the District of Columbia Environmental Regulation Administration, Maryland Department of the Environment, Maryland Department of Transportation, Maryland Office of Planning, Virginia Department of Environmental Quality, Virginia Department of Transportation, Federal Highway Administration, EPA, and county representatives of the counties of the Metropolitan Washington D.C. area.</p> <p><b>Public Consultation</b> The TPB has provided opportunities for public comment on the Conformity Determinatin. On November 16,, 2005 the TPB released for public comment, the draft air conformity analysis for the TIP and CLRP for thirty days. No public comments relevant to air quality were received on the Conformity Determination.</p>
93.106(a) (1)	Are the horizon years correct?	Y	The horizon years chosen, 2010, 2020 and 2030 represent appropriate horizon years for the PM2.5 conformity determination. 2010 is within the first 5 years of the transportation plan.

**Evaluation of the 2005 Constrained Long Range Plan and the FY2006-2011 Metropolitan Washington  
Transportation Improvement Program**

**CRITERIA APPLICABLE ONLY TO THE CLRP**

93.102(b)(2)(iv)	Has the EPA and the State made a finding that NOx is an insignificant contributor to the direct mobile PM emissions or does any applicable implementation plan (or implementation plan submission) fail to establish an approved (or adequate) NOx budget as part of a PM 2.5 reasonable further progress, attainment or maintenance strategy?	N	NOx is included in the PM emission analysis
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93.102(b)(2)(v)	Has the EPA or State made a finding that VOCs, SOx or NH(3) as precursors to be a significant contributor to the mobile PM emissions or has an applicable implementation plan (or implementation plan submission) establish an approved (or adequate) budget for VOCs, SOx or NH(3) as part part of a PM 2.5 reasonable further	N	VOCs, SOx and NH(3) as precursors are not included in the emissions analysis
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93.102(b)(3)	Has the EPA or the State made a finding that re-entrained road dust is a significant contributor to the PM mobile emissions or has an applicable implementation plan (or implementation plan submission) establish an approved (or adequate) budget that includes re-entrained road dust as part of a PM 2.5 reasonable further progress, attainment or maintenance strategy?	N	Re-entrained road dust is not included in the emissions analysis	
93.106(a) (2)(i)	Does the plan quantify and document the demographic and employment factors influencing transportation demand?			
93.106(a) (2)(ii)	Is the highway and transit system adequately described in terms of the regionally significant additions or modifications to the existing transportation network which the transportation plan envisions to be operational in the horizon years?	Y	Pages 18-19 of the conformity determination summarizes population, employment, and households	

93.108	Is the transportation plan fiscally constrained?	Y	Appendix B of the conformity determination lists the projects and provides a description of the projects anticipated to be completed during the evaluation period of the conformity analysis
93.113(b)	Are TCM's being implemented in a timely manner?	Y	Several comments were made during the public comment period concerning whether the Plan and TIP were fiscally constrained. The MPO provided a response which indicated that they believed that the Plan and TIP met the fiscal constraint requirements based on their analysis and FHWA's determination that their previous TIP and Transportation Plan were fiscally constrained. EPA therefore will defer to the judgement of the FHWA to make a final determination of whether the Plan and TIP are fiscally constrained. All the TCMs listed in the Phase II Attainment Plan for the Metropolitan Washington D.C. area have been implemented. The latest information regarding TCMs and other implementation plan measures effectiveness have been used.

**Evaluation of the 2005 Constrained Long Range Plan and the FY2006-2011 Metropolitan Washington  
Transportation Improvement Program**

**CRITERIA APPLICABLE ONLY TO THE CLRP**

93.119	<p>For areas without emission budgets: Does the Transportation Plan, TIP or Project demonstrate contribution to emission reductions?</p>	Y	<p>There are no PM2.5 SIP budgets for the area, therefore an interim test of using the less than base year (2002) test analysis was conducted and the results are showed below. Under 93.109 (e), this interim test is permissible as the area had choice of either the less than base year test or build/no greater than build analysis for the area . The base year emissions are based on emissions modeling done by the MPO and agreed upon by the air agencies in the three jurisdictions and are shown below as tons per year. The analysis shows that the PM2.5 non-attainment area passes the interim emissions test.</p> <table border="0" style="margin-left: auto; margin-right: auto;"> <tr> <td style="padding-right: 20px;">2002 Base Year</td> <td>2010 Analysis</td> </tr> <tr> <td>1651.35 tpy (Direct PM)</td> <td>932.82 tpy (Direct PM)</td> </tr> <tr> <td>91657.4 tpy (NOx)</td> <td>43775.9 tpy (NOx)</td> </tr> <tr> <td colspan="2"> </td> </tr> <tr> <td style="padding-right: 20px;">2002 Base Year</td> <td>2020 Analysis</td> </tr> <tr> <td>1651.35 tpy (Direct PM)</td> <td>765.65 tpy (Direct PM)</td> </tr> <tr> <td>91657.4 tpy (NOx)</td> <td>15143.6 tpy (NOx)</td> </tr> <tr> <td colspan="2"> </td> </tr> <tr> <td style="padding-right: 20px;">2002 Base Year</td> <td>2030 Analysis</td> </tr> <tr> <td>1651.35 tpy (Direct PM)</td> <td>800.09 tpy (Direct PM)</td> </tr> <tr> <td>91657.4 tpy (NOx)</td> <td>11639.4 tpy (NOx)</td> </tr> </table>	2002 Base Year	2010 Analysis	1651.35 tpy (Direct PM)	932.82 tpy (Direct PM)	91657.4 tpy (NOx)	43775.9 tpy (NOx)			2002 Base Year	2020 Analysis	1651.35 tpy (Direct PM)	765.65 tpy (Direct PM)	91657.4 tpy (NOx)	15143.6 tpy (NOx)			2002 Base Year	2030 Analysis	1651.35 tpy (Direct PM)	800.09 tpy (Direct PM)	91657.4 tpy (NOx)	11639.4 tpy (NOx)
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**Evaluation of the 2005 Constrained Long Range Plan and the FY2006-2011 Metropolitan Washington Transportation Improvement Program**

**CRITERIA APPLICABLE ONLY TO THE TIP**

93.102(b)(2)(iv)	Has the EPA and the State made a finding that NOx is an insignificant contributor to the direct mobile PM emissions or does any applicable implementation plan (or implementation plan submission) fail to establish an approved (or adequate) NOx budget as part of a PM 2.5 reasonable further progress, attainment or maintenance strategy?	N	NOx is included in the PM emission analysis
93.102(b)(2)(v)	Has the EPA or State made a finding that VOCs, SOx or NH(3) as precursors to be a significant contributor to the mobile PM emissions or has an applicable implementation plan (or implementation plan submission) establish an approved (or adequate) budget for VOCs, SOx or NH(3) as part of a PM 2.5 reasonable further progress, attainment or maintenance strategy?	N	VOCs, SOx and NH(3) as precursors are not included in the emissions analysis
93.102(b)(3)	Has the EPA or the State made a finding that re-entrained road dust is a significant contributor to the PM mobile emissions or has an applicable implementation plan (or implementation plan submission) establish an approved (or adequate) budget that includes re-entrained road dust as part of a PM 2.5 reasonable further progress, attainment or maintenance strategy?	N	Re-entrained road dust is not included in the emissions analysis

93.113(c)	Are TCM's being implemented in a timely manner?	Y	All the TCMs listed in the Phase II Attainment Plan for the Metropolitan Washington D.C. area have been implemented. The latest information regarding TCMs and other implementation plan measures effectiveness have been used.																		
93.119	For areas without emission budgets: Does the Transportation Plan, TIP or Project demonstrate contribution to emission reductions?	Y	<p>There are no PM2.5 SIP budgets for the area, therefore an interim test of using the less than base year (2002) test analysis was conducted and the results are showed below. Under 93.109 (e), this interim test is permissible as the area had choice of either the less than base year test or build/no greater than build analysis for the area. The base year emissions are based on emissions modeling done by the MPO and agreed upon by the air agencies in the three jurisdictions and are shown as tons per year below. The analysis shows that the PM2.5 non-attainment area passes the interim emissions test.</p> <table data-bbox="941 787 1461 924"> <tr> <td>2002 BaseYear</td> <td>2010 Analysis</td> </tr> <tr> <td>1651.35 tpy (Direct PM)</td> <td>932.82 tpy (Direct PM)</td> </tr> <tr> <td>91657.4 tpy (NOx)</td> <td>43775.9 tpy (NOx)</td> </tr> </table> <table data-bbox="941 955 1461 1092"> <tr> <td>2002 Base Year</td> <td>2020 Analysis</td> </tr> <tr> <td>1651.35 tpy (Direct PM)</td> <td>765.65 tpy (Direct PM)</td> </tr> <tr> <td>91657.4 tpy (NOx)</td> <td>15143.6 tpy (NOx)</td> </tr> </table> <table data-bbox="941 1123 1461 1260"> <tr> <td>2002 Base Year</td> <td>2030 Analysis</td> </tr> <tr> <td>1651.35 tpy (Direct PM)</td> <td>800.09 tpy (Direct PM)</td> </tr> <tr> <td>91657.4 tpy (NOx)</td> <td>11639.4 tpy (NOx)</td> </tr> </table>	2002 BaseYear	2010 Analysis	1651.35 tpy (Direct PM)	932.82 tpy (Direct PM)	91657.4 tpy (NOx)	43775.9 tpy (NOx)	2002 Base Year	2020 Analysis	1651.35 tpy (Direct PM)	765.65 tpy (Direct PM)	91657.4 tpy (NOx)	15143.6 tpy (NOx)	2002 Base Year	2030 Analysis	1651.35 tpy (Direct PM)	800.09 tpy (Direct PM)	91657.4 tpy (NOx)	11639.4 tpy (NOx)
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**CONCLUSION**

Pursuant to FHWA's January 12, 2006 request, we have reviewed the PM2.5 conformity determination for the 2005 Constrained Long Range Plan and the FY2006-2011 Metropolitan Washington Transportation Improvement Program prepared by the Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board. We have determined that the 2005 Constrained Long Range Plan and the FY2006-2011 Metropolitan Washington Transportation Improvement Program meet the requirements of the federal conformity rule.

# METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS



## REQUEST FOR QUALIFICATIONS

#12-06

### PROGRAM IMPLEMENTATION MANAGER AND TECHNICAL SUPPORT TEAM FOR A REGIONAL TRANSPORTATION COORDINATION PROGRAM

March 10, 2006

#### **I. The Metropolitan Washington Council of Governments and the National Capital Region Transportation Planning Board**

The Metropolitan Washington Council of Governments (COG) is the regional organization of nineteen of the Washington area's major local governments and their governing officials, plus area members of the Maryland and Virginia legislatures and the U.S. Senate and House of Representatives. COG provides a focus for action on issues of regional concern such as comprehensive transportation planning, air and water quality management plans, environmental monitoring, tracking economic development and population growth and their implications on the region, coordinating public safety programs, and promoting adequate child care and housing for the region. COG is supported by financial contributions from its participating local governments, federal and state government grants and contracts and through donations from foundations and the private sector.

The National Capital Region Transportation Planning Board (TPB) at COG is designated under federal law as a Metropolitan Planning Organization (MPO) and is responsible for coordinating metropolitan transportation planning for the Washington region. Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia and the District of Columbia, local governments, the Washington Metropolitan Area Transit Authority (WMATA), the Maryland and Virginia General Assemblies, and non-voting members from the Metropolitan Washington Airports Authority and federal agencies. As the federally-designated MPO, the TPB provides oversight to the region's Unified Planning Work Program (UPWP) under U.S. Department of Transportation requirements. The TPB also provides oversight on other planning and implementation activities related to regional transportation, such as the Commuter Connections alternative commute programs and the Street Smart pedestrian safety campaign.

## **II. Overview**

The major transportation agencies of the Metropolitan Washington area are implementing a Regional Transportation Coordination Program, provisionally known as “CapCom”, to provide for better management of transportation system surges and impacts from regional incidents. While state and local transportation and public safety agencies are and will continue to be the responders to incidents, the new regional program will assist those agencies, as well as other stakeholders and the general public, by addressing the regional “ripple effects” of incidents. It will accomplish this goal by integrating transportation agencies’ information technology systems, by fostering regional coordination of transportation agency operating procedures, and by developing and supporting means of making timely, accurate transportation information available to the public.

To support the goals of the regional program, this Request for Qualifications (RFQ) addresses the hiring of a Program Implementation Manager and Technical Support Team to assist member transportation agencies in program implementation.

(Note: The provisional name “CapCom” will be replaced with another name due to trademark issues. This document will refer to the program by the term “Regional Transportation Coordination Program”.)

## **III. Background**

On October 19, 2005, the TPB added a multi-year Regional Transportation Coordination Program to the regional financially Constrained Long-Range transportation Plan (CLRP) and Transportation Improvement Program. This program is a partnership of members of the Regional Transportation Coordination Program “Steering Committee”, currently composed of representatives of the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT), and the Washington Metropolitan Area Transit Authority (WMATA). On December 21, 2005, the TPB took further action to endorse the hiring of an implementation manager through COG to help speed progress on the program, resulting in the issuance of this Request for Qualifications.

The development of the Regional Transportation Coordination Program has been advised in recent months by a study conducted by the U.S. Department of Transportation Volpe National Transportation Systems Center, in coordination with the Steering Committee. The major objectives of the Volpe effort were to develop a strategic plan, business process, and functionality of the Regional Transportation Coordination Program, with special emphasis on defining the initial work plan. The Volpe study will be an important guide for the work of the Program Implementation Manager.

A related project, the Regional Integrated Transportation Information System (RITIS), is being undertaken on behalf of the aforementioned agencies by the University of Maryland Center for

Advanced Transportation Technology. RITIS will provide the technical means for bringing transportation systems conditions and related information together into a single set of databases to support regional needs for comprehensive condition information. The Regional Transportation Coordination Program and RITIS will be coordinated through the oversight of the Steering Committee.

#### **IV. Definitions Used in this Document**

CLRP	-	Financially Constrained Long-Range Transportation Plan
COG	-	The Metropolitan Washington Council of Governments
Consultant/ Contractor	-	The term used throughout this document to describe the individual or organization awarded the prime contract based on this solicitation.
Contracting Officer	-	The Executive Director of the Metropolitan Washington Council of Governments
DBE	-	Disadvantaged Business Enterprise as defined in 49CFR§26
DDOT	-	The District Department of Transportation, District of Columbia
MDOT	-	The Maryland Department of Transportation
MPO	-	Metropolitan Planning Organization
Other Subcontractor	-	Any additional subcontractor hired by either the contractor or a subcontractor.
RITIS	-	The Regional Integrated Transportation Information System, under development on behalf of the region by the University of Maryland Center for Advanced Transportation Technology, is to provide technical means for a compilation of interagency transportation systems condition information to be shared
Selection Committee	-	The Committee established to review the proposals received under this solicitation and recommend selection of contractors to the COG Contracting Officers.

- Steering Committee - The Regional Transportation Coordination Program Steering Committee established to provide oversight to the implementation of the program.
- Subcontractor - Any subcontractor hired by the contractor.
- TIP - Transportation Improvement Program
- TPB - The National Capital Region Transportation Planning Board
- VDOT - The Virginia Department of Transportation
- WMATA - The Washington Metropolitan Area Transit Authority

## V. **Required Services**

On behalf of the member agencies of the Regional Transportation Coordination Program Steering Committee, COG is seeking to contract for the services of a Program Implementation Manager and Technical Support Team. The Program Implementation Manager and Technical Support Team will design and manage the multi-agency implementation of the Regional Transportation Coordination Program priorities including (A) program initiation; (B) information systems development and integration; (C) business process design and development of interagency standard operating procedures; and (D) implementation of necessary support functions for the program. The Program Implementation Manager and Technical Support Team will work closely with staffs of the agencies comprising the Steering Committee, the transportation planning staff of COG, and staffs of other stakeholder transportation and public safety agencies of the Washington metropolitan area.

The full-time Program Implementation Manager will organize and support regular meetings of the Steering Committee and focus-area subcommittees to be formed as necessary, likely to include a Technical Systems Subcommittee and an Operating Procedures Subcommittee. The Program Implementation Manager will be assisted by a Technical Support Team of subject matter experts, who can be called upon on an as-needed basis to support development on particular tasks. Members of the Technical Support Team are not anticipated to be devoted full-time to the program.

It is anticipated that the Program Implementation Manager will spend significant amounts of time at COG as well as DDOT, MDOT, VDOT, and WMATA operations management centers located in the Washington and Baltimore metropolitan areas, and will need to be accessible to those centers. The proposer will have to provide appropriate office space and administrative support within the greater Washington-Baltimore metropolitan area, or within a reasonable daily commuting distance of the metropolitan area, in order to be accessible to stakeholders.

The performance of the Program Implementation Manager and Technical Support Team will be assessed on the extent to which they are able to achieve consensus and agreements among stakeholders on actions to be taken in the region in the following areas under Tasks A, B, C, and D.

#### Task A: Program Initiation

The Regional Transportation Coordination Program will begin with the Program Implementation Manager working with the Steering Committee to review the initial work plan recommended in the Volpe study and finalize an agreed upon work plan specifying goals, tasks, and deliverables for first year of the contract. This task is anticipated to be completed within the first two months of the contract.

#### Task B: Information Systems Development and Integration

The Regional Transportation Coordination Program is dependent upon a number of information systems used by the transportation and public safety agencies of the metropolitan area. It is anticipated that the integration and regional sharing of information technology systems and data bases will be addressed by the RITIS project noted above. To achieve the goal of regionally coordinating transportation management activities, information contained within these systems needs to be shared; such information sharing has both technical and operating procedures aspects. Initial activities will focus on systems of the four member agencies of the Steering Committee (DDOT, MDOT, VDOT, and WMATA). A primary duty of the Program Implementation Manager is to be knowledgeable on the key systems used by Steering Committee agencies, identify needs and opportunities for systems integration, and manage the process by which the Steering Committee agencies agree to implement actions needed for systems integration. The Technical Support Team will have subject matter experts who will support the project manager on regional program implementation on an as-needed basis. Tasks include:

- Work with Steering Committee and the Technical Systems Subcommittee to determine systems integration requirements
- Work with the Steering Committee and the Technical Systems Subcommittee to translate needs into specific project scopes, requirements, resources, milestones, and deliverables
- Budget and manage the project team resources in line with the overall program schedule and deliverables
- Provide overall structure and control for individual projects
- Implement project plans to meet project objectives, developing work breakdown structures, schedules, resource plans, and communication plans



- Develop and maintain key project metrics, perform critical path analysis against project schedules, and provide analysis and corrective action utilizing an earned value management approach
- Conduct risk management analysis and develop mitigation plans as well as contingency plans with the Steering Committee and the project team
- Work directly with staffs of the region's major Transportation Management Centers to assist in development of necessary technical systems
  - Integrate and coordinate project activities ensuring a smooth implementation in and across the client agencies
  - Oversee system integration and release plans, training of staff, and coordination of technical systems among the Transportation Management Centers
  - Assist in development of bridge systems among the centers' information technology (IT) systems
- Ensure quality assurance processes are developed and implemented for each major deliverable
- Resolve conflicts and take corrective action when problems arise.

#### Task C: Business Process Design and Development of Interagency Standard Operating Procedures

The Regional Transportation Coordination Program is dependent upon the actions and operating procedures of multiple transportation and public safety agencies. Consequently, regional coordination is dependent in part upon how individual agencies' operating procedures and staffs interface with other agencies. The Program Implementation Manager, assisted by the Technical Support Team, will review ongoing operations and available operating procedures to identify opportunities for improved coordination during regional incidents. The Manager will be knowledgeable on the business processes and operating procedures of the region's transportation agencies, identify needs and opportunities for interagency standards and individual agency enhancements, and manage the process by which the Steering Committee agencies will implement actions needed for operations coordination. Tasks include:

- Work with the Steering Committee and the Operating Procedures Subcommittee to determine business process design and interagency standard operating procedures requirements, and develop a regional concept of operations as the umbrella to the Standard Operating Procedures (SOPs)
- Work with the Steering Committee and the Operating Procedures Subcommittee to translate needs into specific project scopes, requirements, resources, milestones, and deliverables
- Budget and manage the project team resources in line with the overall program schedule and deliverables
- Provide overall structure and control for individual projects

- Implement project plans to meet project objectives, developing work breakdown structures, schedules, resource plans, and communication plans
- Develop and maintain key project metrics, perform critical path analysis against project schedules, and provide analysis and corrective action utilizing an earned value management approach
- Conduct risk management analysis and develop mitigation plans as well as contingency plans with the Steering Committee and the project team
- Integrate and coordinate project activities ensuring a smooth implementation in and across the client agencies
  - Oversee system integration and release plans and training of staff
  - Ensure consistency of standard operating procedures in the Transportation Management Centers
- Ensure quality assurance processes are developed and implemented for each major deliverable
- Resolve conflicts and take corrective action when problems arise.

#### Task D: Program Administration and Support

The Steering Committee will provide oversight to the Regional Transportation Coordination Program. The Program Implementation Manager will participate in administrative and financial tasks with Steering Committee agencies, and support the Steering Committee and any other committees or subcommittees to be formed as a part of the program. Tasks include:

- Develop annual work programs and budgets, with specific goals and objectives, addressing Tasks B and C above and related activities
- Establish and implement a performance management function, and identify appropriate metrics to ensure that goals, objectives and/or strategic initiatives are attained ('measure what you manage')
- Recommend purchases and assist in developing scopes of work for contractors, and advise oversight of contracts by COG or Steering Committee member agencies
- Report on progress to the TPB, the Steering Committee and subcommittees, including phase and milestone reviews
- Provide reports and undertake liaison activities to other regional stakeholders on program development and implementation.

#### **VI. Type of Contract and Period of Performance**

COG will award a task order contract to the selected CONTRACTOR, which is anticipated to include a full-time task for the Program Implementation Manager from notice to proceed until June 30, 2007, and may include additional tasks for additional subject matter expert personnel from the CONTRACTOR or subcontractors on an as-needed basis. The period of performance of the contract will be from the date of notice to proceed to June 30, 2007. Based on the

performance of the CONTRACTOR and the advice of the Steering Committee, COG may elect to extend the period of performance through three one-year option periods. COG will conduct a performance review sixty (60) days prior to the termination date of each contract year. The CONTRACTOR will be provided thirty (30) days notice of COG's intention to either extend the period of performance or to terminate the contract. The total budget of this contract is anticipated not to exceed \$620,000 for the period from notice to proceed to June 30, 2007, with the potential one-year renewals not to exceed \$310,000 per year. The source of funding is a federal transportation grant provided through VDOT to COG, with matching funds provided by DDOT, MDOT, and VDOT. There is no minimum level of funding guaranteed in this contract. COG will proceed with the contract only if anticipated federal and state funding is provided to COG by funding agencies.

## **VII. Other Conditions**

1. Federal, State, or foreign taxes are not allowable.
2. Legal fees of any type are not allowable without prior written approval of COG.
3. In the event the project is terminated by administrative action, the CONTRACTOR will be paid for work actually performed to the date of termination.
4. Any work to be subcontracted to a "Subcontractor" shall be clearly identified and such "Subcontractor" shall be approved by COG prior to contract issuance.
5. The CONTRACTOR, acting as an independent contractor, shall hold COG harmless from and shall be solely responsible, where found liable, for the payment of any and all claims for loss, personal injury, death, property damage, or otherwise, arising out of any act of omission or negligence of its employees or agents in connection with the performance of this work.
6. In case of failure by the CONTRACTOR and/or Subcontractor to perform the duties and obligations imposed by the resulting contract, COG may, upon verbal notice, to be confirmed in writing, procure the necessary services from other sources and hold the CONTRACTOR and/or Subcontractor responsible for any and all additional costs occasioned thereby.
7. The CONTRACTOR covenants that it presently has no interest, shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance of services required to be performed under this contract. The CONTRACTOR further covenants that in the performance of this contract, no person having any such interest shall be employed.

8. It is understood that should, for any reason, the funding source for the proposed contract suspend payment to COG, COG will notify the CONTRACTOR that payment is suspended, as of the date of the notification, until such time as COG's funding source resumes payments to COG.
9. Payment shall be made to the CONTRACTOR thirty (30) days following the receipt of a correct invoice from the CONTRACTOR and approval of the COG Project Manager. CONTRACTOR shall submit its final invoice within 30 days of the termination of the contract.

### **VIII. Equal Employment Opportunity**

- a. In connection with the execution of this CONTRACT, the CONTRACTOR shall not discriminate against any employee or applicant for employment because of race, religion, color, sex, age or national origin. The CONTRACTOR shall take affirmative action to insure that applicants are employed, and that employees are treated during their employment, without regard to their race, religion, color, sex, age or national origin. Such actions shall include but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff; or termination, rates of pay, or other forms of compensation; and selection of training, including apprenticeship.
- b. No qualified disabled applicant for employment, or employee, shall, on the basis of disability be subjected by the CONTRACTOR to discrimination in employment under any program or activity that receives or benefits from financial assistance under this CONTRACT. CONTRACTOR shall make reasonable accommodation to the known disabilities of an otherwise qualified applicant for employment, or current employee, unless the CONTRACTOR can demonstrate to COG that the accommodation would impose an undue hardship on the operation of the PROJECT. Reasonable accommodation shall be as defined in Title 49, Code of Federal Regulations, Part 27.33.

### **IX. Proposal Structure**

Respondents must follow the prescribed format or they may be deemed nonresponsive. Adherence to the proposal format by all respondents will ensure a fair evaluation of each response with regard to the needs of COG, the TPB, and the Steering Committee. The letter transmitting the proposal must be signed by an officer authorized to bind the respondent as required by this RFQ. Three separate chapters shall be prepared as described in the following section:

## Chapter 1: Qualifications of the Firms and Personnel

This section should provide the professional credentials and experience of all of the proposed firms and their respective key personnel proposed for this contract. Although standard personnel resumes may be included as attachments to the proposal, amplification specific to this RFQ is required in this section. The absence of such contract specific information will be considered as nonresponsive.

The qualifications of the Program Implementation Manager proposed for this contract shall include:

- Bachelor's and/or Master's degree in transportation, civil engineering, electrical engineering, mechanical engineering, industrial engineering, computer science, or a related field
- Five or more years professional senior-level project management experience, including requirements analysis, resource planning, risk management, and quality assurance; Project Management Institute (PMI) or other project management certification preferred
- Must be well-versed in large-scale and complex Systems Engineering methodologies
- Detailed knowledge and experience with Intelligent Transportation Systems (including the national and regional ITS standards), incident management, and traveler information systems
- Ability to work in a dynamic environment with complex jurisdictional and policy issues
- Well-developed interpersonal skills, including the ability to maintain relationships with individuals and agencies with different perspectives, and conflict-management skills
- Good oral and written communications skills, including the ability to communicate effectively with the general public, news media, technical experts, transportation professionals, and elected officials.

The qualifications for the members of the Technical Support Team for this contract shall be described in the proposal, and shall include education and work experience of types and levels appropriate for each team member's subject matter activities, such as information technology, transportation engineering, transportation operations, or other necessary expertise.

## Chapter 2: Cost Proposals

Respondents shall provide the fully burdened hourly rates for each of the key personnel that will be proposed for this project. The respondent shall provide a matrix showing which of the key personnel will be assigned the tasks shown in Chapter 1, and the anticipated percentage of their

time allocated to such tasks. It is understood that the key personnel may only be substituted with the express written authorization of the COG Contracting Officer; substitution will be discouraged. COG will reimburse for in-region travel expense at the then current federally authorized rate. Out-of-region travel expenses must be approved in advance by the COG Project Manager.

All costs, including administrative, travel, and other expenses, must be accommodated within the total budget noted in Section V.

### Chapter 3: References

The proposed CONTRACTOR, and any Subcontractor or "Other Subcontractor" shall provide at least three references whom COG may contact regarding similar work performed. Names, titles, addresses, and telephone numbers should be included for each reference. All three of these references should include work in which key personnel proposed to COG for this program have served. Any proposed Subcontractor shall provide at least three references whom COG may contact regarding similar work performed. Names, titles, addresses, and telephone numbers should be included for each reference. All three references should include work in which key personnel bid to COG for this program have served.

### **X. Pre-Proposal Meeting**

To address technical and contractual questions, there will be a pre-proposal meeting on Thursday, March 23, 2006 at 9:30 AM in COG's offices, located at 777 North Capitol Street, NE, in the lobby level Conference Rooms 4 & 5, Washington, D.C. Please notify Carl Kalish by email (ckalish@mwkog.org) if you plan to attend the pre-proposal conference.

### **XI. Submission Date and Contact**

All respondents shall submit eight (8) copies of their proposal to:

Carl R. Kalish, CPPO  
Director of Purchasing and Facilities  
Metropolitan Washington Council of Governments  
777 North Capitol Street, NE  
Suite 300  
Washington, D.C. 20002-4239

All proposals must be received by 2:00 p.m., April 7, 2006. To be eligible for consideration, proposals must be responsive to all items in this RFQ.

**XII. Method of Evaluating Proposal and Contractor Selection**

## Proposal Evaluation

The proposals will be evaluated by a Selection Committee. In evaluating the proposals, the following factors will be considered, with points awarded up to the maximum shown:

	<u>FACTOR</u>	<u>POINTS</u>
1.	Cost and Price Analysis	20
2.	Knowledge of transportation operations coordination issues	30
3.	Experience of the Contractor(s) and Key Personnel and Availability of Key Personnel	35
4.	DBE Participation	15
	Maximum Total Points	100

## Disadvantaged Business Enterprise

Disadvantaged Business Enterprise (DBE) participation shall be an integral component of the selection process for this RFQ. Disadvantaged Business Enterprises is as defined in 49 CFR § 26. A total of 15 possible points (out of a maximum of 100 points) may be awarded for DBE participation, as measured in dollars, either as the CONTRACTOR or "Subcontractor". DBE points are to be awarded as follows:

<u>PARTICIPATION</u>	<u>POINTS</u>
10% to 14%	3
15% to 19%	6
20% to 24%	9
25% to 34%	12
35% or more	15

In the event of a tie score between two or more proposals, the proposal with the largest percentage of DBE participation, as measured in dollars, will be awarded the contract. All respondents must

provide, at the time the proposals are submitted, a copy of the certification of DBE ownership for those firms claiming such status. The certification must have been obtained from a Federal, state, or local government agency that regularly issues such certification, and must be current and valid. DBE points will not be awarded without current certifications. Certifications from the Metropolitan Washington Airports Authority must be Disadvantaged Business Enterprise (DBE) not Local Disadvantaged Business Enterprise (LDBE).

#### Contractor Selection

The Technical Selection Committee may hold a pre-selection meeting with the top ranked proposers. The final recommendations for selection to the COG Contracting Officer may be made based upon the interviews and a best and final offer, submitted by the proposers if required.

### **XIII. Late Proposals, Modification of Proposals, and Withdrawal of Proposal**

1. Any proposal received at the office designated in this RFQ after the exact time specified for receipt will not be considered and will be returned, unopened, to the sender, unless it is the only proposal received.
2. Any modification of a proposal is subject to the same conditions as in paragraph (1) above of this provision.
3. Proposals may be withdrawn by written or telegraphic notice received at any time prior to award.



**ATTACHMENT A  
CERTIFICATION REGARDING  
DEBARMENT, SUSPENSION, AND OTHER  
RESPONSIBILITY MATTERS**

The prospective vendor certifies to the best of its knowledge and belief that it and its principals:

- Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
- Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any department or agency of the District of Columbia, State of Maryland or the Commonwealth of Virginia or any of the 19 jurisdictions comprising the membership of the Metropolitan Washington Council of Governments (COG);
- Have not within a three year period preceding this date been convicted of or had a civil judgment rendered against them for commission of fraud or criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- Are not presently indicted for or otherwise criminally or civilly charged by a government entity (Federal, State or local) with commission of any of the offenses enumerated above of this certification; and
- Have not within a three-year period preceding this date had one or more public transactions (Federal, State or local) terminated for cause or default.

Vendor understands that a false statement on this certification may be grounds for rejection of any submitted proposal or quotation or termination of any award. In addition, under 18 USC Sec. 1001, a false statement may result in a fine of up to \$10,000 or imprisonment for up to 5 years, or both if federal funds are being used to support the procurement.

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Typed Name of Vendor

---

Typed Name & Title of Authorized Representative

---

Signature of Authorized Representative

Date

March 10, 2006



Mr. Ronald Kirby  
Director  
Department of Transportation Planning  
Metropolitan Washington Council of Governments  
777 North Capitol Street, NE, Suite 300  
Washington, DC 20002

Dear Mr. Kirby:

The Washington Metropolitan Area Transportation Authority (WMATA) Board has approved the WMATA financial and project inputs to the 2006 Constrained Long-Range Plan (CLRP). By this letter, I am formally transmitting WMATA's 2006 CLRP inputs to the Transportation Planning Board (TPB).

WMATA's inputs are based on the projects needed to keep pace with ridership growth and mitigate crowding, as defined by WMATA's Board of Directors. WMATA's capital and operating expenditure and revenues are based on WMATA's most recently approved budget (FY2006). The assumption of state and local revenue is based on the amount necessary to fund the projects WMATA included in the CLRP; however, those funds will ultimately be submitted by the jurisdictions themselves.

If you have any technical questions regarding WMATA's submission, please call Scott Kubly at 202-962-2677 or email him at [skubly@wmata.com](mailto:skubly@wmata.com).

Sincerely,

A handwritten signature in black ink, appearing to read 'Dan Tangherlini'.

Dan Tangherlini  
Interim General Manager

Enclosure

Washington  
Metropolitan Area  
Transit Authority

300 North  
Capitol Street, NE  
Washington, DC 20002

202-962-2677  
www.wmata.com

WMATA Constrained Long Range Plan Submission  
Capital

Total Revenue and Expenditure per Period, FY05 (in millions)

Expenditures	FY07-10	FY11-15	FY16-20	FY21-25	FY26-30	FY07-30
1	\$ 1,986.9	\$ 575.6	\$ 134.1	\$ 48.3	\$ -	\$ 2,744.8
2	\$ -	\$ 1,782.7	\$ 1,580.2	\$ 1,513.1	\$ 1,438.1	\$ 6,314.0
3	\$ 223.7	\$ 930.2	\$ 772.8	\$ 119.3	\$ -	\$ 2,046.0
4	\$ -	\$ 294.8	\$ 269.0	\$ -	\$ -	\$ 563.8
5	\$ 12.0	\$ 15.0	\$ 15.0	\$ 15.0	\$ 15.0	\$ 72.0
6	\$ 2,222.5	\$ 3,598.3	\$ 2,771.0	\$ 1,695.7	\$ 1,453.1	\$ 11,740.6
<b>Revenue</b>						
7	\$ 766.0	\$ 1,022.8	\$ 1,006.0	\$ 989.3	\$ 973.0	\$ 4,757.2
8	\$ 92.9	\$ -	\$ -	\$ -	\$ -	\$ 92.9
9	\$ 34.5	\$ 5.1	\$ 4.4	\$ 3.8	\$ 3.2	\$ 50.9
10	\$ 408.1	\$ -	\$ -	\$ -	\$ -	\$ 408.1
11	\$ 1,301.5	\$ 1,027.9	\$ 1,010.3	\$ 993.1	\$ 976.2	\$ 5,309.1
State/Local/Federal Non-Formula	\$ 921.1	\$ 2,570.3	\$ 1,760.7	\$ 702.5	\$ 476.9	\$ 6,431.5

WMATA Constrained Long Range Plan Submission  
Capital

Total Revenue and Expenditure per Period, YOY (in millions)

	FY07-10	FY11-15	FY16-20	FY21-25	FY26-30	FY07-30
<b>Expenditures</b>						
1	\$ 2,204.9	\$ 719.5	\$ 196.0	\$ 81.7	\$ -	\$ 3,202.1
2	\$ -	\$ 2,273.1	\$ 2,347.6	\$ 2,614.9	\$ 2,898.5	\$ 10,134.1
3	\$ 252.6	\$ 1,197.8	\$ 1,139.4	\$ 194.2	\$ -	\$ 2,784.0
4	\$ -	\$ 387.6	\$ 387.6	\$ -	\$ -	\$ 775.2
5	\$ 12.0	\$ 15.0	\$ 15.0	\$ 15.0	\$ 15.0	\$ 72.0
6	\$ 2,469.5	\$ 4,593.0	\$ 4,085.6	\$ 2,905.8	\$ 2,913.5	\$ 16,967.4
<b>Revenue</b>						
7	\$ 854.3	\$ 1,306.0	\$ 1,495.8	\$ 1,713.1	\$ 1,961.9	\$ 7,331.1
8	\$ 104.0	\$ -	\$ -	\$ -	\$ -	\$ 104.0
9	\$ 37.7	\$ 6.5	\$ 6.5	\$ 6.5	\$ 6.5	\$ 63.7
10	\$ 402.4	\$ -	\$ -	\$ -	\$ -	\$ 402.4
11	\$ 1,398.4	\$ 1,312.5	\$ 1,502.3	\$ 1,719.6	\$ 1,968.4	\$ 7,901.2
<b>State/Local/Federal Non-Formula</b>						
	\$ 1,071.1	\$ 3,280.4	\$ 2,583.3	\$ 1,186.3	\$ 945.1	\$ 9,066.2

WMATA Constrained Long Range Plan Submission  
Capital

Total Revenue and Expenditure per Period, FY05 (in millions)

	FY07-10	FY11-15	FY16-20	FY21-25	FY26-30	FY07-30
<b>Expenditures</b>						
1	\$ 1,986.9	\$ 575.6	\$ 134.1	\$ 48.3	\$ -	\$ 2,744.8
2	\$ -	\$ 1,782.7	\$ 1,580.2	\$ 1,513.1	\$ 1,438.1	\$ 6,314.0
3	\$ 223.7	\$ 930.2	\$ 772.8	\$ 119.3	\$ -	\$ 2,046.0
4	\$ -	\$ 294.8	\$ 269.0	\$ -	\$ -	\$ 563.8
5	\$ 12.0	\$ 15.0	\$ 15.0	\$ 15.0	\$ 15.0	\$ 72.0
6	\$ 2,222.5	\$ 3,598.3	\$ 2,771.0	\$ 1,695.7	\$ 1,453.1	\$ 11,740.6
<b>Revenue</b>						
7	\$ 766.0	\$ 1,022.8	\$ 1,006.0	\$ 989.3	\$ 973.0	\$ 4,757.2
8	\$ 92.9	\$ -	\$ -	\$ -	\$ -	\$ 92.9
9	\$ 261.6	\$ 588.4	\$ 312.3	\$ -	\$ -	\$ 1,162.3
10	\$ 34.5	\$ 5.1	\$ 4.4	\$ 3.8	\$ 3.2	\$ 50.9
11	\$ 408.1	\$ -	\$ -	\$ -	\$ -	\$ 408.1
12	\$ 1,563.1	\$ 1,616.3	\$ 1,322.7	\$ 993.1	\$ 976.2	\$ 6,471.4
<b>State/Local/Federal Non-Formula</b>						
	\$ 659.5	\$ 1,982.0	\$ 1,448.4	\$ 702.5	\$ 476.9	\$ 5,269.2

Note: Includes funding from proposed Davis Bill, with funding beginning in FY2008

WMATA Constrained Long Range Plan Submission  
Capital

Total Revenue and Expenditure per Period, YOY (in millions)

	FY07-10	FY11-15	FY16-20	FY21-25	FY26-30	FY07-30
<b>Expenditures</b>						
1	\$ 2,204.9	\$ 719.5	\$ 196.0	\$ 81.7	\$ -	\$ 3,202.1
2	\$ -	\$ 2,273.1	\$ 2,347.6	\$ 2,614.9	\$ 2,898.5	\$ 10,134.1
3	\$ 252.6	\$ 1,197.8	\$ 1,139.4	\$ 194.2	\$ -	\$ 2,784.0
4	\$ -	\$ 387.6	\$ 387.6	\$ -	\$ -	\$ 775.2
5	\$ 12.0	\$ 15.0	\$ 15.0	\$ 15.0	\$ 15.0	\$ 72.0
6	\$ 2,469.5	\$ 4,593.0	\$ 4,085.6	\$ 2,905.8	\$ 2,913.5	\$ 16,967.4
<b>Revenue</b>						
7	\$ 854.3	\$ 1,306.0	\$ 1,495.8	\$ 1,713.1	\$ 1,961.9	\$ 7,331.1
8	\$ 104.0	\$ -	\$ -	\$ -	\$ -	\$ 104.0
9	\$ 300.0	\$ 750.0	\$ 450.0	\$ -	\$ -	\$ 1,500.0
10	\$ 37.7	\$ 6.5	\$ 6.5	\$ 6.5	\$ 6.5	\$ 63.7
11	\$ 402.4	\$ -	\$ -	\$ -	\$ -	\$ 402.4
12	\$ 1,698.4	\$ 2,062.5	\$ 1,952.3	\$ 1,719.6	\$ 1,968.4	\$ 9,401.2
<b>State/Local/Federal Non-Formula</b>						
	\$ 771.1	\$ 2,530.4	\$ 2,133.3	\$ 1,186.3	\$ 945.1	\$ 7,566.2

Note: Includes funding from proposed Davis Bill

WMATA Constrained Long Range Plan Submission  
Operating

Total Revenue and Expenditure per Period, FY05 (in millions)

	FY07-10	FY11-15	FY16-20	FY21-25	FY26-30	FY07-30
<b>Expenditures</b>						
1 Metrobus	\$ 1,600.8	\$ 2,287.6	\$ 2,510.2	\$ 2,622.6	\$ 2,740.1	\$ 11,761.2
2 Metrorail	\$ 2,301.4	\$ 2,930.2	\$ 3,003.6	\$ 3,101.8	\$ 3,162.2	\$ 14,499.1
3 Dulles Extension	\$ -	\$ 233.6	\$ 379.6	\$ 377.6	\$ 369.7	\$ 1,360.5
4 MetroAccess	\$ 361.5	\$ 751.2	\$ 979.5	\$ 1,125.6	\$ 1,293.5	\$ 4,511.3
5 Debt Service	\$ 98.9	\$ 66.8	\$ -	\$ -	\$ -	\$ 165.6
6 Total	\$ 4,362.6	\$ 6,269.3	\$ 6,872.9	\$ 7,227.6	\$ 7,565.4	\$ 32,297.8
<b>Revenue</b>						
7 Metrobus	\$ 532.0	\$ 755.7	\$ 828.4	\$ 865.5	\$ 904.2	\$ 3,885.7
8 Metrorail	\$ 1,747.3	\$ 2,184.8	\$ 2,184.7	\$ 2,176.1	\$ 2,065.8	\$ 10,358.8
9 Dulles Extension	\$ -	\$ 126.4	\$ 183.6	\$ 181.2	\$ 175.2	\$ 666.4
10 MetroAccess	\$ 29.7	\$ 81.3	\$ 111.0	\$ 110.5	\$ 110.0	\$ 442.6
11 Total	\$ 2,309.1	\$ 3,148.2	\$ 3,307.8	\$ 3,333.3	\$ 3,255.2	\$ 15,353.6
<b>Subsidy</b>						
Metrobus (1-7)	\$ 1,068.8	\$ 1,531.9	\$ 1,681.8	\$ 1,757.1	\$ 1,835.8	\$ 7,875.5
Metrorail (2-8)	\$ 554.0	\$ 745.4	\$ 818.9	\$ 925.7	\$ 1,096.4	\$ 4,140.3
Dulles Extension (3-9)	\$ -	\$ 107.2	\$ 196.0	\$ 196.4	\$ 194.5	\$ 694.1
MetroAccess (3-9)	\$ 331.8	\$ 669.9	\$ 868.5	\$ 1,015.1	\$ 1,183.5	\$ 4,068.7
Debt Service	\$ 98.9	\$ 66.8	\$ -	\$ -	\$ -	\$ 165.6

**WMATA Constrained Long Range Plan Submission**  
**Operating**

Total Revenue and Expenditure per Period, YOY (in millions)

	FY07-10	FY11-15	FY16-20	FY21-25	FY26-30	FY07-30
<b>Expenditures</b>						
1 Metrobus	\$ 1,784.8	\$ 2,927.5	\$ 3,735.2	\$ 4,544.4	\$ 5,529.0	\$ 18,520.8
2 Metrorail	\$ 2,392.7	\$ 3,450.3	\$ 3,997.7	\$ 4,665.4	\$ 5,415.1	\$ 19,921.1
3 Dulles Extension	\$ -	\$ 277.4	\$ 505.1	\$ 567.7	\$ 632.8	\$ 1,983.0
4 MetroAccess	\$ 405.0	\$ 965.0	\$ 1,459.1	\$ 1,952.7	\$ 2,613.1	\$ 7,394.8
5 Debt Service	\$ 109.9	\$ 82.9	\$ -	\$ -	\$ -	\$ 192.9
6 Total	\$ 4,692.4	\$ 7,703.1	\$ 9,697.1	\$ 11,730.2	\$ 14,189.9	\$ 48,012.7
<b>Revenue</b>						
7 Metrobus	\$ 593.0	\$ 967.2	\$ 1,232.6	\$ 1,499.7	\$ 1,824.6	\$ 6,117.0
8 Metrorail	\$ 1,834.7	\$ 2,597.9	\$ 2,936.1	\$ 3,304.4	\$ 3,569.8	\$ 14,242.8
9 Dulles Extension	\$ -	\$ 151.3	\$ 246.8	\$ 275.1	\$ 302.9	\$ 976.0
10 MetroAccess	\$ 33.3	\$ 104.9	\$ 165.1	\$ 191.4	\$ 221.9	\$ 716.6
11 Total	\$ 2,460.9	\$ 3,821.3	\$ 4,580.6	\$ 5,270.5	\$ 5,919.1	\$ 22,052.4
<b>Subsidy</b>						
Metrobus (1-7)	\$ 1,191.8	\$ 1,960.3	\$ 2,502.6	\$ 3,044.7	\$ 3,704.4	\$ 12,403.8
Metrorail (2-8)	\$ 558.0	\$ 852.4	\$ 1,061.6	\$ 1,361.0	\$ 1,845.3	\$ 5,678.3
Dulles Extension (3-9)	\$ -	\$ 126.2	\$ 258.3	\$ 292.6	\$ 329.9	\$ 1,007.0
MetroAccess (3-9)	\$ 371.7	\$ 860.1	\$ 1,294.0	\$ 1,761.3	\$ 2,391.2	\$ 6,678.3
Debt Service	\$ 109.9	\$ 82.9	\$ -	\$ -	\$ -	\$ 192.9



FY07 FY11 FY15

Capital Allocation

1	District of Columbia	36.6%	33.8%	32.9%
2	Maryland	35.9%	37.2%	36.2%
3	Montgomery County	17.0%	17.1%	16.8%
4	Prince George's County	18.8%	20.0%	19.6%
5	Virginia	27.5%	29.1%	30.9%
6	Alexandria	4.4%	4.4%	4.3%
7	Arlington	8.7%	8.2%	8.0%
8	Fairfax City	0.2%	0.2%	0.2%
9	Fairfax County	13.9%	15.8%	16.2%
10	Falls Church	0.3%	0.3%	0.3%
11	Loudoun	0.0%	0.0%	2.0%

Operating Allocation (Rail)

1	District of Columbia	32.7%	31.7%	30.1%
2	Maryland	38.3%	37.0%	35.5%
3	Montgomery County	19.3%	18.6%	17.9%
4	Prince George's County	19.0%	18.4%	17.8%
5	Virginia	28.9%	31.4%	34.4%
6	Alexandria	4.5%	4.4%	4.2%
7	Arlington	9.4%	9.2%	8.7%
8	Fairfax City	0.3%	0.4%	0.3%
9	Fairfax County	14.4%	17.1%	17.7%
10	Falls Church	0.3%	0.3%	3.2%
11	Loudoun	0.0%	0.0%	0.3%

Operating Allocation (Bus)

1	District of Columbia	43.8%	43.6%	43.6%
2	Maryland	33.1%	33.1%	33.1%
3	Montgomery County	14.7%	14.7%	14.7%
4	Prince George's County	18.4%	18.4%	18.4%
5	Virginia	23.3%	23.3%	23.3%
6	Alexandria	4.2%	4.2%	4.2%
7	Arlington	6.4%	6.4%	6.4%
8	Fairfax City	0.2%	0.2%	0.2%
9	Fairfax County	12.2%	12.2%	12.2%
10	Falls Church	0.3%	0.3%	0.3%
11	Loudoun	0.0%	0.0%	0.0%

Operating Allocation (MetroAccess)

1	District of Columbia	22.8%	22.8%	22.8%
2	Maryland	61.8%	61.8%	61.8%
3	Montgomery County	28.6%	28.6%	28.6%
4	Prince George's County	33.2%	33.2%	33.2%
5	Virginia	15.4%	15.4%	15.4%
6	Alexandria	1.4%	1.4%	1.4%
7	Arlington	1.0%	1.0%	1.0%
8	Fairfax City	0.3%	0.3%	0.3%
9	Fairfax County	12.4%	12.4%	12.4%
10	Falls Church	0.3%	0.3%	0.3%
11	Loudoun	0.0%	0.0%	0.0%

Operating Allocation (Debit Service)

1	District of Columbia	37.6%	37.6%	37.6%
2	Maryland	35.4%	35.4%	35.4%
3	Montgomery County	17.7%	17.7%	17.7%
4	Prince George's County	17.7%	17.7%	17.7%
5	Virginia	27.0%	27.0%	27.0%
6	Alexandria	5.2%	5.2%	5.2%
7	Arlington	10.0%	10.0%	10.0%
8	Fairfax City	0.2%	0.2%	0.2%
9	Fairfax County	11.5%	11.5%	11.5%
10	Falls Church	0.1%	0.1%	0.1%
11	Loudoun	0.0%	0.0%	0.0%

1. Rail formula based on the Dulles Submission subsidy allocation formula
2. Bus allocation formula based on current formula (including reimbursable pax)
3. MetroAccess formula based on current allocation formula

SUBJECT:

PROPOSED  
RESOLUTION  
OF THE  
BOARD OF DIRECTORS  
OF THE  
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WHEREAS, Federal regulations require metropolitan areas to develop a financially Constrained Long Range Plan (CLRP) for transit, highways and other surface transportation systems to include all projects and programs that anticipate receiving federal funds and are regionally significant; and

WHEREAS, The National Capital Region Transportation Planning Board (TPB) has initiated programs and projects that address the preservation, operations, maintenance, and expansion of transportation systems; and

WHEREAS, The TPB 2006 CLRP for the greater Washington metropolitan area must include programs and projects that address the preservation, operations, maintenance, and expansion of transportation systems; and

WHEREAS, There has been a substantial regional effort to dedicate revenue to the operation, rehabilitation, and maintenance of WMATA; and

WHEREAS, The adoption of the CLRP by the TPB will not lessen the importance of dedicated funding; and

WHEREAS, The WMATA submission to the TPB 2006 CLRP builds upon planning and programming already accomplished by other state, local, and regional government agencies, and brings these plans and programs through a 2030 planning horizon; and

WHEREAS, The programs included in this CLRP submission will permit WMATA to operate 100% 8-car trains and expand Metrobus to meet market demand; and

WHEREAS, The WMATA submission to the TPB 2006 CLRP contains the costs for projects and programs for replacement, rehabilitation and expansion, for the Metrorail and Metrobus systems and MetroAccess through 2030, now therefore be it

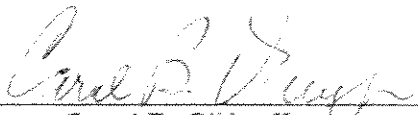
RESOLVED, That the Board of Directors approves the WMATA submission to the TPB 2006 CLRP attached to this resolution; and be it further

RESOLVED, That the Board of Directors authorizes the General Manager to forward the WMATA submission for the TPB 2006 CLRP and supporting documentation to the TPB by its March 2006 meeting for inclusion in the proposed list of transportation needs and projects, and to provide copies of the submission to federal, state and local governments and other interested parties upon request; and be it further

RESOLVED, That the General Manager is directed to report periodically to the Board of Directors on the status of the TPB's consideration of the WMATA submission to the TPB 2006 CLRP; and be it finally

RESOLVED, That this resolution is effective immediately.

Reviewed for legal form and sufficiency:

  
\_\_\_\_\_  
Carol B. O'Keeffe  
General Counsel