

**NATIONAL CAPITAL REGION
TRANSPORTATION PLANNING BOARD**

FY 2007

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

March 15, 2006

Amended July 7, 2006

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.

TABLE OF CONTENTS

RESOLUTION	iii
SUMMARY	v
1. INTRODUCTION	
Purpose	1-1
Responsibilities for Transportation Planning	1-2
Total Proposed Funding by Federal Source	1-7
2. PROPOSED FY 2007 TPB WORK PROGRAM AND BUDGET	2-1
Program Structure and Work Item Budgets	2-1
I. PLANS, PROGRAMS AND COORDINATION	2-9
II. FORECASTING APPLICATIONS	2-29
III. DEVELOPMENT OF NETWORKS/ MODELS	2-35
IV. TRAVEL MONITORING	2-40
V. TECHNICAL ASSISTANCE	2-47
DISTRICT OF COLUMBIA	2-47
MARYLAND	2-48
VIRGINIA	2-52
WMATA	2-55
VI. CONTINUOUS AIRPORT SYSTEMS PLANNING PROGRAM ..	2-57
3. PROPOSED FY 2007 STATE TRANSPORTATION AGENCY STATE PLANNING AND RESEARCH PROGRAMS (SPR)	3-1
DISTRICT OF COLUMBIA	3-3
MARYLAND	3-6

	VIRGINIA	3-9
4.	APPENDIX	4-1

LIST OF TABLES

1.	FY 2007 FUNDING BY FEDERAL STATE AND LOCAL SOURCES	1-13
2.	TPB FY 2007 PROGRAM BY FUNDING SOURCES	2-5
3.	TPB FY 2007 BUDGET AND WORK PROGRAM BY EXPENDITURE CATEGORY	2-6

LIST OF FIGURES

1.	ORGANIZATIONS REPRESENTED ON THE TPB AND/OR ITS TECHNICAL COMMITTEES	1-4
2.	MEMBERSHIP OF THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD	1-5
3.	TRANSPORTATION PLANNING AND PROGRAMMING RESPONSIBILITIES	1-6
4.	TRANSPORTATION PLANNING STUDIES WITHIN THE WASHINGTON METROPOLITAN AREA	1-8
5.	HOW FY 2007 UPWP WORK ITEMS ARE RELATED	2-3
6.	TPB COMMITTEE STRUCTURE AND FY 2007 WORK ACTIVITY OVERSIGHT	2-7
7.	CONGESTION MONITORING SCHEDULE	2-41

**TPB R15-2006
March 15, 2006**

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

**RESOLUTION APPROVING THE FY 2007 UNIFIED PLANNING WORK PROGRAM
FOR TRANSPORTATION PLANNING**

WHEREAS, the Joint Planning Regulations issued October 28, 1993 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 2006 Unified Planning Work Program (UPWP) for Transportation Planning was approved by the Transportation Planning Board (TPB) on March 16, 2005; and

WHEREAS, on February 9, 2006, the TPB released the draft FY 2007 UPWP for public comment; and

WHEREAS, the draft FY 2007 UPWP has been reviewed by federal, state, local and regional agencies, and

WHEREAS, the TPB Technical Committee reviewed the outline and budget on January 6, 2006, the draft document on February 3, and recommended approval of the final draft FY 2007 UPWP at its meeting on March 3; and

WHEREAS, on March 15, 2006, the TPB adopted resolution R14-2006 which identifies certain projects for carryover funding from FY 2006 to FY 2007, and these projects and budgets will be incorporated into the final version of the FY 2007 UPWP;

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board approves the FY 2007 Unified Planning Work Program for Transportation Planning for the Metropolitan Washington Region.

Adopted by the Transportation Planning Board at its regular meeting on March 15, 2006.

SUMMARY

The Fiscal Year 2007 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, 2006 through June 30, 2007. 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 October 28, 1993 by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The work program also has been developed to address the new planning requirements in 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 FY2007 work program comprises six major activities and follows the same structure as previous work programs. The program has been structured to clearly identify the specific products to be developed, the linkages between them, and the TPB entity responsible for oversight of the products. The relationship and interactions of the six major work activities are shown in Figure 5 on page 2-3. The TPB committee or subcommittee responsible for the specific work activities shown in Figure 6 on page 2-7.

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

Highlights of the FY2007 UPWP include:

- Funding levels for this program are higher than those for FY 2006.
- Work elements for the 2007 update of the Constrained Long Range Transportation Plan (CLRP) including a congestion management system, financial plan, and participation in the update of the plan.
- A work item to conduct a household travel survey of approximately 10,000 households in the TPB modeled region.
- Work elements to develop the new human service transportation coordination plan as required by SAFETEA-LU and to support the TPB Access for All Advisory

Committee to involve community groups not traditionally participating such as minorities, low-income residents and persons with disabilities.

- Work elements on emergency response and preparedness and regional management, operations and intelligent Transportation Systems (MO/ITS) activities.
- A work item to enhance regional freight planning.
- Work elements to ensure that the regional transportation plan and Transportation Improvement Program meet air quality objectives.
- A work element to continue the Regional Mobility and Accessibility Study to develop and analyze alternative land use and transportation scenarios.
- Work elements to advance TPB technical planning procedures by improving the travel forecasting model and monitoring processes and the Geographic Information System (GIS).

1. INTRODUCTION

Purpose

The **FY 2007 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, 2006 through June 30, 2007. 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 planning requirements. On October 28, 1993, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued final regulations regarding metropolitan planning.

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU), which became law on August 11, 2005, reaffirms the structure of the metropolitan planning process, and increases federal financial support for it. 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. The National Capital Region Transportation Planning Board (TPB) has developed this work program to comply with the final regulations regarding metropolitan planning and to address the new requirements in SAFETEA-LU as currently identified.

On September 21, 1994, the 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 transmitted their final Certification Report on the TPB planning process which 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.

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

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

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

Responsibilities for Transportation Planning

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

The TPB is composed of representatives from the 19 cities and counties, including the District of Columbia, that are members of the Metropolitan Washington Council of Governments(COG), the City of Manassas, the St. Charles Urbanized Area of Charles County, the two state and the District transportation agencies, the Washington

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

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

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

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

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

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

VIRGINIA

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

MARYLAND

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

DISTRICT OF COLUMBIA

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

REGIONAL, FEDERAL AND PRIVATE SECTOR

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

Figure 2
Membership of the
National Capital Region
Transportation Planning Board

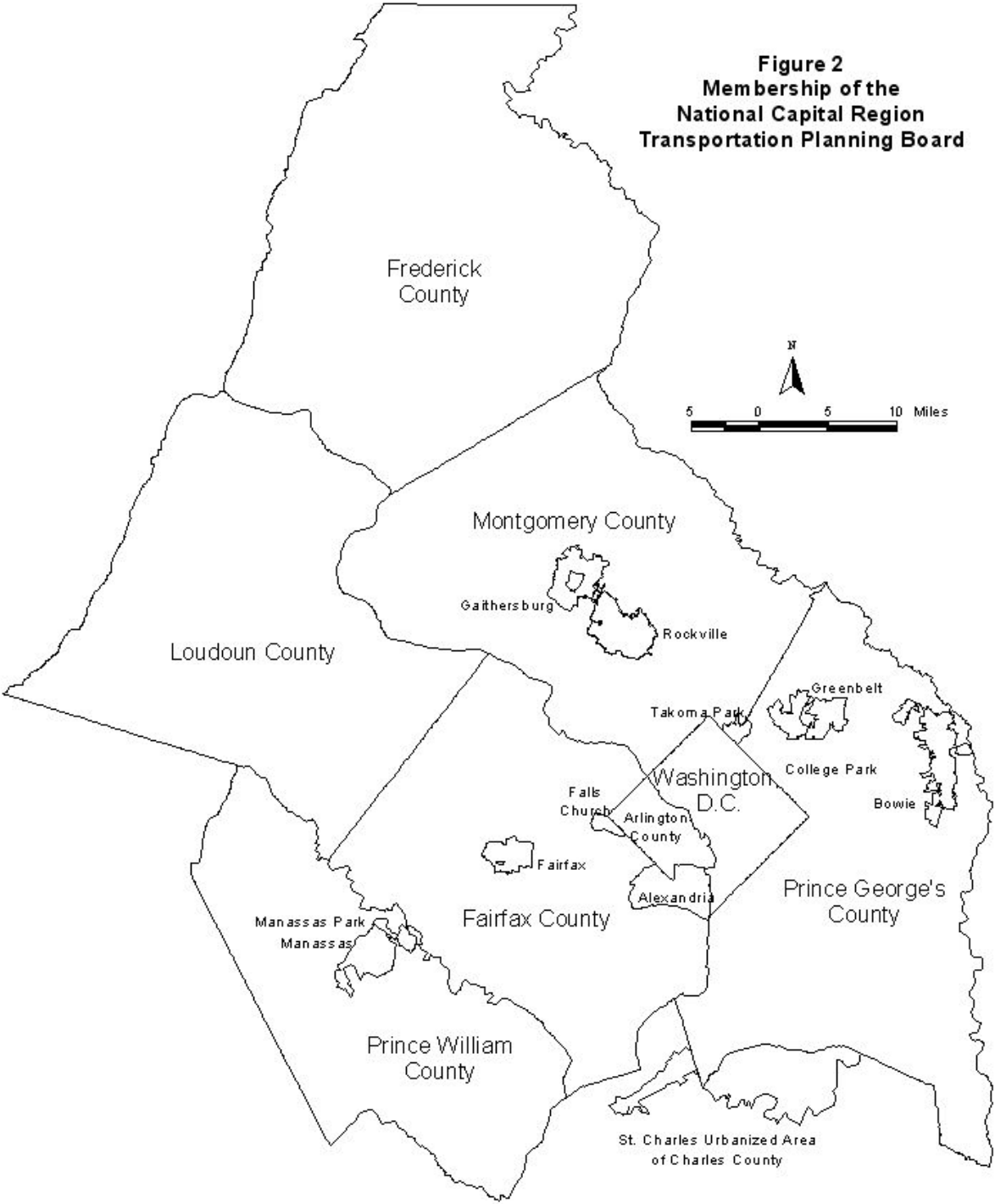


Figure 3

TRANSPORTATION PLANNING AND PROGRAMMING RESPONSIBILITIES

Responsibility	Agencies
UPWP Development	TPB, DOTs, WMATA, Local Govts
CLRP Development	
LRP Inputs/Update	DOTs, WMATA, Local Govts, NVTC/PRTC, MWA
Project Selection	TPB, DOTs, WMATA, and Local Govts
Planning Certification	TPB, DOTs
Air Quality Conformity	TPB, Fredericksburg Area MPO
Financial Plan	TPB, DOTs, WMATA
Transportation/Land-Use Planning	TPB, MDPC, Local Govts
Public Involvement Process	TPB
TIP Development	
TIP Inputs	DOTs, WMATA, Local Govts, NVTC/PRTC, MWA
Project Selection	TPB, DOTs, WMATA
Planning Certification	TPB, DOTs
Air Quality Conformity	TPB, Fredericksburg Area MPO
Financial Plan	TPB, DOTs, WMATA, Local Govt., NVTC/PRTC
Transit Financial Capacity	TPB, WMATA, Local Govts
ADA Transit Planning	WMATA, Frederick County, TPB
Human Service Transportation	
Coordination Planning	TPB, WMATA, human services agencies
Private Enterprise Participation	TPB, WMATA, Local Govts, NVTC/PRTC
Public Involvement Plan	TPB
Congestion Management System	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

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

During FY 2007, the regional planning priority will be to address the new planning requirements in SAFETEA-LU and to complete the regional household travel survey. The TPB technical planning procedures will also continued to be strengthened. In addition to these activities directly involving the TPB, a number of corridor studies and other planning studies and programs are underway throughout the region (see Figure 4).

Total Proposed Funding by Federal Source for FY 2007

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

Funding levels for this UPWP are higher than those for FY 2006. The new FY 2007 funding level in Table 1 under the "FTA Section 5303" column has increased about 18 percent from the FY 2006 level as amended on December 21, 2005, and new funding under the "FHWA Section 112" column has increased about 10 percent from FY 2006 as amended. The total budget for the Basic Program without carryover funding from FY 2006 is about 12 percent more than the FY 2006 total as amended.

**Figure 4
TRANSPORTATION PLANNING STUDIES
WITHIN THE WASHINGTON METROPOLITAN AREA 2006**

<u>Name</u>	<u>Primary Agencies</u>	<u>Schedule</u>	<u>Products</u>
Regional			
Regional Mobility and Accessibility Study	TPB	2007	Report
Update of Long-Range	TPB, state DOTs, WMATA, local govts.	2007	CLRP
Regional Value Pricing Study	TPB	2007	Report
Regional ITS Architecture Update	TPB, state DOTs, WMATA, local govts.	2006	Report
Woodrow Wilson Bridge Congestion Management	DOTs WMATA federal agencies, local gvt	on-going	Program
Regional Mobility Initiative	WMATA	on-going	Plans
Strategic Alliances & Risk Assessment Study II	WMATA	2006	Report
ITS Bus Architecture Update	WMATA	2006	Report
CSX Railroad Relocation Study	NCPC	2006	Report
Virginia			
Idea 66: Spot Improvements (Inside the Beltway)	VDOT-NoVA	2006	PE
I-66 Corridor Study (Outside the Beltway)	VDOT	2007	NEPA
I-95/I-395 HOT Lane (PPTA)	VDOT	2006/2007	NEPA

Figure 4 **PLANNING STUDIES 2006** (Continued)

<u>Name</u>	<u>Primary Agencies Products</u>	<u>Schedule</u>	
Capital Beltway Southside Mobility Study	VDOT	2006	Report
US 1 Location Study	VDOT, Local Jurisdictions	2006	EA
Maryland			
Capital Beltway Study	MDOT, VDOT, Montgomery & Prince George's Counties	2007	DEIS
I-270 Multi-Modal Corridor Study	MDOT/SHA, Montgomery & Frederick Counties	2008	PE/FEIS
Corridor Cities Transitway Study	MDOT/MTA	2007	PE/FEIS
Bi-County Transitway Study (Bethesda to Silver Spring/ Silver Spring to New Carrollton)	MDOT/MTA	2006	AA/DEIS
MD 5 Transportation Study(I-495 to US 301)	MDOT/SHA	2007	DEIS
US 301 Waldorf Study (US 301from T.B. to south of Waldorf)	MDOT/SHA	2007	DEIS
Inter-County Connector Study	MDOT/SHA/MDTA, Montgomery and Prince George's Counties	2006	FEIS
US 301 Governor Harry W. Nice Bridge	MD Transportation Authority	2008	DEIS

Figure 4 **PLANNING STUDIES 2006 (Continued)**

<u>Name</u>	<u>Primary Agencies</u>	<u>Schedule</u>	<u>Products</u>
District of Columbia			
Anacostia Riverwalk Trail Demonstration Project	DDOT, FHWA,OP	2006	Demo Trail Construction
Theodore Roosevelt Memorial Bridge Study	DDOT/FHWA	2006	Report
14th Street Bridge Feasibility Study	FHWA, DDOT, VDOT	2006	EA
Metropolitan Branch Bicycle and Pedestrian Right-of-Way Study	DDOT	2006	Report
Baltimore/Washington MAGLEV Deployment	DDOT, MDOT	2006	EIS
White House Area Transportation Study	US DOT	2006	Report
DC Multi-Corridor Alternatives Analysis	WMATA	2006`	Plan
Transportation Vision Plan Update	DDOT	2006	Report
ITC/New York Avenue Study	DDOT	2006	Report
L'Enfant Promenade Design Study	EFLHD-FHWA ,DDOT	2006	Report & EA
Assessment of Efficiency in Parking Pricing and Procedures	DDOT	2006	Report

Figure 4 **PLANNING STUDIES 2006 (Continued)**

<u>Name</u>	<u>Primary Agencies</u>	<u>Schedule</u>	<u>Products</u>
Whitehurst Freeway/Theodore Roosevelt Bridge/M Street/Lower K Street Renewal and Environmental Study	DDOT	2006	Report
K Street Busway Study	WMATA	2006	Report
Neighborhood Transportation Planning Studies	DDOT	on-going	Studies
Traffic Calming Studies	DDOT	on-going	Reports
Parking Studies	DDOT	on-going	Reports
South Capitol Street (EIS)/AWI	DDOT	2006	EIS
South Capitol Street Bridge Alignment Study/AWI	DDOT	2006	Study
Kenilworth Avenue Corridor Study/AWI	DDOT	2006	Study
Union Station Intermodal Center	DDOT	2006	Report

TABLE 1
FY 2007 TPB PROPOSED FUNDING BY FEDERAL STATE AND LOCAL SOURCES
(July 1, 2006 to June 30, 2007)

	FTA SECT 5303 80% FEDERAL & 20% STATE/LOCAL	FHWA SECT 112 80% FEDERAL & 20% STATE/LOCAL	FAA CASP 90 FEDERAL & 10% LOCAL	TOTALS
ALLOTMENTS PROVIDED BY DDOT				
NEW FY 2007	386,950	2,493,185		2,880,135
UNOBLIGATED FY 2005	50,270	159,760		210,030
CARRYOVER FY 2006	42,632	54,190		96,822
SUBTOTAL	479,852	2,707,135		3,186,987
ALLOTMENTS PROVIDED BY MDOT				
NEW FY 2007	891,050	3,268,735		4,159,785
UNOBLIGATED FY 2005	93,520	340,050		433,570
CARRYOVER FY 2006	153,218	576,155		729,373
SUBTOTAL	1,137,788	4,184,940		5,322,728
ALLOTMENTS PROVIDED BY VDOT				
NEW FY 2007	754,000	3,044,990		3,798,990
UNOBLIGATED FY 2005	73,560	193,220		266,780
CARRYOVER FY 2006	72,630	145,875		218,505
SUBTOTAL	900,190	3,384,085		4,284,275
TPB BASIC PROGRAM				
TOTAL NEW FY 2007	2,032,000	8,806,910		10,838,910
TOTAL UNOBLIGATED FY 2005	217,350	693,030		910,380
SUBTOTAL	2,249,350	9,499,940		11,749,290
TOTAL CARRYOVER FY 2006	268,480	776,220		1,044,700
TOTAL BASIC PROGRAM	2,517,830	10,276,160		12,793,990
GRAND TOTAL	2,517,830	10,276,160	309,357	13,103,347

"New FY2007 funds" refer to newly authorized funds for the FY2007 UPWP

"Unobligated FY2005 funds" refer to unexpended funds from the completed FY2005 UPWP

"Carryover FY2006 funds" are programmed from the FY2006 UPWP to complete specific work tasks in the FY 2007 UPWP

Amended July 7, 2006

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2. PROPOSED FY 2007 TPB WORK PROGRAM AND BUDGET

Program Structure and Work Item Budgets

The FY 2007 work Program comprises six major work activities and follows the same structure as the FY 2006 program. The tasks to be completed under each of the work activities are described in the following sections. The staff of the COG/TPB 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 six major work activities are shown in Figure 5 on page 2-3.

The first major activity, **Policy Products (I)** includes the preparation 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 also required by federal law and regulations. As shown in the figure, the CLRP also includes specific activities such as the regional congestion management system (CMS), management, operations and emergency preparedness, freight provider participation, the financial plan and the bicycle and pedestrian program. 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 and job access and reverse commute, and the new freedom program.

The second major activity, **Technical Products (II)** 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, **Methods (III)**, such as the development of networks and travel demand models, interact with **Data (IV)**, 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 (V)** 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. **Continuous Airport System Planning (CASP) (VI)** is a technical product that also utilizes the methods and data work activities for airport and airport-serving facilities in the region.

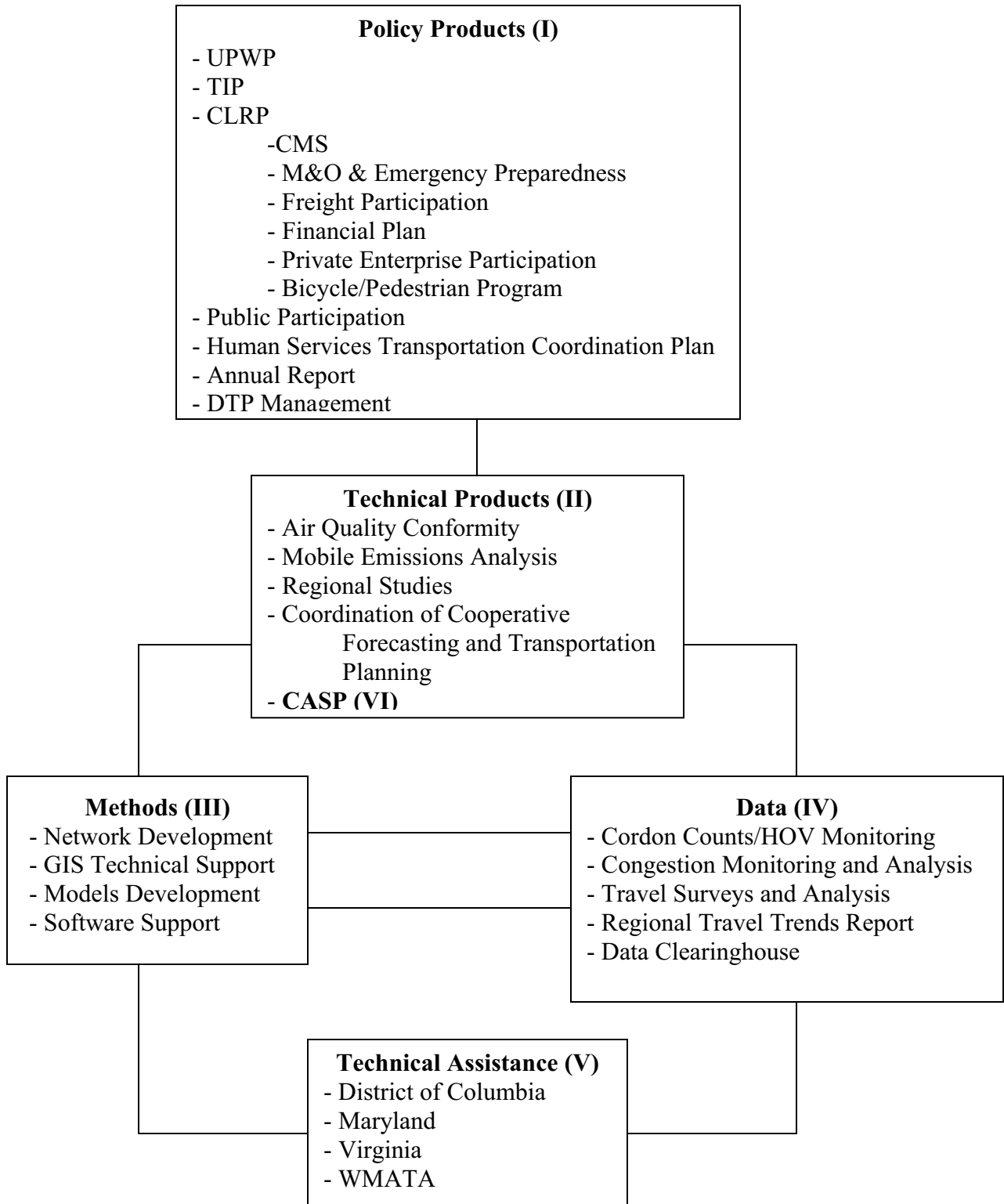
The proposed budget levels by funding source, which include FTA and FHWA funds together with state and local match, are shown in Table 2 on page 2-5. The TPB

committee or subcommittee responsible for the specific work activities listed in Table 2 are shown in Figure 6 on page 2-7. A detailed breakdown of staffing and other budgetary requirements is provided in Table 3 on page 2-6.

Funding for the TPB Basic Work Program is about the increased from the FY 2006 level, and the FY 2007 UPWP continues the work activities in the FY 2006 UPWP. The structure and content of this work program are summarized as follows:

- **Under Category I - Plans, Programs and Coordination**, most of the activities have been conducted on an annual basis in previous years. The new ones addressing SAFETEA-LU requirements include Human Services Transportation Coordination Planning (item I.H), Transportation Emergency Preparedness (item I.L), and Freight Planning (item I.M).
- **Under Category II - Forecasting Applications**, activities relating to Air Quality Conformity (item II.A), Mobile Emissions Analysis (item II.B), and Coordination of Cooperative Forecasting and Transportation Planning (item II.D) have been conducted on an annual basis in previous years. Regional Studies (item II.C) is an activity conducted on an annual basis in previous years.
- **Under Category III - Development of Networks/Models**, all of the activities have been conducted on an annual basis in previous years.
- **Under Category IV - Travel Monitoring**, all of the activities have been conducted on an annual basis in previous years.
- **Category V relating to Technical Assistance and Continuous Airport System Planning (CASP)** represent the continuation of activities that are conducted each year.

Figure 5
 How FY2007 UPWP Work Items are Related



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**TABLE 2
TPB FY 2007 WORK PROGRAM BY FUNDING SOURCES**

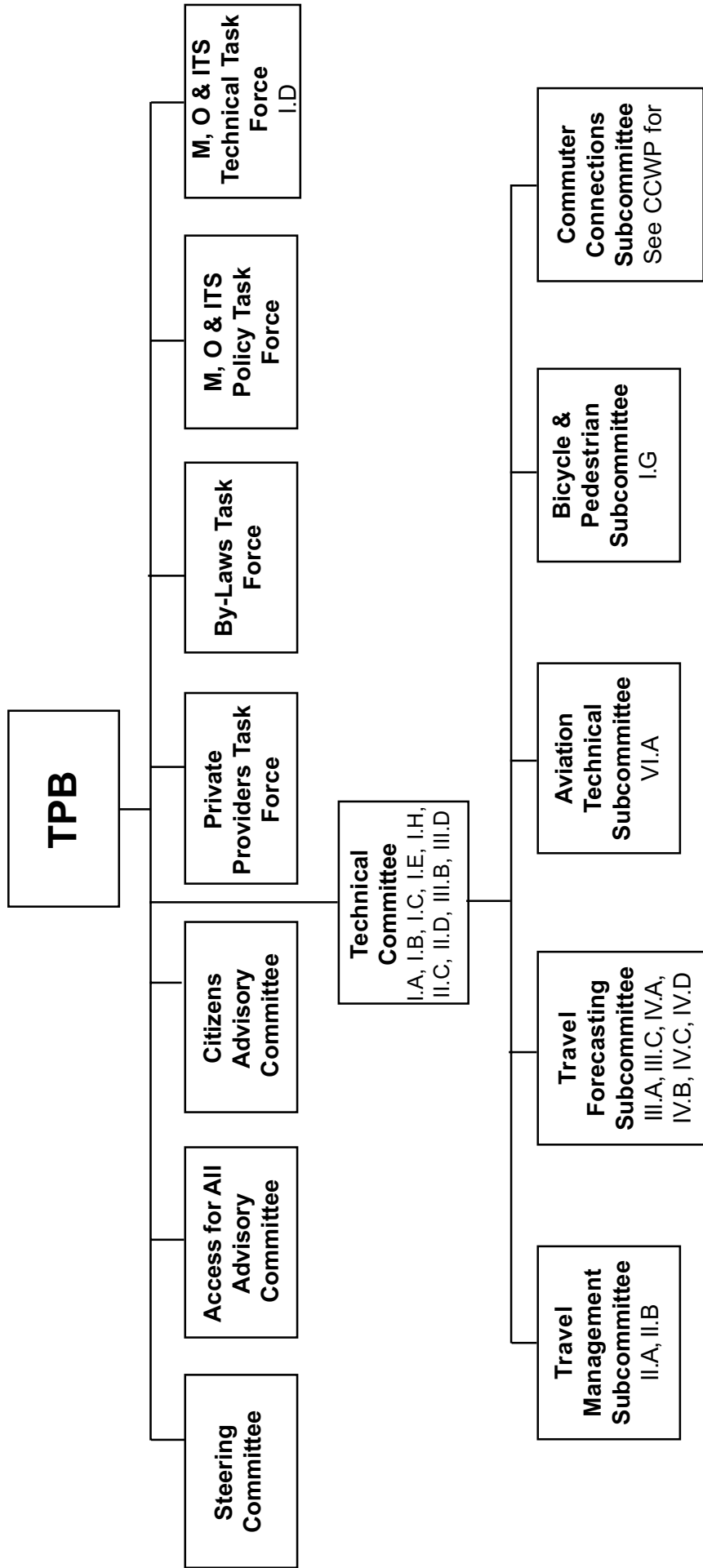
WORK ACTIVITY	TOTAL COST	FTA/STATE/LOCAL	FHWA/STATE/LOCAL	OTHER FUND
I. PLANS, PROGRAMS AND COORDINATION				
A. Unified Planning Work Program (UPWP)	69,400	13,658	55,742	
B. Transp Improvement Program (TIP)	148,700	29,264	119,436	
C. Constrained Long-Range Plan	526,240	103,563	422,677	
D. Management, Operations, and ITS	355,900	70,040	285,860	
E. Financial Plan	82,300	16,196	66,104	
F. Private Enterprise Participation	18,000	18,000		
G. Bicycle and Pedestrian Program	75,200	14,799	60,401	
H. Human Service Transportation Coordination	103,000	20,270	82,730	
I. Public Participation	317,500	62,483	255,017	
J. Annual Report	78,500	15,449	63,051	
K. DTP Management	443,200	87,221	355,979	
L. Transportation Emergency Preparedness	61,200	12,044	49,156	
M. Freight Planning	61,000	12,005	48,995	
Subtotal	2,340,140	474,992	1,865,148	
II. FORECASTING APPLICATIONS				
A. Air Quality Conformity	503,100	99,009	404,091	
B. Mobile Emissions Analysis	627,600	123,510	504,090	
C. Regional Studies	657,600	129,414	528,186	
D. Coord Coop Forecasting & Transp Planning	663,500	130,575	532,925	
Subtotal	2,451,800	482,509	1,969,291	
III. DEVELOPMENT OF NETWORKS/MODELS				
A. Network Development	681,000	134,019	546,981	
B. GIS Technical Support	489,000	96,234	392,766	
C. Models Development	1,009,000	198,569	810,431	
D. Software Support	175,400	34,518	140,882	
Subtotal	2,354,400	463,341	1,891,059	
IV. TRAVEL MONITORING				
A. Cordon Counts	425,900	83,816	342,084	
B. Congestion Monitoring and Analysis	511,100	100,583	410,517	
C. Travel Surveys and Analysis				
Household Travel Survey	2,011,460	395,851	1,615,609	
Regional Travel Trends Report	147,300	28,988	118,312	
D. Regional Trans Data Clearinghouse	347,600	68,407	279,193	
Subtotal	3,443,360	677,646	2,765,714	
Core Program Total (I to IV)	10,589,700	2,098,488	8,491,212	
V. TECHNICAL ASSISTANCE				
A. District of Columbia	389,350	30,562	358,788	
B. Maryland	987,740	77,532	910,208	
C. Virginia	559,900	43,949	515,951	
D. WMATA	267,300	267,300		
Subtotal	2,204,290	419,342	1,784,948	
Total, Basic Program	12,793,990	2,517,830	10,276,160	
VI. CONTINUOUS AIRPORT SYSTEM PLANNING				
A. Process Air Passenger Survey	240,000			240,000
B. Update Ground Access Forecasts-Phase 1	69,357			69,357
Subtotal	309,357			309,357
		-	-	
GRAND TOTAL	13,103,347	2,517,830	10,276,160	309,357

Amended July 7, 2006

TABLE 3
TPB FY 2007 BUDGET AND WORK PROGRAM BY EXPENDITURE CATEGORY

WORK ACTIVITY	DIRECT SALARIES DTP STAFF	DIRECT SALARIES OTHER COG STAFF	M & A	LEAVE BENEFITS 18%	FRINGE BENEFITS 19%	INDIRECT COSTS 38%	DATA & PC COSTS	CONSULTANT	DIRECT COSTS	TOTAL
I. PLANS, PROGRAMS AND COORDINATION										
A. Unified Planning Work Program	26,531	206	7,219	6,112	7,613	18,119	100	0	3,500	69,400
B. Transportation Improvement Program	54,435	2,859	15,469	13,097	16,313	38,826	200	0	7,500	148,700
C. Constrained Long-Range Plan	172,787	17,741	51,443	43,555	54,250	129,115	1,250	50,000	6,100	526,240
D. Mgt, Operns & Intngt Tpt sys (MOITS) PIng	135,206	8,516	38,805	32,855	40,923	97,396	150	0	2,050	355,900
E. Financial Plan	32,029	1,311	9,002	7,622	9,493	22,593	100	0	150	82,300
F. Private Enterprise Participation	7,068	206	1,964	1,663	2,071	4,929	100	0	0	18,000
G. Bicycle and Pedestrian Program	29,566	544	8,130	6,883	8,573	20,404	100	0	1,000	75,200
H. Human Service Transpin Coordinn PIng	21,536	0	5,815	4,923	6,132	14,594	0	50,000	0	103,000
I. Public Participation	81,404	920	22,228	18,819	23,441	55,788	100	100,000	14,800	317,500
J. Annual Report	21,638	0	5,842	4,946	6,161	14,663	100	0	25,150	78,500
K. DTP Management	84,613	15,631	27,066	22,916	28,543	67,932	0	0	196,500	443,200
L. Emergency Preparedness Planning	0	24,868	6,714	5,665	7,081	16,852	0	0	0	61,200
M. Freight Planning	24,787	0	6,692	5,666	7,058	16,797	0	0	0	61,000
Subtotal	691,599	72,801	206,388	174,742	217,651	518,009	2,200	200,000	256,750	2,340,140
II. FORECASTING APPLICATIONS										
A. Air Quality Conformity	171,726	21,171	52,082	44,096	54,924	130,720	15,080	0	13,300	503,100
B. Mobile Emissions Analysis	146,180	69,597	58,260	49,327	61,439	146,225	11,730	70,000	14,843	627,600
C. Regional Studies	216,048	39,100	68,890	58,327	72,649	172,906	15,080	0	14,600	657,600
D. Coord Coop Forecasting and Transp PIng	82,849	163,189	66,430	56,244	70,055	166,732	55,500	0	2,500	663,500
Subtotal	616,803	293,057	245,662	207,994	259,068	616,582	97,390	70,000	45,243	2,451,800
III. DEVELOPMENT OF NETWORKS/MODELS										
A. Network Development	267,711	0	72,282	61,199	76,226	181,419	19,163	0	3,000	681,000
B. GIS Technical Support	169,362	0	45,728	38,716	48,223	114,771	49,500	0	22,700	489,000
C. Models Development	306,017	0	82,625	69,956	87,134	207,378	25,491	199,000	31,400	1,009,000
D. Software Support	67,610	0	18,255	15,456	19,251	45,817	4,747	0	4,264	175,400
Subtotal	810,701	0	218,889	185,326	230,834	549,385	98,901	199,000	61,364	2,354,400
IV. TRAVEL MONITORING										
A. Cordon Counts	117,502	0	31,726	26,861	33,457	79,627	10,000	0	126,727	425,900
B. Congestion Monitoring and Analysis	139,665	0	37,709	31,927	39,767	94,646	15,935	130,000	21,450	511,100
C. Travel Surveys and Analysis	415,343	0	112,143	94,947	118,262	281,464	18,500	1,100,000	18,100	2,158,760
D. Regional Trans Data Clearinghouse	134,132	0	36,216	30,663	38,192	90,897	15,500	0	2,000	347,600
Subtotal	806,643	0	217,793	184,398	229,679	546,635	59,935	1,230,000	168,277	3,443,360
Core Program Total (I to IV)	2,925,746	365,858	888,733	752,461	937,232	2,230,611	258,426	1,699,000	531,634	10,589,700
V. TECHNICAL ASSISTANCE										
A. District of Columbia	116,477	0	31,449	26,627	33,165	78,933	0	101,600	1,100	389,350
B. Maryland	336,912	0	90,966	77,018	95,930	228,314	5,296	152,600	704	987,740
C. Virginia	95,607	0	25,814	21,856	27,223	64,790	2,000	256,400	66,210	559,900
D. WMATA	108,533	0	29,304	24,811	30,903	73,549	0	0	200	267,300
Subtotal	657,529	0	177,533	150,311	187,221	445,586	7,296	510,600	68,214	2,204,290
VI. CONTINUOUS AIRPORT SYSTEM PLANNING										
A. Process Air Passenger Survey	97,521	0	26,331	22,293	27,768	66,087	0	0	0	240,000
B. Update Ground Access Forecasts-Phase 1	28,182	0	7,609	6,443	8,024	19,098	0	0	0	69,357
Subtotal	125,704	0	33,940	28,736	35,792	85,185	0	0	0	309,357
GRAND TOTAL	3,708,979	365,858	1,100,206	931,508	1,160,245	2,761,382	265,722	2,209,600	599,848	13,103,347

Figure 6
**TPB Committee Structure
 and FY2007 Work Activity Oversight**



Name
 Work Activities as
 Designated in the
 FY2007 UPWP

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I. PLANS, PROGRAMS AND COORDINATION

A. THE UNIFIED PLANNING WORK PROGRAM (UPWP)

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

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

The final regulations regarding metropolitan planning and the requirements in SAFETEA-LU are addressed in this document. In 1994, the TPB developed and adopted the first financially-constrained Long Range Transportation Plan for the National Capital Region (CLRP) as required by the final regulations. In July 1997, the first three-year update of the CLRP was approved by the TPB, the second update was approved in October 2000, and the third update was approved in December 2003. The fourth update is scheduled to be approved in fall of 2006.

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

The FY 2007 UPWP defined by this document details the planning activities to be accomplished between July 2006 and June 2007 to address the annual planning requirements such as preparing the Transportation Improvement Program, addressing federal environmental justice requirements, and assessing Air Quality Conformity. It describes the tasks required to meet approval dates for the region's SIPs, and outlines the activities for the subsequent years.

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

During FY 2007 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 2007, staff will prepare the FY 2008 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 2007, as a draft to the Technical Committee in February 2007 and as a final document for adoption by the Technical Committee and the TPB in March 2007. The approved UPWP will be printed, distributed to the TPB, and made available to the public.

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:	\$69,400
Products:	UPWP for FY 2008, amendments to FY 2007 UPWP, monthly progress reports and state invoice information, federal grant materials
Schedule:	Draft: February 2007 Final: March 2007

B. THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

District of Columbia. The TIP is required as a condition for all federal funding assistance for transportation improvements within the Washington Metropolitan Statistical Area.

The new TIP will include all projects to be carried out within two 3-year periods, beginning with FY 2008-10 and then followed by FY 2011-13. Projects for funding and implementation in the first year of the program are placed in the annual element.

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

Citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, freight shippers, users of public transit, and all other interested parties will be given an opportunity to review and comment on the proposed TIP as described under the TPB's adopted public involvement process. 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 2007-12 TIP is scheduled to be adopted by the TPB in October 2006. In December 2006, TPB will issue a call for projects document requesting project or action input for the new TIP. Draft versions of the TIP will be prepared for review by the TPB Technical Committee, the TPB, and the public between June and September. This TIP will be prepared with the assistance of and in cooperation with the transportation implementing agencies in the region, including the state departments of transportation, the District of Columbia Department of Transportation, the National Park Service, the Washington Metropolitan Area Transit Authority (WMATA) and other public transit operators, and local government agencies.

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

Projects included in the TIP will be reviewed for consistency with the policies and facilities delineated in the adopted financially-constrained Long Range Transportation Plan (CLRP) for the region. Only projects, or phases of projects, that have full funding

anticipated to be available within the time period contemplated for completion are included in the TIP. As described under Task I.F, a financial plan will be prepared to demonstrate how the TIP can be implemented, and indicate the sources of public, private and innovative funding.

During the year certain amendments may be needed in the FY 2007-12 TIP to reflect changes in priorities or the introduction of new project elements. Such amendments will be identified and detailed for consideration by the TPB as appropriate during the fiscal year.

Annual Listing of TIP Projects that Have Federal Funding Obligated

SAFETEA-LU requires that the TPB must publish or otherwise make available an annual listing of projects, consistent with the categories in the TIP, for which federal funds have been obligated in the preceding year. With the assistance of and in cooperation with the transportation implementing agencies in the region, TPB will prepare a listing of projects for which federal funds have been obligated in FY 2006.

Oversight:	Technical Committee
Cost Estimate:	\$148,700
Products:	Draft FY 2008-2013 TIP, amendments to FY 2007-1012 TIP; TIP projects with obligated federal funding in preceding year
Schedule:	Final TIP Draft for Public Comment: September 2006 TIP projects with obligated federal funding in preceding year: June 2007

C. CONSTRAINED LONG-RANGE TRANSPORTATION PLAN (CLRP)

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

The Transportation Vision, which was adopted by the TPB in October 1998, contains a vision statement, long-range goals, objectives, and strategies to guide transportation planning and implementation in the region. It addresses the seven planning factors in TEA-21. The Vision is the TPB Policy Element of the CLRP.

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) adds several new planning requirements related to the development of the long range transportation plan. During FY 2007, the CLRP work program element will need to meet the following requirements .

- The plan must include a discussion of types of potential environmental mitigation activities.
- During the development of the long-range plan, the TPB must consult with agencies responsible for land use management, natural resources, environmental protection, conservation, historic preservation, airport operations and freight movements. Consultation shall involve, as appropriate, comparison of the plan to conservation plans or maps and natural or historic resources inventories.
- Materials describing the plan should be public-friendly, readily accessible on the website, and presented in visual formats (i.e. interactive maps).

The 2006 Update of the Plan

In December 2006, TPB issued a call for document requesting project or action input for the 2006 CLRP, a three-year update. Public-friendly materials on the 2006 CLRP, such as a brochure, were developed in the Spring of 2006. The brochure will include maps, major project descriptions, and analysis from the previous year's CLRP. The purpose of the brochure would be to make recent information on the current plan more accessible to facilitate public comments on the update to the plan. Draft versions of the CLRP, such as a brochure or other materials, will be prepared for review by the TPB Technical Committee, the TPB, and the public between March and September 2006.

Work activities include:

- Identify potential environmental mitigation activities for major projects in the plan.
- Consult with agencies responsible for natural resources, airport operations, freight movements, environmental protection, conservation and historic preservation in D.C., Maryland and Virginia.

The 2007 CLRP

In December 2006, TPB will issue a call for projects document requesting project or action input for the 2007 amendments to the CLRP. Draft versions of the CLRP will be prepared for review by the TPB Technical Committee, the TPB, and the public between March and September. The TPB is scheduled to adopt the 2007 CLRP in September 2007. Draft versions of the 2007 amendments will be prepared for review by the TPB Technical Committee, the TPB, and the public between March and September 2007.

Documentation of the CLRP

The CLRP will be documented in several ways and public materials will be provided during plan development and after plan approval. The new “long range plan web page” will be utilized to clarify the on-going update process for the CLRP and to make all of the process and technical documentation readily accessible. Information on the plan, for 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, maps, 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 relationship of the transportation strategies and improvements and the regional activity clusters and centers will be described. A regional job accessibility analysis will be reviewed and impacts on low-income and minority populations described. It will also present the forecasted travel demand and transportation system performance impacts. These types of analysis of the plan's performance will be provided before the draft plan is released for public comment. Furthermore, techniques for making plan information more visual will be utilized (i.e. interactive maps). Consultant assistance is anticipated for this work activity.

The Congestion Management System Element

The Congestion Management System (CMS) is an integral part of the transportation planning process in the region and is an element of the CLRP. The CMS element of the CLRP provides information on transportation system performance, usage, and efficiency, and provides information on the potential impact of proposed strategies to alleviate congestion. In October 1997, as required by federal regulations, the CMS for the Washington metropolitan area was fully operational. In FY 1998, a CMS component was added to the CLRP and TIP project submission forms to document that serious consideration has been given to strategies that provide the most efficient and effective use of existing and future transportation facilities, including alternatives to highway capacity increases for single-occupant vehicles (SOVs).

In FY 2006, the CMS element of the CLRP document was updated with current information on congestion management strategies that have been considered or implemented. In FY 2006, the CMS element will be updated with current information on the transportation system's performance. Regional travel trends will be described to depict changes in travel patterns and key indicators over time. This travel trend information will be based upon the transportation system conditions and travel data developed under work item IV.B. Congestion Monitoring and Analysis. Improvements to the congestion management system documentation process and submission forms for the CLRP and TIP will be undertaken on as appropriate.

To ensure coordination and compatibility between the CLRP and other long-range transportation planning activities throughout the region, senior staff will participate in

relevant state-level long-range planning and CMS activities and studies.

Oversight:	Technical Committee; Travel Management Subcommittee (CMS element)
Cost Estimate:	\$540,460
Products:	Documentation of 2006 CLRP on new plan webpage with interactive maps and related materials
Schedule:	2006 documentation December 2006 materials on 2007 Update March 2007

D. MANAGEMENT, OPERATIONS, AND INTELLIGENT TRANSPORTATION SYSTEMS (MOITS) PLANNING

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

Under this work task, TPB will provide opportunities for coordination and collaborative enhancement of transportation technology and operations in the region, advised by its Management, Operations, and Intelligent Transportation Systems (MOITS) Policy and Technical Task Forces. Major topics to be addressed include the following:

- *Regional Transportation Operations Coordination Planning:* Support efforts to facilitate strengthening of regional coordination and communications among transportation agencies for collaboration on everyday transportation conditions, major regional transportation incidents, and preparedness for regional emergencies, including technical, procedural, and organizational aspects.
- *ITS Architecture:* 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 project implementation.

- *Traffic Signals:* Assist member agencies in the exchange and coordination of interjurisdictional traffic signal operations information and activities.
- *Traveler Information:* Coordinate enhancement of the collection, processing, and delivery of real-time roadway and transit condition information, including potential regional “511” telephone information systems.
- *Safety:* Examine safety issues in relationship to MOITS.
- *Performance Measure Development:* Continue development and refinement of performance measures, costs, benefits, and evaluation information for a MOITS orientation for regional transportation planning.
- *Member Agency Activities:* Work as needed with the MOITS activities of the state and D.C. departments of transportation, the Washington Metropolitan Area Transit Authority, and other member agencies.
- *National issues:* Monitor national emerging MOITS activities for potential application in the region.

Oversight:	TPB MOITS Policy and Technical Task Forces
Cost Estimate:	\$355,900
Products:	Agendas, minutes, summaries, outreach materials as needed; white paper(s) on technical issues as needed; revised regional ITS architecture; review and advice to MOITS planning activities around the region
Schedule:	Monthly

E. FINANCIAL PLAN

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

The Transportation Improvement Program

The preparation of the financial plan for the FY 2008-2013 TIP will be similar to that for the FY 2007-12 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 regional TIP financial plan will be based upon the information that the states use to develop each of the state TIPs. Only projects for which construction and operating funds can reasonably be expected to be available will be included. In the case of new funding sources, strategies for ensuring their availability will be identified by the implementing agency and included in the financial plan for the TIP. The product will be a financial plan that addresses 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.

The financial plan will also respond to FTA Circular 7008.1, which requires that the TIP include a determination of the financial capacity of FTA grantees to meet public transportation operating costs and capital requirements. There are two aspects to financial capacity: the general *financial condition* of the public transportation operating enterprise and its non-federal funding entities; and the *financial capability* of the agency and its funding entities, which includes the sufficiency of their funding sources to meet future operating deficits and capital costs.

Oversight:	Technical Committee
Cost Estimate:	\$82,300
Products:	Financial plans for 2007 CLRP and FY 2008-2013 TIP
Schedule:	June 2007

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 FY95, the TPB reviewed its policy and revised it in light of the new requirements. Under this task, DTP staff will conduct the activities as specified in the policy adopted on July 19, 1995 by the TPB.

The following activities are anticipated:

- The procedures for involving private transportation providers in urban mass transportation and the activities accomplished will be documented as a section of the Transportation Improvement Program (TIP).
- To facilitate early consultation, TPB will conduct an annual forum for key transit staff from the local jurisdictions and WMATA to meet with interested private providers to discuss in general terms their plans for major bus service changes and expansions.
- Private transit providers will be afforded the opportunity to present their views on the CLRP, the TIP, and the Unified Planning Work Program while these documents are in a draft stage.
- Support will be provided to the Private Providers Task Force. This group will be the vehicle through which the above tasks are accomplished, and will advise the TPB of the private provider perspective on transit service through its chairman, who is a non-voting member of the TPB. Minutes will be prepared for Task Force meetings, as well as other documentation as required.
- Through their representation on the TPB, private transit and taxicab providers will be encouraged to contribute to the shaping of policies and strategies for the CLRP that promote effective, competitive provision of transit services, particularly in growing suburban areas and activity centers. This contribution will be reflected in the minutes and mailouts for TPB meetings, and in documentation prepared by the Private Providers Task Force.

Oversight:	Transportation Planning Board
Cost Estimate:	\$18,000
Product:	Documentation on Private Provider Involvement
Schedule:	Annual Transit Forum - May 2007 Draft in TIP for Public Comment - June 2007

G. BICYCLE AND PEDESTRIAN PROGRAM

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 completed in FY 2006, and provides guidance for continued regional planning activities. Major topics to be addressed include the following:

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

Oversight: Bicycle and Pedestrian Subcommittee

Cost Estimate: \$75,200

Product: Compilation of bicycle and pedestrian facilities for the FY 2008-2013 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

H. HUMAN SERVICE TRANSPORTATION COORDINATION PLANNING

SAFETEA-LU requires the TPB develop a Human Service Transportation Coordination Plan which must include priorities and projects for the following three programs: 1) Formula Program for Elderly Persons and Persons with Disabilities (Section 5310); 2) Job Access and Reverse Commute (JARC, Section 5316); and 3) New Freedom Program (Section 5317) beginning in FY 2007. Both Section 5316 and 5317 grants must be selected competitively. Furthermore, SAFETEA-LU states that "the plan and TIP shall consider the design and delivery of non-emergency transportation services".

Work activities include:

- Under the guidance of the human service transportation coordination committee which was established in early 2006, finalize a draft human service transportation coordination plan.
- Identify priority projects for the three programs listed above. Implement a process for competitively selecting projects for the 5316 and 5317 programs.
- Coordinate the activities of the coordination committee with the TPB Access For All Advisory Committee to involve leaders of low- income, minority and disabled community groups.
- Conduct the independent review of MetroAccess as recommended in the February 2006 TPB study: "Improving Demand Responsive Services for People with Disabilities in the Washington Region." Consultant assistance for this review is anticipated.

Oversight: Technical Committee and TPB Access for All Advisory Committee

Cost Estimate: \$103,000

Products: Human Service Transportation Coordination Plan for the Washington Region, Report on Review of MetroAccess

Schedule: Coordination Plan June 2007
Review of MetroAccess January 2007

I. PUBLIC PARTICIPATION

Background

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

SAFETEA-LU requires the development of a Public Participation Plan and requires that the public be provided an opportunity to comment on the plan, including bicyclists, pedestrians and people with disabilities. SAFETEA-LU also stresses methods for public involvement such as convenient meeting times and locations and visualization techniques to describe the plan.

FY 2007 Activities

Work activities include:

Staff will support the TPB public involvement process and conduct the activities as specified in it. The appointed 15-member Citizens Advisory Committee will hold at least six of its 11 meetings outside of the COG offices. Staff will assist the CAC chair in preparing meeting agenda, assembling, and mailing meeting materials and preparing the CAC chair's report to the TPB. The CAC chair will also provide to the TPB an evaluation of the CAC activities by the end of November each calendar year for the first three years, and every three years thereafter. Staff will support the CAC and conduct the eight activities as specified in the adopted involvement process.

Input and comments from the public will be gathered, including bicyclists, pedestrians and those with disabilities, and identify how the input can be made useful to decision makers. To respond to SAFETEA-LU requirements a Public Participation Plan with input from the public will be developed. Staff will review how the TPB will ensure that public meetings are held at convenient and accessible locations and times. Finally, a publication thoroughly describing the project selection process will be developed.

All public involvement efforts will be coordinated with the public outreach activities for the 2007 CLRP updated and the new TIP. Workshops and events will be developed and held 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. Consultant support for these activities will be utilized.

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

TPB Access for All Advisory Committee

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

The committee chair is currently Kathy Porter, TPB Member and Mayor of Takoma Park. Kathy Porter was appointed as the chair of the committee in March 2003, after the former AFA chair, Peter Shapiro, led the committee for three years. Since the inception of the committee in 2001, the AFA has become an active voice for people not typically a part of the transportation planning process. The AFA has developed two reports, in 2001 and 2003, to provide guidance to the region's transportation decision makers on ways to address the issues and concerns of persons that are typically not represented in the transportation planning process.

In FY 2007, staff will be responsible for organizing and staffing the advisory committee, conducting research on issues, and writing a 2006 report on priority projects, programs, services and issues.

Oversight:	Transportation Planning Board
Cost Estimate:	\$317,500
Products:	A TPB Public Participation Plan with a proactive public involvement process that provides complete and user-friendly information, timely public notice, full public access to key decisions, and supports early

and continuing involvement of the public in developing plans and TIPs; the monthly TPB News

Access for All report on projects, programs, services and issues important to low-income, minority and disabled communities. December 2006

Schedule: On-going activity with forums and meetings linked to schedules for plan and TIP preparation

J. TPB ANNUAL REPORT

Each year, DTP staff prepares a Transportation Special Report (*The Region*). This year's report will cover the main activities completed in 2006 and the 2006 CLRP. About 3,000 copies of the report will be printed and distributed around the end of FY 2007.

Oversight: Transportation Planning Board

Cost Estimate: \$78,500

Product: *Region* magazine

Schedule: June 2007

K. DTP MANAGEMENT

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

- Supervision of the preparation, negotiation, and approval of the annual work program and budget, involving the State Transportation Agencies, the Technical Committee, the Program Committee, and the TPB.
- Day-to-day monitoring of all work program activities and expenditures by task.
- Day-to-day management and allocation of all staff and financial resources to insure that tasks are completed on schedule and within budget.
- Preparation for and participation in regular meetings of the TPB, the Steering Committee, the Technical Committee, and the State Technical Working Group.

- Attendance at meetings of other agencies whose programs and activities relate to and impact the TPB work program, such as local government departments.
- Response to periodic requests from TPB members, federal agencies, Congressional offices, media, and others for information or data of a general transportation nature.
- Review of transportation proposals of regional importance submitted to TPB through the intergovernmental review process. Where significant regional impacts are likely, staff will obtain Technical Committee and Board review and approval of comments prepared.

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

Oversight:	Transportation Planning Board
Cost Estimate:	\$443,200
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

L. TRANSPORTATION EMERGENCY PREPAREDNESS

Emergency preparedness is a critical element of overall metropolitan planning. SAFETEA-LU requires metropolitan transportation planning to look at ways to "increase the security of the transportation system for motorized and nonmotorized users". Under this work task, TPB will provide support and coordination for the transportation sector's role in overall regional emergency preparedness planning, in conjunction with the COG Board of Directors, the National Capital Region Emergency Preparedness Council, and other COG public safety committees and efforts. Efforts will be advised by a Regional Emergency Support Function #1 - Transportation Committee in the COG public safety committee structure, with additional liaison and coordination with the TPB's Management, Operations, and Intelligent Transportation Systems (MOITS) Policy and Technical Task Forces.

This UPWP task will address specialized needs for transportation sector involvement in Homeland Security-directed preparedness activities. Work activities and funding under this task, however, represent only a portion of overall regional transportation-related emergency preparedness efforts. A wide range of such activities will be undertaken through COG's public safety program, led by the region's emergency management agencies, chief administrative officers, and state-level senior Homeland Security officials, utilizing approximately \$1 million of Homeland Security and COG local funding.

Within that larger context of preparedness activities, major topics to be addressed under this specific UPWP task include the following:

- Liaison and coordination between emergency management and TPB, MOITS, and other transportation planning and operations activities.
- Planning for the role of transportation as a support agency to emergency management in catastrophic or declared emergencies, including:
 - Emergency coordination and response planning through the emergency management and Homeland Security Urban Area Security Initiative (UASI) processes.
 - Emergency communications and technical interoperability.
 - 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 and Technical Task Forces
COG Regional Emergency Support Function 1
- Transportation Committee

Cost Estimate: \$61,200 (See note above on additional
emergency preparedness funding outside the
scope of the UPWP)

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

M. FREIGHT PLANNING

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

Under this work task, TPB will provide opportunities for consideration, coordination, and collaborative enhancement of planning for freight movement, safety, facilities, and activities in the region. A freight planning task was amended to the FY2006 UPWP, augmenting regional freight planning considerations included under Constrained Long-Range Plan development in previous UPWPs. This FY2007 task will expand upon efforts initiated in FY2006. Major topics to be addressed include the following:

- Ensure consideration of freight planning issues in overall metropolitan transportation planning, including:
 - Examine truck safety issues, including recommendations from the 2003 COG Special Truck Safety Task Force
 - 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.
 - Obtain expert input on freight considerations for metropolitan transportation planning.
 - Coordinate with TPB travel monitoring and forecasting activities on freight considerations.
 - Keep abreast of regional, state, and national freight planning issues.
- Continue from FY2006 Basic data compilation on freight movement and freight facilities in the region from existing sources to create a baseline of information in geographic information system (GIS) format.

- Coordinate with the freight planning program at the Baltimore Metropolitan Council, and address significant interregional freight planning considerations.
- Undertake freight stakeholder outreach:
 - Continue conducting a series of structured interviews with representatives of the freight community, including carriers, shippers, and other stakeholders, to gain their input on regional freight movement, safety and other issues and to gauge their interest in state and MPO planning and programming processes.
 - Determine the format of and begin supporting a regional freight advisory subcommittee, group, or forum.
 - Follow-up on the regional freight workshop for stakeholders held in fall 2006 and explore future workshops.

Oversight:	TPB Technical Committee
Cost Estimate:	\$61,000
Products:	Data compilation and outreach materials as needed; white paper(s) on technical issues as needed; structured interviews and summarized results
Schedule:	Bimonthly

II. FORECASTING APPLICATIONS

A. AIR QUALITY CONFORMITY

This work area is designed to ensure that TPB plans, programs and projects meet air quality requirements. The 1990 Clean Air Act Amendments require the performance of detailed technical analysis at the systems level to assess conformity of transportation plans and programs. Procedures and definitions for conducting the analysis, originally issued as EPA regulations in the November 24, 1993 FEDERAL REGISTER, were subsequently amended and issued, most recently, in the July 1, 2004 FEDERAL REGISTER; in addition, federal guidance has also been published at various times by the EPA, FHWA and FTA.

A work program to analyze the 2006 constrained long range plan and the FY2007-12 TIP for air quality conformity consistent with these regulations is now being drafted for review and comment. This work program will address ozone, wintertime carbon monoxide, and fine particles (particulate matter, PM_{2.5}) requirements, including differing geographical boundaries, inventory time periods, and evaluation criteria by pollutant. The current schedule for adoption of the updated plan and TIP calls for most of the work activities to be performed in FY2006, with the final report, response to comments, and adoption in October 2006. Subsequent major activities in FY2007 will include development and execution of a work program for the conformity assessment of the 2007 CLRP and FY2008-13 TIP.

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

The FY2007 air quality conformity work program will include the following tasks.

1. Complete conformity analysis of the 2006 constrained long range plan and the FY2007-12 TIP, including addressing any emissions mitigation needs, finalizing a draft report to document procedures and results and to address comments and testimony received, and documenting and organizing all data files for use in subsequent regional and corridor / subarea planning studies.
2. Keep abreast of federal requirements as updated air quality conformity regulations and guidance are issued, and revise work program elements as necessary.

3. Execute TPB interagency and public consultation procedures; this includes funding for review and coordination work on the part of COG/DEP staff to reflect MWAQC's involvement in the public and interagency consultation process.
4. Prepare and execute a work program for analysis of the 2007 constrained long range plan and the FY2008-13 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. Coordinate project solicitation, documentation, and emissions reduction analysis associated with CMAQ projects.
6. 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: \$503,100

Products: Final report on Air Quality Conformity Determination of 2006 CLRP and FY2007-12 TIP; Preliminary materials on Air Quality Conformity Assessment of 2007 CLRP and FY2008-13 TIP

Schedule: June 2007

B. MOBILE EMISSIONS ANALYSIS

In FY2006 staff proceeded with state air quality implementation plan (SIP) activities to address requirements for the 8-hour ozone standard. In FY2007 these work activities will continue, and will ultimately produce an updated ozone attainment plan, along with new mobile source emissions budgets. With continuing consultant assistance as needed, in FY2007 eight hour ozone planning activities will include the following tasks: (1) update / finalize mobile source emissions inventories (daily and annual totals) for SIP requirements; (2) perform translation of inventories into EPA data formats; (3) analyze transportation emissions reduction measures (TERM)s and other mobile source control strategies; and (4) complete 'reasonable further progress' (RFP) and attainment planning work, and participate in MWAQC discussions towards attaining of the 8-hour ozone standards by Spring 2009.

In FY 2006, planning work to address new fine particles requirements (particulate

matter 2.5 microns or less) began in earnest, with EPA's release of its inventory and planning guidance. FY2007 work activities will build upon this work, and will include the following tasks: (1) prepare mobile source emissions inventories for use in analysis of attainment of the PM2.5 standards, including direct PM2.5 emissions, precursor NOx and SO2, and other additional pollutants should any be determined to be significant contributors; (2) translate data inventories into EPA format; (3) analyze new transportation emissions reduction measures and other mobile source control strategies; and (4) participate in MWAQC technical and policy discussions to assist in development of the SIP.

This project also includes the following routine activities within DTP.

1. Complete research activities to implement refined vehicle registration data for the vehicle categories used in Mobile6.
2. Provide support to Commuter Connections staff in developing implementation plans for adopted, as well as future, TERMS adopted by the TPB.
3. Address estimated to observed VMT tracking requirements.

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; (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; and (4) complete activities to inventory the number and location of nonroad vehicles and engines (heavy duty retrofit candidates) used in transportation construction projects eligible for use of FHWA Congestion Mitigation and Air Quality (CMAQ) funds.

Oversight:	Technical Committee and Travel Management Subcommittee, in consultation with MWAQC committees
Cost Estimate:	\$627,600
Products:	Mobile source emissions inventories, analysis of reduction requirements, TERMS and control strategies to meet 8 hour ozone and PM2.5 requirements; final report on nonroad vehicles and engines; report on VMT comparison.
Schedule:	June 2007

C. REGIONAL STUDIES

Regional Mobility and Accessibility Study

In FY2007, under the direction of the TPB, and with technical insight and guidance from a Joint Technical Working Group composed of members from the TPB Technical Committee, the Planning Directors' Technical Advisory Committee and the MWAQC Technical Advisory Committee, staff will analyze alternative transportation and land use scenarios specified for the Regional Mobility and Accessibility Study.

Staff will complete the travel demand and air quality modeling of a regional HOV/HOT/Express Toll Lanes transportation scenario. The modeling results and analysis of this HOV/HOT/Express Toll Lanes scenario will be reviewed by the Joint Technical Working Group and presented to the TPB.

Based the evaluation of all alternative land use and transportation scenarios previously analyzed, the Joint Technical Working Group will continue to develop and refine a composite scenario incorporating the "lessons learned" from all previous work. In this refinement effort the Joint Technical Working Group also will be asked to address the "how to questions" that would be faced in seeking to implement such a composite scenario. These questions will include the approximate costs of "high payoff" transportation improvements identified in the various scenarios and how they might be funded, what changes would need to be made to existing land use policies, and how market forces might influence the successful implementation of such a composite scenario. Staff will model the travel demand and other impacts of this composite scenario and prepare a draft report. Staff will coordinate the review of this draft report by all citizens advisory, technical, and policy committees participating in this study and present a draft final report and all comments received to the TPB.

Oversight:	Technical Committee, Joint Technical Working Group
Estimated Cost:	\$667,600
Products:	Improving Mobility and Accessibility Study Report
Schedule:	June 2007

D. COORDINATION OF COOPERATIVE FORECASTING AND TRANSPORTATION PLANNING PROCESSES

FY2007, staff will support the Metropolitan Development Policy Committee (MDPC)

and the Planning Directors Technical Advisory Committee (PDTAC) in the coordination of local, state, and federal planning activities and the integration of land use and transportation planning in the metropolitan region. Staff will also continue to enhance planning databases and analytical tools to support regional planning goals and strategies. These enhancements will include the update and refinement of regional activity center maps and supporting data, the update of Transportation Analysis Zone (TAZ) base year employment data and the update of the regional “Composite Map of Adopted Land Use Plans.”

Staff will also continue to work with COG’s Cooperative Forecasting Subcommittee and PDTAC to update and refine COG’s Cooperative Forecasts of future land activity. Staff will work with these committees to ensure that regional transportation system assumptions are explicitly considered in the development of these updated land activity forecasts and that significant TIP and CLRP changes are assessed as part of the process to update COG’s Cooperative Forecasts.

Staff will update and maintain Cooperative Forecasting land activity databases that are used as input into COG/TPB travel demand forecasting models. This work will include update of Round 7 population, household and employment forecasts for both COG member and non-member jurisdictions in the expanded cordon area and preparation of Cooperative Forecasting land activity data files for the 2191 Transportation Analysis Zone (TAZ) system. Staff will also work with the Cooperative Forecasting Subcommittee and PDTAC committees to document key land use and transportation assumptions made in updating the Round 7 Cooperative Forecasts. Staff will also respond to questions and information requests on the Round 7 forecasts and the Cooperative Forecasting process.

Staff will work with the Cooperative Forecasting Subcommittee, the PDTAC, and members of the TPB Technical Committee to define additional smaller area land activity TAZs for Regional Activity Centers and Clusters. Also, staff will work with these committees and local staff to subdivide very large TAZs in outer suburban jurisdictions into smaller TAZs as appropriate.

Staff will also develop and publish useful economic, demographic and housing-related information products to monitor regional growth trends and to support the technical underpinnings of the Cooperative Forecasting planning processing. These information products will include the monthly Regional Economic Monitoring Reports (REMS), and the annual “Economic Trends” and “Commercial Development Indicators” reports.

Oversight: TPB Technical Committee, Planning Directors Technical Advisory Committee.

Products: Coordination of Land Use and Transportation

Planning in the Region, Update of Regional
Planning Databases, Development and
Distribution information and technical reports.

Estimated Cost: \$663,500

Schedule: June 2007

III. DEVELOPMENT OF NETWORKS AND MODELS

A. NETWORK DEVELOPMENT

During FY2006, a series of transit and highway networks were developed for an expanded cordon to meet the time-of-day requirements of the Version 2.1 travel demand models supporting the air quality conformity analysis of the TIP and CLRP. COG's GIS, ARC/INFO, was employed to link together a series of attributes needed to create networks in TP+ for the modeling process. Use was made of ARC/INFO to graphically depict these networks, thereby facilitating the development effort. To support the TIP and CLRP Conformity process, several networks were developed for 2009, 2010, 2020, and 2030. FY 2007 efforts will focus on the development of TP+ highway and transit networks in Version 2.1 model format 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 and 2) scenario testing as part of TPB regional studies.

Activities in FY2007 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 AWDT format for use in highway networks required for these models. A set of TP+ networks for highway and transit will be coded from this information depicting current year conditions.

Using these networks as a starting point, a series of FY2008-2013 TIP and Plan Conformity networks will be developed for the following analysis years: 2008, 2009, 2010, 2020, and 2030 and other years as specified in upcoming federal guidance. Tasks involved are as follows:

- receive and organize project inputs to the FY2008-2013 TIP and amended CLRP;
- code, edit, and finalize networks for highway, HOV, and transit;
- develop transit fare matrices consistent with these networks;
- provide documentation and training in the development of these highway and transit networks.

Finally, documentation and training in the development of these highway and transit networks will be provided.

Oversight:

Travel Forecasting Subcommittee

Cost Estimate: \$691,000

Products: Series of updated transportation networks by mode, including technical training and documentation

Schedule: June 2007

B. GIS TECHNICAL SUPPORT

In FY 2007, staff will continue to provide on-going data maintenance and technical support to staff using the COG/TPB GIS for the development and display of data used in various TPB planning activities, including, the TIP and CLRP, the Bicycle Program, Cooperative Forecasting, Regional Studies, Network and Models Development, Congestion Monitoring and Analysis, and the Regional Transportation Data Clearinghouse.

Staff will continue to enhance the methodology for seamless editing of regional highway and transit networks and provide ongoing maintenance of existing GIS network editing tools. New GIS applications will also be develop to facilitate the edit checking and analysis of highway, transit and HOV networks and travel demand forecasts. Staff will also add new land use and transportation databases to the COG/TPB GIS as these new databases become available.

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

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

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

Oversight: Technical Committee

Estimated Cost: \$489,400

Products: Updated GIS software, databases, User Documentation, Training materials, Report on FY 2007 GIS activities

Schedule: June 2007

C. MODELS DEVELOPMENT

The Transportation Research Board (TRB) Committee reviewing the TPB travel demand modeling process completed a report during FY2004 which made recommendations for improvements in several areas. This document has set the stage for a multi-year program to improve the TPB travel demand models.

In response to these recommendations, TPB staff continued to implement several changes during FY2006. These included completing the development of a commercial vehicle model and substantial progress on developing a nested logit mode choice model. Effort was also made to continue development of a formal airport access demand model, and to continue developing a framework for tour-based and/or activity-based models in the future. A consultant was retained on a task order basis to help TPB staff assess the state of the practice in specific areas of travel demand modeling.

The FY2007 effort in Models Development will focus on the following tasks:

- Completing the nested logit mode choice model, including the updating of fare matrix procedures, and examining ways to better model and constrain the demand for transit park-n-ride facilities;
- Completing the update of the medium and heavy duty truck models;
- Beginning implementation of the FTA SUMMIT software package employed by the FTA in reviewing transit environmental impact studies;
- Continuing consultant assistance to provide technical support on a task order basis for an ongoing assessment of the performance of the TPB travel demand models;
- Beginning testing of micro-simulation software to aid in the development of more detailed simulations of travel patterns, and communicating this information in a more visual format;
- Continuing participation on a national MPO panel established to recommend practices in travel demand modeling;
- Continuing development of a more formal airport access demand model,

incorporating mode choice; and

- Continuing exploration of tour-based and/or activity-based models.

Staff will continue to review best practice in travel demand modeling through participation in the Travel Model Improvement Program (TMIP), TRB, and literature reviews. Staff will provide documentation for all products from the models development program.

Oversight: Travel Forecasting Subcommittee

Cost Estimate: \$1,019,000

Products: Recommendations for continued updating of the travel demand modeling process, documentation of all activities

Schedule: June 2007

D. SOFTWARE SUPPORT

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

Staff monitors the development of microcomputer hardware and other microcomputer-based transportation software as well as data storage, retrieval and transfer systems and evaluates such software and systems through in-house testing on a demonstration basis or through acquisition as warranted.

Staff will incorporate Mobile6.2 PM2.5 emissions factor interface software and mobile source emissions postprocessor (developed under the above Mobile Emissions Analysis project) into DTP supported/maintained technical methods. Staff will flowchart and document the processes as elements of the department's technical methods, modify as needed in the future in response to changing requirements, and maintain through time.

Oversight: TPB Technical Committee

Cost Estimate	\$ 175,400
Products	<p>Operational travel forecasting model set (current model set plus PM2.5 postprocessor) and new software selected/installed in FY 2007.</p> <p>Operational emissions factor model and postprocessor software interface, including PM2.5 capability.</p> <p>Operational data storage and retrieval systems.</p> <p>Operational data transfer systems to serve inside and outside users.</p>
Schedule:	June, 2007

IV. TRAVEL MONITORING

A. CORDON COUNTS

During FY2006, data collection was completed for the regional classification counts of commercial vehicles, trucks, and buses. This data was employed in the development of a new commercial vehicle model as part of the Models Development program in FY2006. During spring of 2006, TPB staff completed data collection 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 FY2007.

In the fall of FY2007, staff will complete a report documenting the results of the Spring 2006 Central Employment Area Cordon Count.

In spring of 2007, 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 FY2008.

Oversight: Travel Forecasting Subcommittee

Cost Estimate: \$425,900

Products: Report on the results of the Spring 2006 Central Employment Area Cordon Count; data files from the Regional HOV Monitoring Project.

Figure 7

Congestion Monitoring Work Program

Activity	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
Freeway peak period congestion							
Freeway off-peak congestion							
Arterial highway congestion	Yr 2 of 3	Yr 3 of 3	Yr 1 of 3	Yr 2 of 3	Yr 3 of 3	Yr 1 of 3	Yr 2 of 3

Notes: Freeway off-peak congestion monitoring will be changed to a 5 year interval with the next data collection in FY 2006.
 Freeways: Data collection in Spring; report preparation and review in Summer/Fall of next fiscal year.
 Arterials: Data collection in Fall/Winter; report preparation and review in Winter/Spring of same fiscal year.

Schedule: Central Employment Area Cordon Count report - Jan. 2007; Data files from the Regional HOV Monitoring Project – June 2007

B. CONGESTION MONITORING AND ANALYSIS

This project addresses monitoring efforts on both the freeway system and the arterial roadway system.

For all freeways and limited access highways in the region, aerial surveys are conducted on a rotating basis to monitor the performance of the system during: 1) peak periods, and 2) midday during the week, and on weekends. In FY 2006, vehicular density data were collected by a consultant during the midday and on weekend hours. In FY 2007 the consultant will complete the data analysis and prepare a DVD slide show of the findings. Staff will prepare a presentation based on the consultant report showing how midday and weekend congestion has changed over time in the region by comparing the 2006 survey results with prior year surveys.

Performance of the arterial highway system is monitored each year through the conduct of travel time / speed runs on a sample of roads (totaling 363 miles) drawn from the National Highway System. Each year approximately one third of the sample roadways are analyzed; data are collected in the Spring and are subsequently analyzed and reported in the Summer and Fall of the following fiscal year. During FY 2006 staff initiated the third such arterial monitoring cycle. In FY 2007 staff will analyze and report on these data, and in Spring 2007 will proceed with data collection for year two of the third cycle. Findings of each survey will be documented and compared with the results from the previous two cycles to identify changes over time. In FY 2006 a pilot data collection effort is also being undertaken to study congestion using volunteers as reporters. Pending results of the pilot study, in FY 2007 this program will be expanded to cover additional routes.

Oversight:	Travel Forecasting Subcommittee
Cost Estimate:	\$ 511,000
Products:	Arterial Travel Time Report - June 2007 Freeway System Mid-day and Weekend Congestion Report - December 2006
Schedule:	June 2007

C. TRAVEL SURVEYS AND ANALYSIS

1. Household Travel Survey

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

At the start of FY 2007, the results of the survey pre-test conduct in the Spring of 2006 will be analyzed. Survey design elements and interviewing materials will be refined based upon the results of the survey pre-test and data collection for the full survey will commence immediately on the completion of these refinements. In FY 2007, a professional survey firm, selected in FY 2006, will recruit and obtain the participation of approximately 10,000 households in a methodologically advanced activity-based regional household travel survey. The conduct of this survey will be based on enhanced methodologically procedures that have been tested and refined based on the results of a survey pre-test conducted in the spring of 2006. The enhanced methodological procedures used in this survey will be designed to make this survey as representative as possible of all population groups in the metropolitan region and to minimize the adverse effects on non-response bias and the under-reporting of travel in traditional Random Digit Dialing (RDD) telephone-based travel surveys. Staff will manage and supervise the survey contractor to ensure that all survey procedures and protocols are being correctly carried out and will provide overall survey quality control. Staff will also coordinate survey activities with state and local government staff as appropriate.

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

Oversight:	Travel Forecasting Subcommittee
Cost Estimate:	\$2,393,860 (Basic program 1,625,760 state technical assistance \$382,400 \$385,700 carryover from FY 2006 \$2,393,860 total)
Products:	Travel Survey Data from 10,000 Households
Schedule:	June 2007

2. Regional Travel Trends Report

In FY 2007, staff will prepare a policy report summarizing changing travel trends and commuting patterns in the region. This report will analyze COG/TPB travel data collected in FY 2006 and prior fiscal years. Travel data in the Regional Transportation Data Clearinghouse, Cordon Count reports, Travel Surveys, and Freeway Aerial Surveillance studies and other existing COG/TPB data sources will be used in preparing this report. The report will also analyze regional demographic and economic changes in the region and attempt to explain how these changes are influencing current travel trends in the region. This will be a policy level summary report that will be directed to informing the TPB and other policy officials on how travel trends in the region are changing and offering some explanation of why these trends are changing.

Oversight:	TPB Technical Committee
Cost Estimate:	\$147,300
Products:	Policy Report
Schedule:	June 2007

D. REGIONAL TRANSPORTATION DATA CLEARINGHOUSE

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

In FY 2007 staff will continue and expand formal arrangements with local, state, WMATA, and other regional agencies to transfer data to and from the Regional Transportation Data Clearinghouse. Staff will also update Clearinghouse databases with FY 2005-FY 2006 highway and transit performance data, as they become available. This updated data will include AADT traffic volume estimates, hourly directional traffic volume and classification counts as well as transit ridership data received from WMATA, PRTC, VRE, MTA and local transit agencies including Ride-On, The Bus, ART, DASH and the Fairfax Connector systems. Additionally, staff will add updated Cooperative Forecasting data to the Clearinghouse by TAZ. Staff will also continue to develop the data infrastructure necessary to incorporate ITS data into the Clearinghouse and refine procedures for filling gaps where current data might not be available. Staff will also update the Regional Transportation Clearinghouse user manuals and documentation, as appropriate.

Once the Regional Clearinghouse database has been updated with FY05-06 data, staff will distribute a draft CD-ROM version of the updated Clearinghouse database with

associated documentation to state and local transportation agency Clearinghouse contacts for their review. After this local review has been completed and all comments have been addressed, staff will distribute the final FY 2005 Clearinghouse database to all TPB participating agencies.

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

Oversight:	Travel Forecasting Subcommittee
Cost Estimate:	\$262,600 \$85,000 in carryover from 2006 \$347,600 total
Products:	Updated Clearinghouse Databases and Documentation, Enhanced metropolitan area-based HPMS sample of counting locations and traffic volume estimation methodology
Schedule:	June 2007

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V. 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 2007 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 FY2007 are described below. Total funds allocated to the District of Columbia, Maryland, Virginia, and WMATA for technical assistance in FY2007 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:	\$20,000
Product:	specific scopes of work
Schedule:	on-going activity

Highway Performance Monitoring System (HPMS)

Perform and report on up to one hundred and thirty-eight (138), 168-hour (seven day), and machine traffic counts. These counts are to include HPMS Representative Legs. Counts are to avoid proximity to holidays or unusual days; will be reported in 15 minute increments (in DDOT/Traffic Services Administration (TSA) Excel Format) with hourly and daily summaries; and will include daily (for weekdays) 10 to 24 hour factors (ratios of 7 am to 1 pm and 2 pm to 6 pm to 24 hour volumes); daily (for all days of the week) peak hour volumes, times and K factors; directional splits and peak hour (by direction and two way) to 24 hour factors.

Cost Estimate: \$168,000
Products: Data File and Technical Analysis
Schedule: June 2007

Regional Household Travel Survey Collection

This project will fund a portion of the data collection for the regional household travel survey of approximately 10,000 households in the TPB modeled region as described in work activity IV. C.1.

Cost Estimate: \$101,600
Product: household travel data
Schedule: June 2007

The balance of the program for FY 2007 remains to be specified.

TOTAL DISTRICT OF COLUMBIA COST ESTIMATE: \$391,800

B. MARYLAND

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

Cost Estimate: \$20,000
Product: Detailed scopes of work as needed, progress reports.

Schedule: On-going activity

Miscellaneous Services

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

Cost Estimate: \$78,400

Schedule: On-going activity

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

As part of these work activities, staff updates the transportation networks, land activity data files and travel demand models in SHA's offices to reflect the latest regional data files and modeling procedures. In FY 2007 staff will continue to work with SHA and MTA staff in project planning to apply these modeling procedures and to provide specific project assistance as requested under categories of: project planning, feasibility studies in selected corridors, and other planning studies. Staff also reviews and provides comment on milestone documentation reports, e.g., draft environmental impact statements, alternatives retained for detailed study, for various project planning studies in Maryland.

Cost Estimate: \$50,000

Schedule: As developed with SHA and MTA

Subregional Studies

These projects represent system level forecasting work which is performed in support of MDOT project planning activities. In recent years, TPB staff developed and analyzed travel forecasts for various multimodal alternatives consisting of improvements to general use highway lanes, HOV lanes, managed lanes, rail and bus systems for different alignments in various corridors throughout Maryland. These activities will be carried out within this category on a project by project basis, involving separate scoping, budgeting and reporting.

Projects envisioned in FY 2007 include the following corridors:

Capital Beltway Corridor Transportation Study - Staff will continue to provide support to evaluate the potential for HOV, transit, and managed lanes in the Maryland Capital Beltway corridor using the regional travel demand forecasting process. Alternatives previously assessed include fixed guideway Metrorail and light rail, express bus service on proposed HOV lanes on the Beltway, and additional express bus service beyond that included in the CLRP - with and without use of HOV lanes.

In previous work staff executed a series of alternatives including different cross-sections of general use and managed lanes, at different toll levels. Follow-up work tasks will represent refinements to these alternatives analyses and may include:

- a) participating in study team meetings,
- b) executing the travel demand model,
- c) using GIS to evaluate the travel demand results,
- d) presenting the results to the study team and other related forums as requested, and
- e) creating a summary report of the travel demand results.

Cost Estimate: \$50,000

I-270 / Corridor Cities Transitway - This work element will continue to assess the potential travel demand associated with highway and transit alternatives which have been carried forward and documented in the project's Draft Environmental Impact Statement. Previous alternatives included TDM, HOV, general use lane, and fixed guideway transit strategies. Refinements to be continued in FY2007 include preparation of travel demand forecasts for electronic toll lanes, transit alternatives, and use of FTA's Summit model to compare results among the transit alternatives studied.

Cost Estimate: \$60,000

Bi-County Transitway - Recent activities on this project planning study 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 generated in the alternatives analysis.

Cost Estimate: \$60,000
 \$55,000 carryover from FY 2006

MD 5 Express Toll Lane Study - Consistent with MDOT's studies in the ICC, I-270 and Capital Beltway corridors of the feasibility of the express toll lane (ETL) concept and operations, this study is designed to test the approach in the MD 5 corridor of Prince

George's County. Travel demand forecasts for ETL alternatives will be developed in the MD 5 corridor between the Charles County line and the Capital Beltway, both independently, and in conjunction with ETL operations on other facilities on a systems level basis.

Cost Estimate: \$35,000 carryover from FY 2006

US 301 Corridor Study - Building upon past efforts in the US 301 corridor, this study will consider additional highway / transit improvements in the area extending from south of La Plata to the US 50 interchange in the north. Travel demand forecasts will be developed for transportation alternatives as developed by MD SHA / MTA.

Cost Estimate: \$35,000 carryover from FY 2006

US 301 Nice Bridge - This study will consider capacity improvements to the Nice Bridge crossing of the Potomac River. Travel demand forecasts will be developed for transportation alternatives developed by Maryland Transportation Authority.

Cost Estimate: \$50,000

Project Planning Support

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

Cost Estimate: \$46,200
\$300,000 in carryover from FY 2006

Regional Household Travel Survey Collection

This project will fund a portion of the data collection for the regional household travel survey of approximately 10,000 households in the TPB modeled region as described in work activity IV. C.1.

Cost Estimate: \$152,600
Product: Household travel data
Schedule: June 2007

TOTAL MARYLAND COST ESTIMATE: \$567,200 plus \$425,000 carryover
from FY 2006
\$992,200 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: \$5,700
Product: scopes of work, progress reports
Schedule: on-going activity

Miscellaneous Services

- A. This work element provides VDOT with the ability to undertake limited scope studies and or data gathering activities identified during its regional and sub-regional planning activity during fiscal year 2007. The Department is currently engaged in examining the merits and priority of a few competing projects which include: traffic volume studies in activity centers outside the Capital Beltway, strengthening of some components of the regional travel demand model, and enhancing the district-wide HOV traffic volume data collection program.
- B. The miscellaneous account is also a mechanism established to address requests, which are too small or too short-lived to warrant separate work scopes. Authorizations to execute specific tasks are usually given by fax; this is particularly useful for quick turnaround. Work items include: requests for hard copy, plots, tape, or diskettes of data from any of the planning work activities at COG, participation in technical review committees and tasks forces and execution of small technical studies.

Cost Estimate: \$10,000
Schedule: on-going activity

Northern Virginia HOV Facilities Monitoring and Data Collection

VDOT desires an abbreviated monitoring program of the system of limited access high-occupancy vehicle (HOV) facilities in Northern Virginia during the fall of fiscal year 2007. The HOV corridors to be monitored are:

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

Monitoring will consist of the following data collection projects:

- peak direction occupancy and classification counts (from 5 AM to 10 AM inbound and 3 PM to 8PM outbound) at a set of stations along these facilities. These stations will include the major count locations as specified by VDOT, and will be less than the usual number of locations.
- Off peak direction traffic volume and classification counts during the peak period (same as above) at selected locations to be performed in the spring of 2007 in Northern Virginia.
- Staff will also research, purchase, test, and perform travel time runs using GPS technology in Northern Virginia.

Data will be transmitted to VDOT after field data collection work, editing, and reasonableness checking have been completed.

Cost Estimate:	\$260,000
Products:	Data files transmitted to VDOT
Schedule:	Fall counts completed by Nov. 30, 2006 Spring counts completed by June 30, 2007

High Occupancy / Toll (HOT) Lane Analysis

As requested by the committee evaluating HOT lane proposals for any new PPTA proposal being considered by the Commonwealth, TPB staff will make appropriate coding changes to the regional transportation network and analyze the transportation impacts (volume changes, speed changes, or so forth) that could result from construction and operation of the proposed HOT lanes. The results of this analysis will be provided to the evaluation committee.

Cost Estimate: \$85,000
Products: Analysis results
Schedule: Fall, 2006 or Spring, 2007

Public Safety / Information Pamphlets

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

Cost estimate: \$25,000
Product: pamphlets
Schedule: Fall 2006 or Winter 2007

Enhanced Commuter Corridor Count Program

This work element will dovetail with the scheduled TPB count program (either the metro cordon count or the VDOT HOV monitoring program) to obtain additional data on modal use in I-95 / 395 corridors. This additional data will provide statistically reliable information on modal use in the selected corridor that will be beneficial to planners and decision makers. While technical assistance funding will be used for the TPB data collection effort, the success of this work element is predicated on transit providers providing ridership data, free of charge, to be integrated into the overall data analysis. This ridership data must be collected in the same time period as the TPB traffic count data collection effort in order to accurately depict modal shares. (If additional funding is identified, the data will be analyzed and documented in a technical report.)

Cost Estimate: \$46,000 carryover from 2006
Product: Data files
Schedule: Data collection to occur in FY 2007

Regional Household Travel Survey Collection

This project will fund a portion of the data collection for the regional household travel survey of approximately 10,000 households in the TPB modeled region as described in work activity IV. C.1.

Cost Estimate: \$128,200

Product: household travel data

Schedule: June 2007

TOTAL VIRGINIA COST ESTIMATE: \$513,900 plus \$46,000 carryover from
FY 2006
\$559,900 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: \$7,300

Schedule: on-going activity

Develop WMATA's Geo-Spatial Information Capabilities to Enhance Regional Planning

TPB staff, WMATA jurisdictional partners and other associated regional stakeholders routinely request data from WMATA about bus stops and routes, rail stations, service levels, ridership and on-time performance, among other things. Each of these data elements has a geo-spatial component that can be used to enhance the region's planning and analytical capabilities. Additionally, Metro Access requires high quality GIS data in order to coordinate service and provide the best quality service to qualified physically challenged riders.

WMATA seeks to use its UPWP funds to document and understand the current and future needs of its stakeholders throughout the Region, detail the specific requirements necessary to meet those needs, and develop a plan for a geo-spatial information dissemination capability that will benefit those stakeholders and enhance regional planning. If funding remains available, these funds can be used toward a demonstration project that could include dissemination of Regional Bus Stop data.

In FY 2006, WMATA and TPB staff will develop an RFQ for consultant assistance for the following activities. In FY 2007, WMATA and TPB staff will work with the consultant to perform the tasks associated with those needs identified above.

Cost estimate: \$147,000 plus \$103,000 carryover from 2006
 \$250,000 total

Products: - Enhanced GIS Specification Document
 - Bus Stop Inventory Dissemination
 Application (Funding dependent)

Schedule: June 2007

TOTAL WMATA COST ESTIMATE: \$164,300 plus \$103,000 carryover from
 2006
 \$267,300 total

VI. CONTINUOUS AIRPORT SYSTEM PLANNING PROGRAM

The goal of the CASP program is to provide a process and products that support the planning, development and operation of airport and airport-serving facilities in a systematic framework for the Washington-Baltimore region. The program is overseen by the Aviation Technical Subcommittee. The elements of the multi-year CASP work program to be performed during FY 2007 are as follows:

Process Air Passenger Survey

The purpose of the Regional Air Passenger Survey is to collect information about travel patterns and user characteristics of air passengers using the three major commercial airports - Ronald Reagan Washington National Airport, Washington Dulles International Airport, and Baltimore/Washington International Airport - and to help determine airport terminal and groundside needs. Data from the air passenger surveys will provide the basis for analysis of major changes in airport use in the region. Hundreds of millions of dollars have recently been invested in facility improvements at these airports. The data produced by the 2006 air passenger survey will be invaluable in analyzing the effect of some of these improvements and for planning additional improvements.

Survey design, sample generation and data collection for the 2006 Regional Air Passenger Survey will be jointly funded by the Metropolitan Washington Airports Authority (MWAA) and the Maryland Aviation Administration (MAA) of the Maryland Department of Transportation (MDOT). The processing of the data collected in the 2006 Regional Air Passenger Survey will be carried out in this ACIP project. Specific tasks in this project are: data entry and editing, geocoding of the survey data to small area transportation analysis zones, data expansion, data tabulation, data analysis and preparation of a summary findings and a final full technical report.

Cost Estimate: \$240,000

Update Ground Access Forecasts - Phase 1

The update of forecasts of ground access trips to the region's three commercial airports is an important step in the airport systems planning process. This project will use the results of the most recent regional air passenger survey together with the latest available airport terminal area forecasts and land activity forecasts of future growth in the Washington-Baltimore region to update forecasts of ground access trips from local area Aviation Analysis Zones (AAZ) to each of the region's three commercial airports. Phase 1 of this project will result in updated ground access trip generation rates by aviation analysis zone and Phase 2 will result in updated forecasts of ground access trips by time of day and mode of arrival.

Specific tasks to be completed in Phase 1 are: the update of annual local originating passenger forecasts, conversion of base year and forecast annual local originating air passenger trips to average weekday passenger trips, review and analysis of average weekday ground access trips by mode, trip origin and resident status for each AAZ and transportation analysis zone; the review and refinement of the AAZ area system, and calculation of weekday ground access trip generation rates by trip origin and resident/non-resident status for each AAZ. The product of Phase 1 will be a technical memorandum documenting the updated trip generation rates and the methodology used to produce them.

Cost Estimate: \$69,357

Total VI. COST ESTIMATE: \$309, 357

**3. PROPOSED FY 2007 STATE TRANSPORTATION AGENCY
STATE PLANNING AND RESEARCH PROGRAMS (SPR)**

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**District of Columbia Department of Public Works
SPR Program Elements Supporting the Washington Area Project
Work Program**

The following work program element descriptions identify the transportation planning activities proposed for the District of Columbia Statewide Planning Work Program for FY 2007 which support the Unified Planning Work Program for the Metropolitan Washington Region.

NEIGHBORHOOD TRANSPORTATION DEVELOPMENT BRANCH

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

PROJECT MANAGEMENT BRANCH

Provides strategic services necessary for the development of both long and short-range transportation plans and programs. Plans for the development of integrated modal improvements for bicyclists, pedestrians, and transit riders as well as for the automobile.

TRANSPORTATION POLICY BRANCH

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

DEVELOPMENT REVIEW BRANCH

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

TRANSPORTATION COMPLIANCE BRANCH

Ensures District compliance with all Federal-aid requirements and provides environmental planning and coordination. Assures that transportation projects meet federal environmental review requirements as a part of project development. Manages consultant contracts related to environmental studies and participation in the regional

process for air quality conformity determinations and state implementation plans for emissions reductions as required by the Clean Air Act. Responsible for the development, implementation and management of the State Planning & Research Program.

ASSET MANAGEMENT DIVISION

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

TRAFFIC SAFETY CHARACTERISTICS

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

RESEARCH AND TECHNOLOGY DEVELOPMENT PROGRAM

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

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

In addition to conducting research projects and technology activities, the program also supports education and training opportunities for DDOT employees and the general

public through technology transfer initiatives and active participation in national and regional transportation associations. Through strategic partnerships with the Federal

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

METROPOLITAN PLANNING

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

PROGRAM FUNDING

The FY 2007 SPR Program funding is under development. The FY 2006 SPR Program funding was \$2,665,476 (Federal = \$2,132,381 and District = \$533,095).

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

I. Systems and Programming

A. Programs

1. Preparation of the Annual Statewide Transportation Improvement Program
 - Prepare and submit an annual program for use of available federal funds in accordance with Title 23 U.S.C and SAFETE-LU.
 - Coordinate the STIP with the regional TIPs, CTP and local jurisdiction's highway improvement programs

2. Preparation and development of the 6 year Consolidated Transportation Program
 - Develop the FY 2007-2012 CTP.
 - Coordinate with appropriate State and local planning staffs, MPOs and State, county and municipal elected officials.
 - Prepare presentation materials for the annual tour.

3. Local Government Liaison
 - Coordinate between all levels of Federal, State, and local governments to ensure that transportation plans are compatible per the 3-C process.
 - Notify review agencies and review other agency plans and programs, via the State Clearinghouse process.
 - Coordinate and review county and municipal master plans.
 - Assess transportation impacts of proposed major development.

4. Long Range Planning
 - Update the Highway Needs Inventory (HNI).
 - Evaluate long-term highway needs and investment levels for various program categories and sub-categories.
 - Review and provide input on updates to the statewide long range plan and Annual Attainment Report on Transportation System Performance.

II. Traffic

A. Traffic Monitoring Program

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

III. Metropolitan Planning Organization Liaison

A. Urbanized Areas

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

IV. Highway Statistics

A. Mileage

1. Federal System

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

V. Urban Transportation Planning

A. Elements of the Washington Region UTPP

1. 3-C Process

- Maintain inventory of regional transportation and socio-economic data; improve technical capabilities within the region; provide technical support to project planning activities, and conduct special studies.
- Develop necessary plans and programs to ensure certification of the regional transportation planning

process.

- Develop new planning programs as required by SAFETEA_LU and the Clean Air Act.
- Continuation of the campaign of public education and voluntary measures aimed at informing the general public about the regional air quality program, identifying voluntary measures that employers and individuals could take to reduce emissions.

VI. Special Studies

A. Ridesharing Coordination

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

B. Preliminary Studies

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

C. Bicycle Affairs Coordination

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

Federal	\$5,652,710
State	\$1,438,177
Total	\$7,190,887

NOTE: The funding total is based on Maryland's statewide SPR program. MDOT/SHA does not sub-allocate SPR funds to the individual MPOs. In general terms, approximately 35 percent of this statewide total is attributed to the Washington Region or \$2,516,000.

**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 2007, 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 VDOT's Central Office, will provide statewide oversight, guidance and support for the federally mandated Metropolitan Planning and Programming Process. TMPD will provide technical assistance to VDOT District Planning Managers, local jurisdictions, regional agencies and various divisions within VDOT for the development of transportation planning documents for the MPO areas. TMPD will participate in special studies as requested. FY 2007 Funding Statewide is \$500,000.

I. METROPOLITAN PLANNING

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 Unified Planning Work Program. Planned work includes the Department's participation in all Transportation Planning Board and Metropolitan Washington Air Quality Committee functions. Specific elements that the Department's staff will be working on are listed below. Most of these activities will be conducted by in-house staff funded via VDOT admin budget, though some SPR funding is available for staff activities in FY07.

A. Plans, Program and Coordination (SPR and additional state funds)

This activity includes VDOT staff participation in the development of the Transportation Improvement Plan (TIP); update of the Constrained Long Range Plan (CLRP); amendments to the TIP and the CLRP, as needed, during fiscal year 2007; identification of Congestion Management Systems (CMS) elements of the various TIP and CLRP projects; develop, implement and operate aspects of the regional Management, Operations and Intelligent Transportation Systems (MOITS); coordinate Statewide and local jurisdictions' bicycle and pedestrian program as requested.

B. Forecasting Applications (state-only funded)

VDOT staff will participate in: providing input to the conformity analysis of the TIP and CLRP; reviewing the conformity findings and adherence to the mobile source emissions budget; development and adoption of emission reductions measures (if needed) to help attain a positive conformity determination; inter-agency / inter-departmental consultations regarding mobile source emissions budget; technical

support of the Regional Mobility and Accessibility Study; technical review of other regional studies undertaken by the MPO; and review of updates to the regional cooperative forecast.

C. Development of Network and Models (state-only funded)

This activity includes providing input to, and reviewing the development of, the travel demand forecasting network for all of the analysis years; technical review of the results of the regional travel demand forecasting model; and development and coordination of technical enhancements to the regional forecasting model and software.

D. Travel Monitoring (state-only funded)

The Department's staff will be involved in the review and approval of: the regional cordon count data and reports; aerial monitoring of congestion on the regional freeways (if funding permits performance of this monitoring); data collection and reporting of the arterial congestion in the region; and a household and workplace survey.

E. District-wide Planning (state-only funded)

Included in this work item are activities such as presentations to the regional and sub-regional planning boards (TPB, NoVA Transportation Authority, etc.), technical report development and review, and agency policy input into planning deliberations.

F. Bike / Pedestrian Planning Support (state-only funded)

With increased emphasis on bike and pedestrian facilities planning to support, and be planned in concert with, new highway facilities this work will involve VDOT staff reviewing highway improvement plans to ensure bike / pedestrian facilities are designed in accordance with ADA and AASHTO guidelines, and providing technical guidance to VDOT and local jurisdiction staff regarding bike / pedestrian facilities design requirements.

II.SUBREGIONAL PLANNING

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

A. NoVA Regional Bikeway & Trail GIS map

Having completed the NoVA Regional Bikeway & Trail Network Study in 2003, NoVA Transportation Planning will augment study findings and create new applications and additional information from the maps that were produced as part of the study. A GIS map and related database is proposed that builds on current information and is compatible with VDOT's GIS system in order to calculate (in miles) the amount of existing trails in the NoVA district, proposed miles of improvements, and completed miles of improvements (per annum) in a GIS data

layer and map. This tracking mechanism will provide a powerful tool to monitor our bicycle and pedestrian projects / accommodations.

The project is anticipated to be completed with consultant help in two phases.

Phase one - FY '07: Completion of the map/ database - \$40,000

Phase two - FY '08: Input/ test the product by tracking new and completed projects - \$10,000

B. Pedestrian/ Bicycle Educational Campaign - Va. Law

The intent of this project is to educate the public, throughout the NoVA region, regarding Virginia law and the responsibilities of pedestrians, bicyclists and motorists when using public roads, paths and sidewalks. A comprehensive outreach campaign will be developed focusing on areas pertaining to bicycle and pedestrian law as well as VDOT's programs such as: 1) pedestrian, bicycle and motor safety education, 2) bicycle locker rental program, 3) regional cooperation in engineering / project planning 'walk-able' and 'bike-able' communities.

The project is anticipated to be completed by consultant services in two phases:

Phase one – FY '07: research & interpretation of Virginia laws, prepare a prioritized list of activities that should be conducted, identify the target audiences, develop outreach publication materials, investigate materials for non-English-speaking populations, identify free media opportunities, and production of 15,000 to 20,000 copies – \$60,000

Phase two – FY '08: Design additional promotional / educational tools and begin re-printing of material developed in phase one -- \$30,000

C. NOVA Planning Methodology Applications

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

D. NOVA Planning Level Cost Estimating Database

The purpose of this task is to compile recent local (NOVA) project construction cost information and to use it to update the statewide planning level unit costs developed originally in 1993 (revised to 2000 and then projected to 2002 using uniform growth factor). The majority of the work will be conducted by VDOT staff (several

sections), with some tasks completed by a consultant. We anticipate completing this effort in FY07.

E. Analysis for Dulles Corridor Rapid Transit (continuation of on-going effort)

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

F. ATLAS Study (continuation of on-going effort)

Additional work will be done in FY07 and charged against the remaining FY06 funding. Work envisioned will involve VDOT staff coordinating with NoVA Transportation Authority / NoVA Regional Commission (NVRC) staff on this study of land use strategies, and possibly work by NVRC staff (considered as consultant labor). This work should be completed in FY07.

G. NoVA Smart Travel Program Plan Update

The current NoVA Smart Travel Program Plan boundary is the NoVA District boundary. A proposed regionalization concept would give the NoVA District Smart Travel Program expanded responsibility including parts of the current Culpeper and Fredericksburg Districts. This expansion will require extensive outreach, revision of the Smart Travel Program Plan, and communication of the revised Plan with stakeholders.

H. NoVA ITS Architecture Expansion and Maintenance

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

I. Hunter Mill Road Traffic Calming (continues on-going effort)

Residents along Hunter Mill Road have sought assistance in identifying traffic calming measures to reduce the impacts of increasing commuter traffic using Hunter Mill Road to access the Dulles Toll Road. The Virginia General Assembly directed VDOT to allocate \$75,000 to support this traffic calming study, which will be conducted by the NVTA, with support from NVRC, using SPR funding. A scope of work has been developed by NVRC and the study will commence following approval of the necessary funding agreement for use of SPR funds.

J. Consultant Services

“On-call” consultant support (managed by VDOT’s Central Office) may be used as funding is available to undertake short term, limited scope studies that the Commonwealth identifies during fiscal year 2007. 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. Some examples of past studies using this consultant support include: operational analysis of selected near-term improvements to Route in the Sterling area, a study of highway/rail co-location in Tysons Corner, a study of American Legion Bridge commuter origins / destinations, and studies of possible transportation improvements in Annandale.

III. OTHER PLANNING WORK (State-only Funding)

State-wide Planning Grants. (State-only funding)

State funds will be used to support a state-wide pilot program of studies submitted by local jurisdictions and agencies through the Planning District Commissions. The Northern Virginia Region received approval for four such studies.

- ATLAS (Alternative Transportation and Land Use Activity Strategies) Study, Phase 2. This study effort will continue to review and analyze the findings of the ATLAS Study to develop specific strategies for consideration by the NoVA Transportation Authority (NVTA) and its member localities for improving the integration of land use and transportation planning. It will build upon the SPR-funded study.
- Multi-modal Level of Service (LOS) Analysis for the NoVA Regional Transportation Plan (TransAction 2030). “TransAction 2030” is an on-going update of the Northern Virginia 2020 Transportation Plan adopted by NoVA jurisdictions in 1999. Consultant work will include a multi-modal LOS analysis of four major Northern Virginia corridors. This grant study will involve consultant analysis of four additional corridors.
- Transportation needs of NoVA Seniors. This study will be used to identify the special transportation needs of senior citizens in Northern Virginia and to continue previous work in that area. Specific goals for this pilot grant study will be to refine and test transit and paratransit implementation plans, develop a clearinghouse for information on the transportation needs of senior citizens, and conduct surveys and focus groups with senior citizens who speak languages other than English.
- Mobility Needs Assessment of People with Disabilities. This study, by the City of Alexandria, will conduct a mobility needs assessment study of people with disabilities, pedestrians, and bicyclists in Alexandria.

PROGRAM FUNDING

**VIRGINIA DEPARTMENT OF TRANSPORTATION
 SPR ELEMENTS SUPPORTING THE WASHINGTON REGION
 FY2007 UNIFIED PLANNING WORK PROGRAM
 (reflects SPR funding requested but not yet approved for FY2007)**

Item	Work Element	Federal Funds	State Funds	Total
I	Metropolitan Planning (SPR funds)			
	NoVA District Planning Staff Support	\$88,000	\$22,000	\$110,000
II	Sub-regional Planning			
1	NoVA Regional Bikeway maps	\$32,000	\$ 8,000	\$40,000
2	Pedestrian / Bike Education	\$48,000	\$12,000	\$60,000
3	NoVA Planning Methodology	\$72,000	\$18,000	\$90,000
4	NoVA Planning Cost Estimates	\$64,000	\$16,000	\$80,000
5	Dulles Corridor Rapid Transit Analysis	\$40,000	\$10,000	\$50,000
6	ATLAS Study (FY06 funding)	\$20,000	\$ 5,000	\$25,000
7	Smart Travel Program Update	\$136,000	\$34,000	\$170,000
8	ITS Architecture Expansion / Maint.	\$176,000	\$44,000	\$220,000
9	Hunter Mill Road Study (\$75,000 in FY06)			
10	On-call Consultant (centrally funded)			

OTHER ELEMENTS SUPPORTING THE WASHINGTON REGION

Item	Work Element	Federal Funds	State Funds	Total
III	Other Planning Work (State Grant)			
	ATLAS, Phase 2 (\$155,000 in FY06)			
	Multi-modal LOS for TransAction 2030 (\$ 40,000 in FY06)			
	Transportation Needs of Seniors (\$150,000 in FY06)			
	Alexandria – Mobility Needs (\$120,000 in FY06)			

APPENDIX

TPB R1-2005
July 21, 2004

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

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

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

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

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

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

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

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

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

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

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

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

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

ARTICLE I-FAMPO AREA TRANSPORTATION PLANNING AND PROGRAMMING PROCESS

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

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

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

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

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

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

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

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

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

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

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

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

ARTICLE II- COORDINATION OF PLANNING ACTIVITIES

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

ARTICLE III-TIME FRAME OF THE PROCESS

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

ARTICLE IV-TERMINATION

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

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

ARTICLE V-AMENDMENTS

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

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

Chairman, FAMPO

WITNESSED BY _____
DATE _____

Chairman, National
Capitol Region
Transportation Planning Board

WITNESSED BY _____
DATE _____

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

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

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

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

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

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

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

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

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

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

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

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

ATTACHMENT A

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

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

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

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