METROPOLITAN WASHINGTON
COUNCIL OF GOVERNMENTS

NATIONAL CAPITAL REGION
TRANSPORTATION PLANNING BOARD

FY 2006

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

March 16, 2005
Amended December 21, 2005

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

LIST OF TABLES

LIST OF FIGURES

TPB R18-2005
March 16, 2005

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
777 NORTH CAPITOL STREET, N.E.
WASHINGTON, D.C. 20002-4201

RESOLUTION APPROVING THE FY 2006 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 2005 Unified Planning Work Program (UPWP) for Transportation Planning was approved by the Transportation Planning Board (TPB) on March 17, 2004; and

WHEREAS, on February 10, 2005, the TPB released the draft FY 2006 UPWP for public comment; and

WHEREAS, the draft FY 2006 UPWP has been reviewed by federal, state, local and regional agencies, and

WHEREAS, the TPB Technical Committee reviewed the outline and budget on January 7, 2005, the draft document on February 4, and recommended approval of the final draft FY 2006 UPWP at its meeting on March 4; and

WHEREAS, on March 16, 2005, the TPB adopted resolution R17-2005 which identifies certain projects for carryover funding from FY 2005 to FY 2006, and these projects and budgets will be incorporated into the final version of the FY 2006 UPWP;

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board approves the FY 2006 Unified Planning Work Program for Transportation Planning for the Metropolitan Washington Region.

Adopted by the Transportation Planning Board at its regular meeting on March 16, 2005.

TPB R10-2006
December 21, 2005

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

RESOLUTION TO AMEND THE FY 2006 UNIFIED PLANNING WORK PROGRAM TO INCLUDE REVISED WORK STATEMENTS AND BUDGETS TO ADDRESS REQUIREMENTS IN THE SAFE, ACCOUNTABLE, FLEXIBLE, AND EFFICIENT TRANSPORTATION EQUITY ACT- A LEGACY FOR USERS (SAFETEA-LU)

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

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

WHEREAS, on March 16, 2005, the TPB adopted the FY 2006 UPWP for the Washington Metropolitan Area; and

WHEREAS, on August 11, 2005, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) became law requiring new metropolitan planning organizations (MPO) planning and programming activities and providing more funding for MPOs; and

WHEREAS, the final planning funding distributions for TPB planning activities have been modified as described the attached letters of June 6 and November 22, 2005 from the Virginia Department of Transportation (VDOT) and of November 16, 2005 from the Maryland Department of Transportation (MDOT), which results in increased funding for TPB planning work activities in the remainder of FY 2006; and

WHEREAS, briefings on the new planning and programming activities related to SAFETEA-LU and on proposed amendments to the budget and work activities in the FY 2006 UPWP, which are summarized in the attached Table A, were made to the TPB Technical Committee at its November 2 meeting and to the TPB at its November 16 meeting, and

WHEREAS, the TPB Technical Committee at its December 2 meeting reviewed the proposed amended version of the FY 2006 UPWP with the modifications to work activities and budgets and recommended that the TPB approve the amended version at its December 21 meeting;

NOW, THEREFORE, BE IT RESOLVED THAT: THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves amendments to the FY 2006 Unified Planning Work Program for Transportation Planning to include the additional funding identified since the UPWP was adopted in March 2005 and the revised work statements and budgets for the work activities, as described in the attached materials.

Adopted by the Transportation Planning Board at its regular meeting on December 21, 2005.

TABLE A

TPB FY 2006 WORK PROGRAM PROPOSED CHANGES from Approved 3/16/05 Version

Work Activity	FY 2006	NEW	Change	% Change
I. PLANS, PROGRAMS AND COORDINATION				
A. Unified Planning Work Program (UPWP)	68,000	68,000		
B. Transp Improvement Program (TIP)	145,800	145,800		
C. Constrained Long-Range Plan	389,900	529,900	**140,000**	36
D. Management Operations~~/Emergency Prepare~~	348,900	348,900		
E. Financial Plan	102,300	102,300		
F. Private Enterprise Participation	17,600	17,600		
G. Bicycle and Pedestrian Program	62,000	62,000		
H. **Human Service Transportation Coordination**	51,000	101,000	**50,000**	98
I. Public Participation	171,300	311,300	**140,000**	82
J. Annual Report	77,000	77,000		
K. DTP Management	434,500	434,500		
L. Emergency Preparedness Planning		60,000	**60,000**	
M. Freight Planning		50,000	**50,000**	
Subtotal	1,868,300	2,308,300	**440,000**	24
II. FORECASTING APPLICATIONS				
A. Air Quality Conformity	361,100	451,100	**90,000**	25
B. Mobile Emissions Analysis	402,200	572,200	**170,000**	42
C. Regional Studies	404,500	654,500	**250,000**	62
D. Coord Coop Forecasting & Transp Planning	355,400	505,400	**150,000**	42
Subtotal	1,523,200	2,183,200	**660,000**	43
III. DEVELOPMENT OF NETWORKS/MODELS				
A. Network Development	627,500	677,500	**50,000**	8
B. GIS Technical Support	444,400	479,400	**35,000**	8
C. Models Development	649,000	999,000	**350,000**	54
D. Software Support	122,200	172,200	**50,000**	41
Subtotal	1,843,100	2,328,100	**485,000**	26
IV. TRAVEL MONITORING				
A. Cordon Counts	367,500	417,500	**50,000**	14
B. Congestion Monitoring and Analysis	401,100	501,100	**100,000**	25
C. Travel Surveys and Analysis				
Household Travel Survey	50,700	835,700	**785,000**	1,548
Regional Travel Trends Report	144,400	144,400		
D. Regional Trans Data Clearinghouse	122,500	257,500	**135,000**	110
Subtotal	1,086,200	2,156,200	**1,070,000**	99
Core Program Total (I to IV)	6,320,800	8,975,800	**2,655,000**	42
V. TECHNICAL ASSISTANCE				
A. District of Columbia	206,600	206,600		
B. Maryland	398,200	715,500	**317,300**	80
C. Virginia	385,300	456,800	**71,500**	19
D. WMATA	181,800	184,000	**2,200**	1
Subtotal	1,171,900	1,562,900	**391,000**	33
Total, Basic Program	$7,492,700	$10,538,700	**$3,046,000**	41

Changes are in bold.

SUMMARY

The **Fiscal Year 2006 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, 2005 through June 30, 2006. 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 new final planning regulations issued October 28, 1993 by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

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 FY2006 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 COG/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 FY2006 UPWP include:

- Funding levels for this program are slightly lower than those for FY2005.

- Work elements for the 2006 update of the Constrained Long Range Transportation Plan (CLRP) including a congestion management system, financial plan, and participation in the update of the plan.

- 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.

- A public participation work item 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.

- A work item on regional management, operations and intelligent Transportation Systems (MO/ITS) and emergency response and preparedness activities.

- Work elements designed to advance TPB technical planning procedures by improving the travel forecasting model and monitoring processes and the Geographic Information System (GIS).

- A work item to collect vehicle and person volume data for the Central Employment Area Cordon of the region.

1. INTRODUCTION

Purpose

The **FY 2006 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, 2005 through June 30, 2006. 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 Transportation Equity Act for 21st Century (TEA-21), which became law on June 9, 1998, 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. The National Capital Region Transportation Planning Board (TPB) has developed this work program to address the final regulations regarding metropolitan planning and the requirements in TEA-21.

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

MARYLAND

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

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

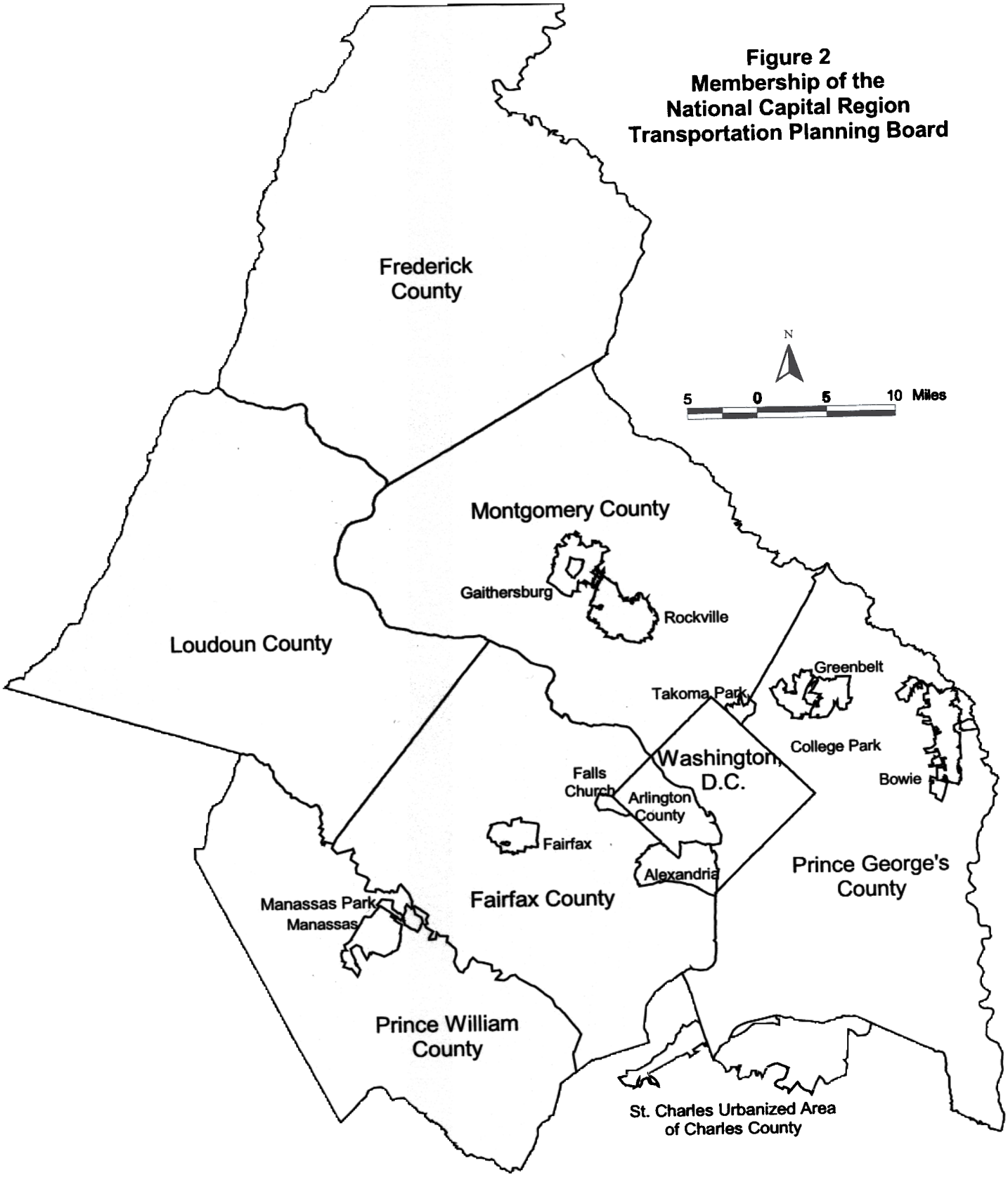


Figure 3

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, MWAA
Project Selection	TPB, DOTs, WMATA, and Local Govts
Planning Certification	TPB, DOTs
Air Quality Conformity	TPB, Fredericksburg Area MPO
Financial Plan	TPB, DOTs, WMATA
Transportation/Land-Use Planning	TPB, MDPC, Local Govts
Public Involvement Process	TPB
TIP Development	
TIP Inputs	DOTs, WMATA, Local Govts, NVTC/PRTC, MWAA
Project Selection	TPB, DOTs, WMATA
Planning Certification	TPB, DOTs
Air Quality Conformity	TPB, Fredericksburg Area MPO
Financial Plan	TPB, DOTs, WMATA, Local Govt., NVTC/PRTC
Transit Financial Capacity	TPB, WMATA, Local Govts
ADA Transit Planning	WMATA, Frederick County, TPB
Access to Jobs Planning	WMATA, human services agencies, TPB
Private Enterprise Participation	TPB, WMATA, Local Govts, NVTC/PRTC
Public Involvement Process	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 2005, the regional planning priority will be to complete the Regional Mobility and Accessibility Study of integrated land use and transportation scenarios and to address the remaining challenges from the TPB vision. The TPB technical planning procedures will also continued to be strengthened to address the provisions of TEA-21. In addition to these activities directly involving the TPB, a number of corridor studies and other planning studies are underway throughout the region (see Figure 4).

Total Proposed Funding by Federal Source for FY 2006

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 lower than those for FY 2005. The FY 2006 Basic Program funding level in Table 1 under the "FTA Section 5303" column has decreased about 1 percent from the FY 2005 level, and funding under the "FHWA Section 112" column has decreased about 6 percent from FY 2004. The total budget for the Basic Program is about 5 percent less than the FY 2005 total.

Figure 4
TRANSPORTATION AND AIR QUALITY PLANNING ACTIVITIES
WITHIN THE WASHINGTON METROPOLITAN AREA 2005

Name	Primary Agencies	Schedule	Products
Regional			
Regional Mobility and Accessibility Study	TPB	2006	Report
2005 Update of Long-Range Transportation Plan	TPB, state DOTs, WMATA, local govts.	2005	CLRP
Regional ITS Architecture Update	TPB, state DOTs, WMATA, local govts.	2005	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	2005	Report
ITS Bus Architecture Update	WMATA	2005	Report
CSX Railroad Relocation Study	NCPC	2006	Report
Virginia			
I-66 Inside Beltway Feasibility Study	VDOT, FHWA, local govts,	2005	Report
I-95/I-395/I-495 Interchange Congestion Management Program	VDOT, VDRPT, NOVA Counties, WMATA, PRTC, NVTC, TPB	on-going	Program
Tri-County Parkway	VDOT, Federal agencies Local Govts	2005	NEPA doc

Figure 4 **PLANNING ACTIVITIES 2005** (Continued)

Name	Primary Agencies	Schedule	& Products
US 1 Location Study	VDOT, Local Govts	2005	EA
Columbia Pike Alternatives Analysis	WMATA	2005	Report
Route 1-Richmond Highway Feasibility Study	WMATA	2005	Report
Maryland			
Capital Beltway Study	MDOT, VDOT, Montgomery & Prince George's Counties	2006	DEIS
I-270 Multi-Modal Corridor Study	MDOT/SHA, Montgomery & Frederick Counties	2007	PE/FEIS
Corridor Cities Corridor 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 Managed Lanes Study(I-495 to US 301)	MDOT/SHA	2007	DEIS
US 301 Southern Corridor Transportation Study (US 301from T.B. to south of La Plata)	MDOT/SHA	2007	DEIS
Inter-County Connector Study	MDOT/SHA/MDTA, Montgomery and Prince George's Counties	2005	FEIS

Figure 4 **PLANNING ACTIVITIES 2005** (Continued)

Name	Primary Agencies	Schedule	& Products
District of Columbia			
Anacostia Riverwalk Trail Demonstration Project	DDOT, FHWA,OP	2005	Demo Trail Construction
Theodore Roosevelt Memorial Bridge Study	DDOT/FHWA	2005	Report
14th Street Bridge Feasibility Study	FHWA, DDOT, VDOT	2005	EA
Metropolitan Branch Bicycle and Pedestrian Right-of-Way Study	DDOT	2005	Report
Alternative to Barney Circle Freeway/Anacostia Middle Crossing Study	DDOT	2005	Report
Baltimore/Washington MAGLEV Deployment	DDOT, MDOT	2005	EIS
Pennsylvania Avenue Traffic Mitigation Study/Downtown Congestion Study	DDOT	2005	Report
DC Multi-Corridor Alternatives Analysis	WMATA	2005`	Plan
Bicycle Plan Update	DDOT	2005	Plan
Transportation Vision Plan Update	DDOT	2005	Report
ITC/New York Avenue Study	DDOT	2005	Report

Figure 4 **PLANNING ACTIVITIES 2005 (Continued)**

Name	Primary Agencies	Schedule	& Products
L'Enfant Promenade Design Study	EFLHD-FHWA ,DDOT	2005	Report & EA
Assessment of Efficiency in Parking Pricing and Procedures	DDOT	2005	Report
Whitehurst Freeway/Theodore Roosevelt Bridge/M Street/Lower K Street Renewal and Environmental Study	DDOT	2005	Report
K Street Busway Study	WMATA	2005	Report
Neighborhood Transportation Planning Studies	DDOT	2005	Studies
Traffic Calming Studies	DDOT	2005	Reports
Parking Studies	DDOT	2005	Reports
Anacostia Access Study Anacostia Waterfront Initiative (AWI)	DDOT	2005	Studies
South Capitol Street (EIS)/AWI	DDOT	2005	EIS
South Capitol Street Bridge Alignment Study/AWI	DDOT	2005	Study
Main Avenue Study/AWI	DDOT	2005	Study
Middle Anacostia Crossing Study	DDOT	2005	Study
Kenilworth Avenue Corridor Study/AWI	DDOT	2005	Study

TABLE 1
FY 2006 TPB FUNDING BY FEDERAL STATE AND LOCAL SOURCES
(July 1, 2005 to June 30, 2006)

	FTA SECT 5303 80% FEDERAL & 20% STATE/LOCAL	FHWA SECT 112 80% FEDERAL & 20% STATE/LOCAL	FAA CASP 905 FEDERAL & 10% LOCAL	TOTALS
ALLOTMENTS PROVIDED BY DDOT				
NEW FY 2006	393,700	1,136,600		1,530,300
UNOBLIGATED FY 2004	37,000	118,400		155,400
CARRYOVER FY 2005	10,964	0		10,964
SUBTOTAL	441,664	1,255,000		1,696,664
ALLOTMENTS PROVIDED BY MDOT				
NEW FY 2006	725,270	4,602,064		5,327,334
UNOBLIGATED FY 2004	56,800	161,300		218,100
CARRYOVER FY 2005	19,436	0		19,436
SUBTOTAL	801,506	4,763,364		5,564,870
ALLOTMENTS PROVIDED BY VDOT				
NEW FY 2006	596,100	2,306,250		2,902,350
UNOBLIGATED FY 2004	*48,700*	244,504		293,204
CARRYOVER FY 2005	24,425	57,175		81,600
SUBTOTAL	669,225	2,607,929		3,277,154
TPB BASIC PROGRAM				
TOTAL NEW FY 2006	1,715,070	8,044,914		9,759,984
TOTAL UNOBLIGATED FY 2004	142,500	524,204		666,704
SUBTOTAL	1,857,570	8,569,118		10,426,688
TOTAL CARRYOVER FY 2005	54,825	57,175		112,000
TOTAL BASIC PROGRAM	1,912,395	8,626,293		10,538,688
GRAND TOTAL	1,912,395	8,626,293	405,300	10,943,988

"New FY2006 funds" refer to newly authorized funds for the FY2006 UPWP

"Unobligated FY2004 funds" refer to unexpended funds from the completed FY2004 UPWP

"Carryover FY2005 funds" are programmed from the FY 2005 UPWP to complete specific work tasks in the FY2006 UPWP

Amended December 21, 2005

2. PROPOSED FY 2006 TPB WORK PROGRAM AND BUDGET

Program Structure and Work Item Budgets

The FY 2006 work Program comprises six major work activities and follows the same structure as the FY 2005 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), regional management, operations and emergency preparedness, the financial plan and the bicycle and pedestrian program. Public participation applies to all of the policy products. Access to Jobs planning addresses the TEA-21 requirement for regional coordination of non-emergency transportation services and job access planning.

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 for applying methods and data from state and local governments and transit operating agencies. **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 same as the FY 2005 level, and the FY 2006 UPWP continues the work activities in the FY 2005 UPWP. The structure and content of this work program are summarized as follows:

- **Under Category I (Plans, Programs and Coordination),**all of the activities have been conducted on an annual basis in previous years.

- **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 in response to the TPB action on November 15, 2000.

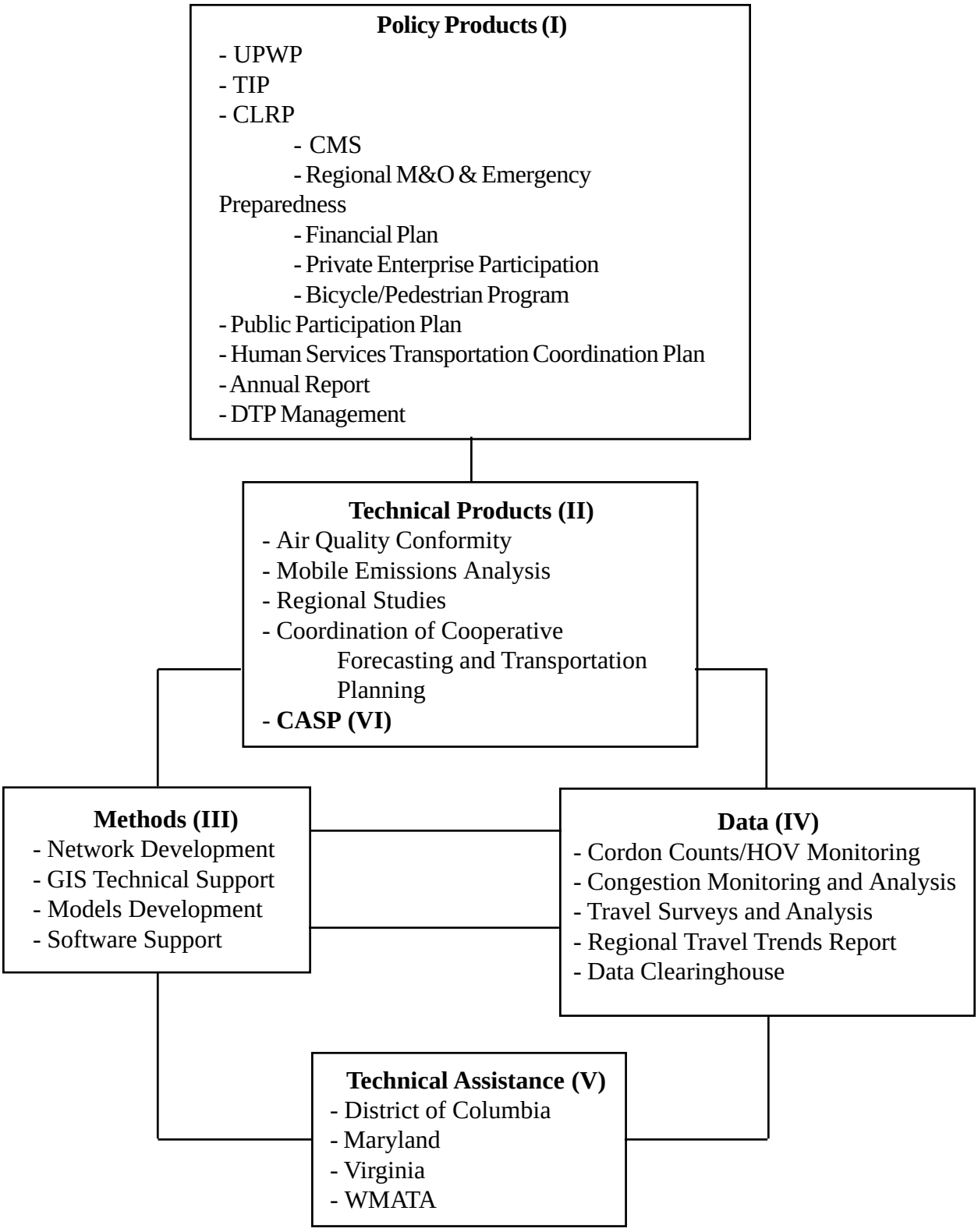
- **Under Category III (Development of Networks/Models)**, all of the activities have been conducted on an annual basis in previous years.

- **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 FY2006 UPWP Work Items are Related



Blank for back of figure 5

TABLE 2
TPB FY 2006 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)	68,000	12,340	55,660	
B. Transp Improvement Program (TIP)	145,800	26,457	119,343	
C. Constrained Long-Range Plan	529,888	96,156	433,732	
D. Management Operations	348,900	63,313	285,587	
E. Financial Plan	102,300	18,564	83,736	
F. Private Enterprise Participation	17,600	17,600		
G. Bicycle and Pedestrian Program	62,000	11,251	50,749	
H. Human Service Transportation Coordination	101,000	18,328	82,672	
I. Public Participation	311,300	56,490	254,810	
J. Annual Report	77,000	13,973	63,027	
K. DTP Management	434,500	78,846	355,654	
L. Emergency Preparedness Planning	60,000	10,888	49,112	
M. Freight Planning	50,000	9,073	40,927	
Subtotal	2,308,288	433,278	1,875,010	
II. FORECASTING APPLICATIONS				
A. Air Quality Conformity	451,100	81,859	369,241	
B. Mobile Emissions Analysis	572,200	103,834	468,366	
C. Regional Studies	654,500	118,768	535,732	
D. Coord Coop Forecasting & Transp Planning	505,400	91,712	413,688	
Subtotal	2,183,200	396,173	1,787,027	
III. DEVELOPMENT OF NETWORKS/MODELS				
A. Network Development	677,500	122,942	554,558	
B. GIS Technical Support	479,400	86,994	392,406	
C. Models Development	999,000	181,283	817,717	
D. Software Support	172,200	31,248	140,952	
Subtotal	2,328,100	422,467	1,905,633	
IV. TRAVEL MONITORING				
A. Cordon Counts	417,500	75,761	341,739	
B. Congestion Monitoring and Analysis	501,100	90,932	410,168	
C. Travel Surveys and Analysis				
Household Travel Survey	835,700	151,650	684,050	
Regional Travel Trends Report	144,400	26,203	118,197	
D. Regional Trans Data Clearinghouse	257,500	46,727	210,773	
Subtotal	2,156,200	391,273	1,764,927	
Core Program Total (I to IV)	8,975,788	1,643,191	7,332,597	
V. TECHNICAL ASSISTANCE				
A. District of Columbia	206,600	12,766	193,834	
B. Maryland	715,500	44,211	671,289	
C. Virginia	456,800	28,226	428,574	
D. WMATA	184,000	184,000		
Subtotal	1,562,900	269,202	1,293,698	
Total, Basic Program	**10,538,688**	**1,912,393**	**8,626,295**	
VI. CONTINUOUS AIRPORT SYSTEM PLANNING - CASP				
A. Air Passenger Origin/Destination Forecast Update	200,000	-	-	200,000
B. Air Cargo Element Update	205,300	-	-	205,300
Subtotal	405,300	-	-	405,300
GRAND TOTAL	**10,943,988**	**1,912,393**	**8,626,295**	**405,300**

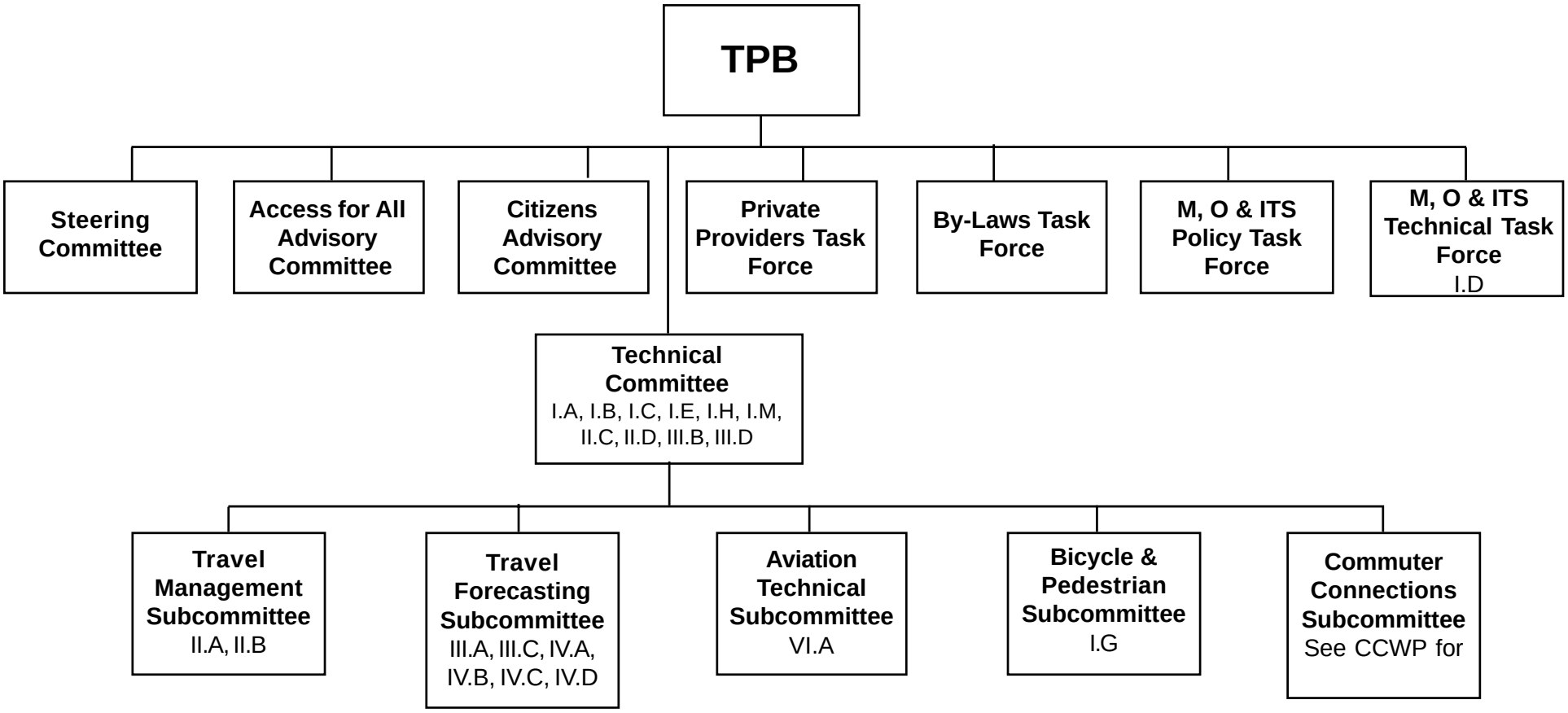
Amended December 21, 2005

TABLE 3

WORK ACTIVITY	DIRECT SALARIES DTP STAFF	DIRECT SALARIES OTHER COG STAFF	M & A 27%	LEAVE BENEFITS 18%	FRINGE BENEFITS 16%	INDIRECT COSTS 42%	DATA & PC COSTS	CONSULTANT	DIRECT COSTS	TOTAL
I. PLANS, PROGRAMS AND COORDINATION										
A. Unified Planning Work Program	25,883	206	7,044	5,964	6,255	19,048	100	0	3,500	68,000
B. Transportation Improvement Program	53,086	2,859	15,105	12,789	13,414	40,846	200	0	7,500	145,800
C. Constrained Long-Range Plan	173,692	17,741	51,687	43,761	45,901	139,768	1,250	50,000	6,100	529,900
D. Operation, Coordination/~~Emergency Preparedness~~	127,734	12,716	37,922	32,107	33,677	102,545	150	0	2,050	348,900
E. Financial Plan	13,698	1,311	4,052	3,431	3,599	10,958	100	65,000	150	102,300
F. Private Enterprise Participation	6,884	206	1,914	1,621	1,700	5,176	100	0	0	17,600
G. Bicycle and Pedestrian Program	24,127	544	6,661	5,640	5,915	18,013	100	0	1,000	62,000
H. Human Service Transportation Coordination	22,416	18,500	11,047	9,353	9,811	29,873	0	0	0	101,000
I. Public Participation	58,387	920	16,013	13,558	14,220	43,301	100	150,000	14,800	311,300
J. Annual Report	20,964	0	5,660	4,792	5,027	15,306	100	0	25,150	77,000
K. DTP Management	81,189	15,631	26,141	22,133	23,215	70,690	0	0	195,500	434,500
L. Emergency Preparedness Planning	24,306	0	6,563	5,556	5,828	17,746	0	0	0	60,000
M. Freight Planning	20,255	0	5,469	4,630	4,857	14,789	0	0	0	50,000
Subtotal	652,622	70,633	195,279	165,336	173,419	528,061	2,200	265,000	255,750	2,308,300
II. FORECASTING APPLICATIONS										
A. Air Quality Conformity	150,075	21,171	46,236	39,147	41,061	125,030	15,080	0	13,300	451,100
B. Mobile Emissions Analysis	192,137	20,797	57,492	48,677	51,057	155,467	11,730	20,000	14,843	572,200
C. Regional Studies	228,118	25,000	68,342	57,863	60,692	184,806	15,080	12,000	2,600	654,500
D. Coord Coop Forecasting and Transp Plng	105,695	76,562	49,209	41,664	43,701	133,069	55,500	0	0	505,400
Subtotal	676,025	143,530	221,280	187,350	196,510	598,372	97,390	32,000	30,743	2,183,200
III. DEVELOPMENT OF NETWRKS/MODELS										
A. Network Development	265,480	0	71,680	60,689	63,656	193,832	19,163	0	3,000	677,500
B. GIS Technical Support	164,959	0	44,539	37,710	39,553	120,439	49,500	0	22,700	479,400
C. Models Development	311,165	0	84,015	71,132	74,610	227,187	25,491	199,000	6,400	999,000
D. Software Support	66,109	0	17,849	15,112	15,851	48,267	4,747	0	4,264	172,200
Subtotal	807,713	0	218,083	184,643	193,670	589,726	98,901	199,000	36,364	2,328,100
IV. TRAVEL MONITORING									0	
A. Cordon Counts	113,743	0	30,711	26,002	27,273	83,046	10,000	0	126,727	417,500
B. Congestion Monitoring and Analysis	167,598	0	45,251	38,313	40,186	122,366	15,935	50,000	21,450	501,100
C. Travel Surveys and Analysis	139,154	0	37,571	31,811	33,366	101,599	18,500	600,000	18,100	980,100
D. Regional Trans Data Clearinghouse	96,010	0	25,923	21,948	23,021	70,099	15,500	0	5,000	257,500
Subtotal	516,504	0	139,456	118,073	123,845	377,109	59,935	650,000	171,277	2,156,200
Core Program Total (I to IV)	2,652,865	214,163	774,097	655,402	687,444	2,093,268	258,426	1,146,000	494,134	8,975,800
V. TECHNICAL ASSISTANCE										
A. District of Columbia	81,750	0	22,073	18,688	19,602	59,687	2,500	0	2,300	206,600
B. Maryland	287,422	0	77,604	65,705	68,917	209,852	5,296	0	704	715,500
C. Virginia	157,420	0	42,503	35,986	37,746	114,935	2,000	0	66,210	456,800
D. WMATA	64,331	0	17,369	14,706	15,425	46,969	0	25,000	200	184,000
Subtotal	590,923	0	159,549	135,085	141,689	431,444	9,796	25,000	69,414	1,562,900
VI. CONTINUOUS AIRPORT SYSTEM PLANNING										
A. Air Passenger Origin/Destination Forecast Update	81,021	0	21,876	18,521	19,427	59,155	0	0	0	200,000
B. Air Cargo Element Update	83,168	0	22,455	19,012	19,942	60,723	0	0	0	205,300
Subtotal	164,189	0	44,331	37,534	39,369	119,877	0	0	0	405,300
GRAND TOTAL	3,243,788	214,163	933,647	790,488	829,134	2,524,712	268,222	1,171,000	563,548	10,944,000

Figure 6

TPB Committee Structure and FY2006 Work Activity Oversight



January 2006

blank for back of figure 6

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 Transportation Equity Act for the 21st Century (TEA-21), which became law on June 9, 1998, streamlined and strengthened the planning process. The final regulations regarding metropolitan planning and the requirements in TEA-21 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 2006 UPWP defined by this document details the planning activities to be accomplished between July 2005 and June 2006 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 2006 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 2006, staff will prepare the FY 2007 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 2006, as a draft to the Technical Committee in February 2006 and as a final document for adoption by the Technical Committee and the TPB in March 2006. 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:	$68,000
Products:	UPWP for FY 2007, amendments to FY 2006 UPWP, monthly progress reports and state invoice information, federal grant materials
Schedule:	Draft: February 2006 Final: March 2006

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 2007-09 and then followed by FY 2010-12. 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 2006-11 TIP is scheduled to be adopted by the TPB in September 2005. In December 2005, TPB will issue a solicitation 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 2006-11 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

TEA-21 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 2005.

Oversight:	Technical Committee
Cost Estimate:	$145,800
Products:	Draft FY 2007-2012 TIP, amendments to FY 2006-1011 TIP; TIP projects with obligated federal funding in preceding year
Schedule:	Final TIP Draft for Public Comment: July 2006 TIP projects with obligated federal funding in preceding year: June 2006

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 2006, the CLRP work program element will need to begin to address the following requirements, some of which were also raised by the Federal Team during the certification review in September 2005.

- 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 2005 CLRP

In January 2005, TPB issued a solicitation document requesting project or action input for the 2005 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 2005 CLRP in September 2005. Draft versions of the 2005 Amendments to the CLRP will be prepared for review by the TPB Technical Committee, the TPB, and the public between March and September 2005.

The 2006 Update of the CLRP

In December 2005, TPB will issue a solicitation 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, will be 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.

- Identify the agencies responsible for natural resources, airport operations, freight movements, environmental protection, conservation and historic preservation in

D.C., Maryland and Virginia. Identify staff within the agencies that could be consulted with on the plan, and possible strategies to meet the "consultation" requirements during plan development.

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. A “CLRP webpage” will be developed to reflect and clarify the on-going update process for the CLRP. Information on the plan, for the website and in hard copy, will 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 explored (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 FY2003, the CMS element of the CLRP document was updated with current information on congestion management strategies that have been considered or implemented. In FY2006, 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:	$529,888
Products:	Documentation of 2005 CLRP and improved materials on 2006 Update of the CLRP, new plan webpage with interactive maps and related materials
Schedule:	2005 documentation December 2005 materials on 2006 Update March 2006

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 the MOITS work task, TPB will provide opportunities for coordination and collaborative enhancement of transportation technology and operations in the region, advised by its MOITS Policy and Technical Task Forces. MOITS focuses on regional transportation operations coordination planning, supporting efforts to facilitate strengthening of regional coordination and communications among transportation agencies for collaboration on everyday transportation conditions, and major regional transportation incidents. Major aspects of regional transportation coordination planning include the following:

- Linkage with Emergency Transportation Planning: Address the interrelationships of planning for everyday transportation management, operations, and technology

with preparedness planning for regional emergencies under the Transportation Emergency Preparedness Planning work task, 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. Include activities to address technical interoperability of transportation sector communications systems.

- 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.

- Transportation Safety: Examine safety issues in relationship to MOITS.

- Congestion Management Process (CMP): Explore management and operations aspects of the CMP as required in SAFETEA-LU, including performance measure development. Continue development and refinement of performance measures, costs, benefits, and evaluation information for a MOITS orientation for regional transportation planning.

- Integrate Transportation Operations Considerations into the metropolitan transportation planning process: Ensure that transportation systems operations are reflected in regional plans and programs. Include considerations of systems conditions variability (in addition to analysis based upon average traffic and transit conditions). 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.

- 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: $348,900

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 2005, financial plans for the FY2006-11 TIP and the 2005 CLRP were prepared.

The Transportation Improvement Program

The preparation of the financial plan for the FY 2007-2012 TIP will be similar to that for the FY 2006-11 plan. Since TEA-21 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 TEA-21 program funding categories under Surface Transportation (Title I) and Transit (Title III).

The funds programmed in the TIP for each state by TEA-21 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.

The 2006 Update of the CLRP

The 2003 report: *Analysis of Resources for the Financially Constrained Long Range Transportation Plan for the Washington Area*, developed estimates of the capital and operating costs to build, operate, and maintain the facilities in the 2003 CLRP. During the financial analysis, it was determined that the region has short-term critical funding needs that involve cash flow and ramp-up issues for the basic maintenance, rehabilitation, and expansion needs of the transportation system. In the fall of 2003 the TPB conducted a study to quantify highway and transit funding needs and recommend specific sources of revenue over the period from 2004 to 2010. In October 2004, WMATA and the state and local governments reached agreement on commitments of $3.3 billion in local, state and federal funding for WMATA's near-term rehabilitation, preservation and access and capacity needs through 2010. To address the WMATA needs beyond 2010, a panel was established in September 2004 to address dedicated funding sources for WMATA. The panel was cosponsored by the Metropolitan Washington Council of Governments, the Greater Washington Board of Trade, and the Federal City Council. It reported its findings and recommendations on January 6, 2005.

During FY 2006, the financial plan for the 2006 CLRP update will be prepared, including cost estimates for the new system expansion projects and revised cost estimates for system maintenance and rehabilitation. New revenue projections will also be prepared. All cost and revenue estimates will be through 2030. Consultant assistance for the plan preparation is anticipated.

Oversight:	Technical Committee
Cost Estimate:	$102,300
Products:	Financial plan for 2006 CLRP Update Financial plan for the FY 2007-2012 TIP
Schedule:	December 2005, June 2006

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:

1. 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).

2. To facilitate early consultation, COG 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.

3. 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.

4. 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.

5. 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:	$17,600
Product:	Documentation on Private Provider Involvement
Schedule:	Annual Transit Forum - May 2006 Draft in TIP for Public Comment - June 2006

G. BICYCLE AND PEDESTRIAN PROGRAM

This program will emphasize activities that ensure the integration of bicycle and pedestrian needs and bicycle planning in the overall regional planning and programming processes. This will be done with the advice of the Bicycle and Pedestrian Subcommittee and the oversight of the TPB Technical Committee.

An internet version of the updated regional bicycle and pedestrian long-range plan will be placed upon the TPB web page. Information on regionally significant bicycle and pedestrian improvements which are included in a local plan, both funded and unfunded, will also be made available in the form of an on-line, queriable database. This database will help answer questions of all kinds concerning planned bicycle and pedestrian projects, both for policymakers and the general public.

Based upon a review of the regional bicycle plan, a list of bicycle and pedestrian improvements or projects will be recommended as priorities for inclusion in the region's Transportation Improvement Program (TIP) for FY2007-2012. Information (including updates, corrections, or amendments as necessary) will also be maintained on the bicycle and pedestrian projects in the region's financially Constrained Long-Range Plan (CLRP) and in the Priorities 2000 reports. These reports, developed with a federal grant under the Transportation and Community and System Preservation (TCSP) Pilot Program describe greenway and circulation system projects, many of which are bicycle and pedestrian related.

A one-day TPB workshop will be conducted to address issues of concern to bicycle and/or pedestrian planners and engineers in the region.

The implementation of the adopted bicycle-related transportation emissions reduction measures (TERMs) will be monitored and reviewed, and the Subcommittee will advise on their progress to the TPB Technical Committee and other subcommittees as necessary. The adopted bicycle-related TERMs include M-70a (providing bicycle parking at key points around the region) and M-70b (outreach to employers to provide bicycle commuting information to their employees). Advice on any new or additional bicycle-related TERMs will be provided as necessary.

Staff will continue to compile bicycle and pedestrian activity data from a variety of sources including COG's cordon count program, the COG Household Travel Survey, the upcoming 2000 Census results, and spot counts from member jurisdictions.

The fourth campaign of "Street Smart," which is scheduled to be held in spring 2006, will be planned and implemented. This regional public outreach effort is designed to promote bicycle and pedestrian safety through a comprehensive program of radio and other media activities.

Oversight: Bicycle and Pedestrian Subcommittee

Cost Estimate: $62,000

Product: Update of regional bicycle and pedestrian plan and on-line database of regionally significant bicycle and pedestrian projects. Bicycle and pedestrian project submissions from the regional bicycle plan for the FY 2007-20012 TIP.

Schedule: December 2005 and June 2006

H. HUMAN SERVICE TRANSPORTATION COORDINATION PLANNING

This work element will replace "Access to Jobs 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".

For the remainder of FY 2006, staff will begin to develop a regional human services transportation coordination plan. Work activities include:

- Establish a human service transportation coordination subcommittee with representatives from human service agencies, transportation agencies, private providers and people with disabilities. This committee would report to the TPB Access for All Advisory Committee.

- Develop an initial draft outline of a human service transportation coordination plan using priorities and goals for coordination established by the WMATA demand responsive study. An initial draft plan will be developed and refined in FY 2007 and the final plan is scheduled to be adopted by the TPB before July 2007.

- Identify priority projects for the three programs listed above.

Oversight: Technical Committee and TPB Access for All Advisory Committee

Cost Estimate:	$101,000
Products:	Initial Draft Outline of the Human Service Transportation Coordination Plan for the Washington Region
Schedule:	June 2006

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 TPB to develop a Public Participation Plan and requires specifically that bicyclists, pedestrians and people with disabilities be provided opportunity to comment on the plan. SAFETEA-LU also identifies certain methods for public involvement. Improved information for the public was also highlighted during the Federal Certification review in September 2005.

FY 2006 Activities

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 an initial outline for 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 2006 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 2006, staff will be responsible for organizing and staffing the advisory committee, conducting research on issues, and writing a 2005 report on priority projects, programs, services and issues.

Oversight: Transportation Planning Board

Cost Estimate: $311,300

Products:	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; a draft outline for the TPB Public Participation Plan, and the monthly TPB News. Access for All report on projects, programs, services and issues important to low-income, minority and disabled communities. December 2005
Schedule:	On-going activity with forums and meetings linked to schedules for new TIP preparation and 2006 Update of the CLRP

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 2005 and the 2005 CLRP. About 4,000 copies of the report will be printed and distributed around the end of FY 2006.

Oversight:	Transportation Planning Board
Cost Estimate:	$77,000
Product:	*Region* magazine
Schedule:	June 2006

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:

1. 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.

2. Day-to-day monitoring of all work program activities and expenditures by task.

3. Day-to-day management and allocation of all staff and financial resources to insure that tasks are completed on schedule and within budget.

4. Preparation for and participation in regular meetings of the TPB, the Steering Committee, the Technical Committee, and the State Technical Working Group.

5. Attendance at meetings of other agencies whose programs and activities relate to and impact the TPB work program, such as local government departments.

6. Response to periodic requests from TPB members, federal agencies, Congressional offices, media, and others for information or data of a general transportation nature.

7. Review of transportation proposals of regional importance submitted to COG/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:	$434,500
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 PLANNING

Emergency preparedness is a critical element of overall metropolitan planning. SAFETEA-LU requires metropolitan transportation planning to look at ways to "increase the security of the transportation system for motorized and nonmotorized users".

Transportation is closely intertwined with every other aspect of homeland security and regional emergency preparedness. The Regional Emergency Coordination Plan (RECPSM) was developed by the Metropolitan Washington Council of Governments in 2002-2004, with TPB and TPB Management, Operations, and Intelligent Transportation Systems Policy and Technical Task Forces participation, and features both a transportation chapter and a Regional Emergency Evacuation Transportation Coordination (REETC) Annex. The RECPSM provides regional coordination strategies for emergencies our area may face. It involves local, regional, state and federal departments of transportation and transit agencies; and collaboration with emergency management, law enforcement, and federal agencies including the Department of Homeland Security and the Federal Emergency Management Agency (FEMA).

In catastrophic emergencies, the transportation sector is called upon to play a support role in a multi-functional response coordinated by emergency management authorities. One of fifteen "Regional Emergency Support Functions" (RESFs), transportation is designated as "RESF 1". The region's roads, transit, and other infrastructure in most cases will be vital to any response to an emergency. Transportation will have roles in providing emergency responder access to an incident scene. It will have roles in protective action responses for the public, which may include evacuation of persons in danger, but will more likely involve management of demand on transportation facilities, and encouragement of people to stay in place for their own safety and the safety of others.

This work task focuses specifically on regional planning for transportation's roles in declared emergencies and catastrophes. It is a coordinated effort of transportation, public safety, emergency management, and other functional area personnel. It must address law, regulations, and practices in both the transportation and Homeland Security/public safety spheres. This work task is, therefore, shared between the metropolitan transportation planning process and the Homeland Security planning process, and is jointly funded.

Major topics to be addressed include the following:

- Transportation/Emergency Management Briefings and Liaison Activities: Provide frequent reports and briefings, and advise the Transportation Planning Board (TPB), the TPB MOITS Task Forces, and other transportation committees on regional emergency transportation activities. Undertake liaison activities between the transportation and public safety aspects and stakeholders.

- Transportation Emergency Planning and Programming: Support transportation sector participation in development of regional emergency plans and programs, including:

    - Emergency coordination and response planning through the emergency management and Homeland Security Urban Area Security Initiative

(UASI) processes.

- Communications and Technical Interoperability: Support planning for interoperability of emergency transportation information systems with the information systems of emergency management and other functional areas. Transportation. Support transportation participation in regional emergency communications coordination.

- Public Outreach: Support transportation participation in regional emergency preparedness public outreach activities.

- Training and Exercises: Support transportation participation in regional emergency preparedness training or exercise activities, or in the development of regional transportation emergency exercise or training opportunities.

- Inter-Functional Planning: Support transportation sector involvement in regional inter-functional emergency preparedness committees as necessary.

- Federal Requirements: Support regional transportation sector activities to address and conform to U.S. Department of Homeland Security (DHS) directives and other requirements.

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

- Accreditation: Support regional transportation involvement in the Emergency Management Accreditation Program (EMAP).

- Secretariat Activities: Provide secretariat or committee support activities for RESF 1 - Transportation within the Homeland Security Strategic Governance Structure.

Oversight:	COG Regional Emergency Support Function 1 - Transportation Committee
Cost Estimate:	$60,000
Products:	Agendas, minutes, summaries, and regular briefings and reports to TPB and the MOITS Task Forces; and, as needed: outreach materials, white paper(s) on technical issues, and 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.

Work activities will include:

- Freight Movement and Facilities Information Compilation and Mapping: Basic data compilation on freight movement and freight facilities in the region from existing sources. This will create a baseline of information in Geographic Information System (GIS) format. Information in GIS format can be correlated to other transportation planning data. GIS-based maps will inform regional decision makers, support committee members, and staff.

- Collaboration with Baltimore Metropolitan Freight Planning: Serving a metropolitan area with a major port city and a large industrial base, the Baltimore Metropolitan Council (BMC) has a longstanding robust freight planning process. The experience of freight planning at the BMC will be examined to identify lessons relevant for TPB planning, and there will be collaboration between the Baltimore and Washington freight planning processes.

- Outreach to Freight Movement Stakeholders: Conduct a series of structured interviews with representatives of the freight community, carriers and shippers, to gain their input on regional freight movement, safety and other issues and to gauge their interest in state and metropolitan planning and programming processes.

- Truck Safety: In 2003, a one-year Special Truck Safety Task Force was convened under the COG public safety planning program, and truck safety was a major focus of a COG conference held in November 2003. Those efforts yielded a number of findings and recommendations, which will be examined for follow-up actions from the regional transportation planning perspective.

- Planning for a Freight Workshop: Plan a workshop for stakeholders to be held in FY2007. Identify topics of interest to private sector trucking, shipping, and other freight stakeholders. Since these stakeholders are often economic competitors, such an event must be planned accordingly.

Oversight:	TPB Technical Committee
Cost Estimate:	$50,000
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 2005 constrained long range plan and the FY 2006 -11 TIP for air quality conformity with respect to the 8-hour ozone standard consistent with these regulations has now been drafted for review and comment. The current schedule for adoption of the updated plan and TIP calls for most of the work activities to be performed in FY2005, with the final report, response to comments, and adoption in September 2005. Subsequent major activities in FY2006 will include development and execution of a work program for the conformity assessment of the 2006 CLRP and FY2007-12 TIP.

In addition, in December 2004 EPA designated the Washington area as nonattainment for PM2.5 (particulate matter 2.5 microns or less). On April 5, 2005 EPA amended its conformity rule; as of that date the TPB has 12 months to demonstrate conformity of its plans and programs according these requirements, or otherwise face a conformity lapse. Specific work activities are included under Task 2 below.

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 FY 2006 air quality conformity work program will include the following tasks.

1. Complete conformity analysis of the 2005 constrained long range plan and the FY 2006 -11 TIP using criteria to address the 8-hour ozone standard, including addressing any emissions mitigation measures, 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. Assess the 2005 constrained long range plan and the FY 2006 -11 TIP with respect to PM2.5 conformity criteria, including addressing any emissions mitigation measures, 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.

   This includes the following specific subtasks:

   - Execute the new technical methods for the estimation of PM2.5 direct emissions and NOx precursor emissions, being developed under the Mobile Emissions Analysis work program, to assess air quality conformity of the 2005 CLRP and FY 2006 - 11 TIP.

   - Apply the technical procedures to the conformity milestone years (2002, 2010, 2020 and 2030); quality assure results.

   - Document methods and results in a technical report.

   - Present to TPB committees, for public comment, for TPB action, and for federal approval.

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 2006 constrained long range plan and the FY 2007-12 TIP, using updated project inputs, planning assumptions, travel demand models, 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:	$451,100

Products: Final reports on Air Quality Conformity Determination of 2005 CLRP and FY 2006-11 TIP, with respect to the 8-hour ozone standard and PM2.5 standard; Draft report on Air Quality Conformity Assessment of 2006 CLRP and FY 2007-12 TIP

Schedule: June 2006

B. MOBILE EMISSIONS ANALYSIS

In FY2005 state air quality implementation plan (SIP) activities were initiated to meet requirements for the 8-hour ozone standard. In FY2006 these work activities will continue, as EPA issues additional planning guidance, and will ultimately produce updated mobile source emissions budgets. This planning work will also include transportation emissions reduction measure (TERM) analyses towards meeting attainment requirements by the year 2010.

In FY2006 planning work to address new PM2.5 requirements (particulate matter 2.5 microns or less) will begin in earnest, once EPA releases its planning guidance (expected Spring 2005). FY2006 work activities to address research into development of refined data inputs to the Mobile6 model will also continue. The work program will include the following tasks:

1. Using MOBILE6, with consultant assistance as needed, (1) prepare mobile source emissions inventories for use in analysis of attainment of the 8-hour ozone standard and PM2.5 standard, as identified in the subtasks below, and (2) develop emissions factors for use in CLRP/TIP air quality conformity and SIP analyses, for 2010, 2020 and 2030 forecast years, and other years as necessary according to 'rate of progress' and other SIP requirements.

   Implement the requirement to analyze PM2.5 mobile source emissions for immediate use in assessing air quality conformity to address direct PM2.5 and NOx precursor emissions on a yearly total emissions basis:

   - Develop a draft approach for the analysis,
   - Coordinate with MWAQC committees and develop inputs to the Mobile6.2 model,
   - Issue task orders to consultant to update software to accommodate new methods,
   - Test software to quality assure it and apply in production mode,
   - Summarize and document results,
   - Update emissions post-processor to accommodate the estimation of direct PM2.5 emissions and NOx precursors, reading revised

Mobile6.2 outputs and producing emissions results for yearly totals,
- Test software, quality assure results, and document new methods.

2. Analyze new transportation emissions reduction measures, as well as examine previous proposals, and evaluate their effectiveness and cost-effectiveness in reducing emissions.

3. Participate in state and MWAQC technical and policy discussions, public forums and hearings.

4. Continue research activities to explore the possibilities of obtaining refined vehicle registration data for the vehicle categories used in Mobile6.

5. Provide support to Commuter Connections staff in developing implementation plans for adopted, as well as future, TERMs adopted by the TPB.

6. Address VMT tracking requirements as per Clean Air Act requirements.

7. 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.

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

Oversight:	Technical Committee and Travel Management Subcommittee, in consultation with MWAQC committees
Cost Estimate:	$572,200
Products:	Technical procedures and software to estimate mobile sources emissions factors and emissions for PM2.5. Mobile source emissions inventories to meet 8-hour ozone and PM2.5 requirements; report on TERM evaluation; comparison of estimated and observed VMT results.

Schedule: June 2006

C. REGIONAL STUDIES

Regional Mobility and Accessibility Study

In FY2006, 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 modeling of the travel demand and air quality impacts of specified alternative transportation and land use scenarios using the Version 2.1D travel demand forecasting model and the Mobile 6 air quality emissions model.

Staff will also code, model, and analyze a regional HOV/HOT/Express Toll Lanes transportation scenario. The modeling results and analysis of the regional HOV/HOT/Express Toll Lanes scenario will be reviewed by the Joint Technical Working Group and presented to the TPB.

Once the travel demand and air quality impacts of all alternatives scenarios have been modeled, measures of effectiveness approved by the TPB will be used to evaluate the travel demand effects, land use, environmental and other impacts of the alternative scenarios. Based on the results of this evaluation, up to two "composite scenarios" will be defined, further analyzed and evaluated.

Staff will prepare a draft report and coordinate the review of this draft report by all citizens advisory, technical, and policy committees participating in this study. After review of the draft report by all relevant policy and technical committees, staff will present a draft final report and all comments received to the TPB.

Oversight: Technical Committee, Joint Technical Working Group

Estimated Cost: $654,000
Products: Improving Mobility and Accessibility Study Report

Schedule: June 2006

D. COORDINATION OF COOPERATIVE FORECASTING AND TRANSPORTATION

PLANNING PROCESSES

In FY2006, staff will continue to work with COG's Cooperative Forecasting Subcommittee and Planning Directors Technical Advisory Committee 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. 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 work with the Cooperative Forecasting Subcommittee, the Planning Directors Technical Advisory Committee to assess the effects of significant TIP and CLRP changes on future land activity forecasts as part of the process to update COG's Cooperative Forecasts. Staff will also work with these 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 and the Planning Directors Technical Advisory Committee and members of the TPB Technical Committee to define additional smaller area land activity Transportation Analysis Zones (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 work with the Planning Directors Technical Advisory Committee, the Metropolitan Development Policy Committee and the TPB to update and refine the Regional Activity Centers and Clusters based on the new Round 7.0 Cooperative Forecasts of population, household, and employment growth. Staff will produce data tables and GIS maps for the updated Regional Activity Centers and Clusters.

Staff will also acquire and process small area TAZ-level employment data for 2005 that will provide updated TAZ-level area base year employment estimates to be used in future Cooperative Forecasts updates of employment growth.

Staff will also review data and assumptions concerning the projected growth of future "in-commuting" at external station TAZs in relation to the Round 7 Cooperative Forecasts of population, household and employment growth to determine if these assumptions are in need of updating or refinement. Staff will coordinate this review of in-commuting data and assumptions with Baltimore Metropolitan Council (BMC), Fredericksburg Area Metropolitan Planning Organization (FAMPO) and state DOT staff.

Oversight:	TPB Technical Committee, Planning Directors Technical Advisory Committee.
Estimated Cost:	$505,400
Products:	Update and maintenance of Cooperative Forecasting Land Activity Data Files and documentation; Update and refinement of TAZ area system, Regional Activity Centers and Clusters, and in-commuting assumptions; new small area employment data
Schedule:	May 2006

III. DEVELOPMENT OF NETWORKS AND MODELS

A. NETWORK DEVELOPMENT

During FY2005, 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 2005, 2010, 2015, 2025, and 2030.

FY2006 efforts will focus on the development of TP+ highway and transit networks 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 in Version 2.1 model format supporting 1) air quality conformity analysis and 2) scenario testing as part of TPB regional studies.

Activities in FY2006 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 Version 2.1 travel demand model. 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 FY2007-2012 TIP and Plan Conformity networks will be developed for the following analysis years: 2009 (now required for PM 2.5 air quality analysis), 2010, 2020, and 2030, and other years to be determined by the requirements of upcoming federal guidance. Tasks involved are as follows:

- receive and organize project inputs to the FY2007-2012 TIP and amended CLRP;

- code, edit, and finalize networks for highway, HOV, and transit;

- develop transit fare matrices consistent with these networks.

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

Oversight: Travel Forecasting Subcommittee

Cost Estimate:	$677,500
Products:	Series of updated transportation networks by mode, including technical training and documentation
Schedule:	June 2006

B. GIS TECHNICAL SUPPORT

In FY2006, 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 develop a GIS software application to enable transportation planners and others to more easily identify and code transit walk shed areas for potential new transit station locations that are being studied and analyzed using the COG/TPB Version 2.1D travel demand forecasting model.

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:	$479,400
Products:	Updated GIS software, databases, User documentation, Training materials, Report on FY 2006 GIS activities, New GIS application for identifying transit station area walk sheds
Schedule:	June 2006

C. MODELS DEVELOPMENT

The Transportation Research Board (TRB) Committee reviewing the TPB travel demand modeling process completed a report during FY 2004 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 FY 2005. These included completing a sampling plan for collection of truck and commercial vehicle trip data, beginning development of a set of nested logit mode choice models, and undertaking an effort to gain familiarity with the SUMMIT software package employed by FTA in reviewing transit projects. Effort was also made to continue development of a formal airport access demand model, and to begin developing a framework for tour-based and/or activity-based models in the future.

The FY2006 effort in Models Development will focus on the following tasks:

- Continuing a longer term upgrade of transit modeling by expediting work on a nested logit mode choice model, updating fare matrix procedures, and examining ways to better model and constrain the demand for transit park-n-ride facilities;

- Expediting the development of a new commercial vehicle forecasting model, and updating the truck forecasting models;

- Continuing efforts to develop a framework for tour-based and/or activity-based models in the future;

- Continuing to gain familiarity with the SUMMIT software package employed by the FTA in reviewing transit environmental impact studies;

- Obtaining consultant assistance to provide technical support on a task order basis for an ongoing assessment of the performance of the TPB travel demand models;

- Procuring microsimulation software to aid in the development of more detailed simulation of travel patterns;

- Continuing the development of a more formal airport access demand model, incorporating mode choice; and

- Continuing participation on a national MPO panel established to recommend practices in travel demand modeling.

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

Oversight:	Travel Forecasting Subcommittee
Cost Estimate:	$999,000
Products:	Recommendations for continued updating of the travel demand modeling process, documentation of all activities
Schedule:	June 2006

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:	$172,200
Products:	Operational travel forecasting model set (current model set plus PM2.5 postprocessor, and new software selected/installed in FY 2006). Operational emissions factor model, and postprocessor software interface, including PM2.5 capability. Operational data storage and retrieval systems. Operational data transfer systems to serve inside and outside users.
Schedule:	June, 2006

IV. TRAVEL MONITORING

A. CORDON COUNTS

During FY2005, a report was prepared entitled, "2004 Performance of Regional High-Occupancy Vehicle Facilities on Interstate Highways in the Washington Region: An Analysis of Passenger and Vehicle Volumes." Also during FY2005, data collection was undertaken in the Spring for the regional commercial vehicle / truck traffic counts. The multi-year schedule of activities for the Cordon Count program is shown in the accompanying figure. The schedule of activities in most instances involves processing of data and report writing during the first half of a fiscal year for data collected in the second half of the preceding fiscal year, followed by data collection for another activity in the second half of the new fiscal year. This schedule of activities reflects the consensus of the TPB Technical Committee during its review of the travel monitoring program in FY2000.

In the summer of FY2006, staff will complete data collection for the regional classification counts of commercial vehicles, trucks, and buses. The task includes processing and checking of all data collected in spring and summer of 2005, and the preparation of a technical memorandum documenting the methodology. This task has required more resources to complete than previously anticipated.

In spring of 2006, for the Central Employment Area Cordon Count, staff will collect all traffic data and will coordinate transit data collection among various transit providers in the region. 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. 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 FY2007.

Oversight:	Travel Forecasting Subcommittee
Cost Estimate:	$417,500
Products:	Classification count file and technical memorandum; Data files from the Central Employment Area Cordon Count
Schedule:	Classification count file and technical memorandum –September 2005; Cordon Count data files – June 2006

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.

B. CONGESTION MONITORING AND ANALYSIS

Current FY 2005 data collection efforts include an aerial survey by consultant (Spring 2005) of the limited access highway system in the region during the AM and PM peak periods. In FY 2006, the consultant will analyze the data and report on the performance of the freeway system during Spring 2005. The report will include a review of the system changes over time, since a similar survey has been conducted every three years since 1993.

During FY 2006 (Spring 2006), an aerial survey of the limited access highway system will be conducted during the mid-day and weekend hours. The first such survey was conducted in 1994, repeated in 1997, and 2001. Analysis of data and a report on the performance of the freeway system during off-peak and weekend hours will be completed in FY 2007.

Congestion monitoring of arterial highways in the region is performed using travel time surveys. In FY 2006, the miles of arterial highways monitored will be increased from 393 miles to approximately 600 miles in consultation with the Travel Forecasting Subcommittee, and the monitoring program will change from a three year cycle to a five year cycle. Data will be collected on a fifth of the total system under the program and a report on the system performance of the arterial routes studied in FY 2006 will be completed.

Staff will continue to investigate new technologies and data collection methods in congestion monitoring and report on promising technologies. A few of the bench marks that will be used in evaluating new technologies are: ease of use of the technology, improvement in productivity, and quality of the data collected. Following the identification of the most promising approach, staff will conduct a pilot test of new travel time monitoring technologies and data collection methods such as utilizing cell phone signals or volunteer drivers with GPS monitors.

Total Cost:	$501,100
Oversight:	Travel Forecasting Subcommittee
Products:	Freeway System Performance Report Arterial Travel Time Report Data files of traffic densities during off-peak and weekend (to be analyzed in FY 2007) Technical report on results of pilot test
Schedule:	June 2006.

C. TRAVEL SURVEYS AND ANALYSIS

1. Household Travel Survey

In FY 2006, staff will continue to provide data files, user documentation and technical support to the users of COG/TPB travel survey databases. This work will include special tabulations from these travel survey databases to support other COG/TPB transportation planning activities as required.

Staff will complete the design of a large-sample methodologically enhanced activity-based regional household travel survey. Methodological enhancements under consideration for this survey include: (1) development of a GIS-based housing unit sample frame that would enable selection of survey households by land use area type, (2) development of a multi-modal data collection survey methodology that permits household recruitment and diary retrieval by mail, telephone, Internet and in-person contacts, (3) a GPS vehicle tracking add-on sub-sample, and (4) a follow-up survey of non-responding households and household members.

A professional survey firm will be contracted to develop all materials required for this survey and to conduct a pre-test of the proposed methodologically enhancements. Survey design elements and interviewing materials will be refined based upon the results of the survey pre-test. Data collection for the full survey will begin as time and funding permit. It is currently estimated that between $1.8 and $2.0 million in additional funding will be needed to collect the required methodologically enhanced travel survey data from approximately 10,000 households in the TPB modeled region.

Estimated Cost:	$835,700
Oversight:	Travel Forecasting Subcommittee
Products:	Design and pre-test a large sample methodologically enhanced activity-based regional household travel survey
Schedule:	June 2006

2. Regional Travel Trends Report

In FY 2006, 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 2005 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 theses trends are changing.

Oversight:	TPB Technical Committee
Estimated Cost:	$144,400
Products:	Policy Report
Schedule:	June 2006

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 2006 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 2004-FY 2005 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 FY04-05 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 2004 Clearinghouse database to all TPB participating agencies.

In FY 2006 staff will also work with State DOTs and local agency staff to design and develop an enhanced Highway Performance Monitoring System (HPMS) sample of traffic counting locations in the TPB modeled region and plan supplemental traffic count

data collection for this enhanced metropolitan area-based sample. Develop 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.

Estimated Cost: $257,500

In FY 2006 staff will also work with State DOTs and local agency staff to examine the feasibility of developing a continuing sample traffic counting locations and volume estimation methodology for the metropolitan Washington region similar to the procedures used by the State DOTs to produce statewide Highway Performance Monitoring System (HPMS) traffic volume statistics.

Estimated Cost: $122,500

Oversight: Travel Forecasting Subcommittee

Products: Updated Clearinghouse Databases and Documentation

Schedule: June 2006

V. TECHNICAL ASSISTANCE

The TPB work program includes an activity for responding to requests for technical assistance from 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 used to support corridor, project, and sub-area transportation and land use studies throughout the region.

Technical assistance projects anticipated in FY2006 are described below. Total funds allocated to the District of Columbia, Maryland, Virginia, and WMATA for technical assistance in FY2006 are shown in Table 2.

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:	$18,600
Product:	specific scopes of work
Schedule:	on-going activity

Verification and Compliance of HPMS Sections in current Street Centerline File with Field Manual Standards

Identify and verify that the District's HPMS sections and Representative Legs are completely and accurately represented in the Centerline File. This will be the base from which MWCOG staff will work to conduct the review.

Through this project COG staff will discuss recommended quality enhancing improvements to the District's HPMS sample, if any, with DDOT staff. Should DDOT staff wish to implement any of the recommended improvements; the cost of making them will be determined and separately estimated in a follow-up scope-of-work for this activity.

Finally, COG staff will ensure that all of the District's HPMS Sections comply with the Field Manual Standards by:

- Identifying segments that are too short and merge with adjacent segments of the same volume group;
- Reviewing volume group assignments based on recent traffic volume history;
- Identifying un-sampled and under-sampled volume groups;
- Identifying volume groups that have expansion factors greater than 100;
- Reviewing sample sections for changes in number of lanes, functional system or facility type;
- Mapping HPMS sample locations to ensure that they are reasonably distributed throughout the District;
- Checking that all roads that should be included in the HPMS universe are included;
- Identifying and describe any significant problems with the current HPMS sample and recommend quality-enhancing improvements in a technical memorandum to DDOT staff.

Cost Estimate: $20,000

Products: Technical Memorandum

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 2005

TOTAL DC COST ESTIMATE: $206,600

B. MARYLAND

Program Development/Management

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: $38,200

Schedule: on going activity

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

As part of these work activities, staff updated 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 2006 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: $25,000

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, COG 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 alternatives 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 2006 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 the 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 FY2005 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 / US15 Multimodal Corridor Study - This work element will continue to assess the potential travel demand relief associated with combination alternatives which have been carried forward and documented in the project's Draft Environmental Impact Statement. These alternatives include TDM, HOV, general use lane, and fixed guideway transit strategies. Refinements to be continued in FY2006 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.

Cost Estimate: $60,000

Intercounty Connector Study (ICC) - In previous years staff executed the systems level travel demand forecasts for the ICC, testing various scenarios for different corridors and forecast years. FY2006 activities will build upon those work activities to provide additional detail regarding existing alternatives executed and in performing follow-up travel demand forecasts to refine previous outputs.

Cost Estimate: $50,000

Bi-County Transitway - Recent activities on this project planning study have primarily been conducted by consultants to the Maryland MTA. Those planning efforts have utilized TPB's Version 2.1C travel demand model. This project is designed to provide technical support to MTA and their consultants including application of the Version2.1D travel demand models (assistance with development of model inputs, execution and evaluation of model outputs), in subsequent incorporation of new transit analysis features of the model now under development in corridor studies around the region, and in evaluation of results generated in the alternatives analysis.

Cost Estimate: $55,000

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: $50,000

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: $50,000

Project Planning Support

There are a number of project planning activities currently underway under the technical assistance program in Maryland. These range from multimodal analyses in major corridors, e.g., the Capital Beltway and I-270, to the development of travel demand forecasts for individual facilities. This project provides funding to support these activities, to address both ongoing corridor / subarea studies as well as the initiation of new planning studies. Specific project authorizations will occur throughout the fiscal year, as priorities dictate.

Cost Estimate: $317,300

TOTAL V.B COST ESTIMATE: $715,500

C. VIRGINIA

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 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:	$10,000
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 2005. 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: $14,800

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 2006. The HOV corridors to be monitored are:

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

Monitoring will consist of the following data collection projects:

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

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

Cost Estimate: $260,000

Products: Data files transmitted to VDOT

Schedule: Fall counts completed by Nov. 30, 2005
Spring counts completed by June 30, 2006

I-66 Feasibility Study Supplemental Data Collection

Should the Virginia Commonwealth Transportation Board decide to pursue a location study of feasible improvements to westbound I-66 between the Rosslyn Tunnel and the Dulles Airport Access Highway, additional traffic data may be required. This work element will fund COG staff collecting data needed for such a study as a complement to additional data collection efforts by VDOT.

Cost Estimate: $20,000

Schedule: On-going activity

Enhanced Commuter Corridor Count Program

This work element will dovetail with the scheduled COG count program (either the metro cordon count or the VDOT HOV monitoring program) to obtain additional data on modal use in either the I-66 or I-95 / 395 corridors. This additional data will provide statistically reliable information on modal use in the selected corridor that will be beneficial to planners and decision makers. While technical assistance funding will be used for the COG 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 COG traffic count data collection effort in order to accurately depict modal shares.

Cost Estimate: $2,000 FY 2006
$65,000 carryover from 2005

Schedule: Data collection to occur in FY 2006

High Occupancy / Toll (HOT) Lane Analysis for the I-95/395 Corridor

As requested by the VDOT advisory panel evaluating HOT lane proposals for the I-95/395 corridor, this analysis will examine the potential impacts of two HOT lane proposals using the TPB modeling procedures and regional transportation networks for the 2005 CLRP update process. The two proposals will be included in the 2010 and 2030 transportation networks developed for the 2005 CLRP, and the TPB travel

demand model will be utilized to forecast traffic volumes, speeds and mode shares for the I-95 corridor. The results of this analysis will be a technical report provided to the advisory panel in September 2005.

Cost Estimate: $85,000

Schedule: Analysis results provided September 2005

TOTAL V.C COST ESTIMATE: $456,800

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: $24,000

Schedule: on-going activity

Study on Improving Regional Paratransit Services for People with Disabilities (Phase II)

In FY2005, the first phase of a comprehensive study will be completed on innovative approaches to improving regional paratransit services for people with disabilities not able to use the fixed route system. Concerns over funding for MetroAccess, and concerns about the quality and reliability of these services, prompted the need for a regional study to look at how existing resources could be used more efficiently to

improve paratransit services. The Phase II portion of the study will address remaining tasks from the list below.

The study includes the following tasks with the overall goal of providing greater mobility for people with disabilities unable to use the fixed route system:

- Review the demand for paratransit services by people with disabilities and the benefits of providing such services;
- Identify customer needs and concerns regarding paratransit services and coordination opportunities while recognizing limited funding available;
- Examine innovative practices of paratransit for persons with disabilities, including contracting practices;
- Recommend cost-effective ways for MetroAccess and other regional paratransit services to better serve more people with disabilities; and
- Report on potential service and funding coordination opportunities that increase the range of transportation options available to people with disabilities.

The TPB Access for All Advisory (AFA) Committee will oversee the study and a subcommittee of the AFA will provide direction and guidance for the study. The study will use existing reports and studies to conduct the tasks above to avoid a duplication of efforts, such as information gathered by WMATA's Regional Paratransit Task Force, to the extent possible. Consultant expertise and support may be utilized. Other resources could include input from COG's human service program area and job-access reverse commute programs.

This study will be conducted in two phases. In FY2005, Phase I will be conducted which includes addressing the first three tasks identified above. Phase II, completing the remaining tasks, will be done in FY2006.

Cost Estimate: $70,000

Product: Study Report (Phase I and II)

Schedule: December 2005

<u>Develop a Strategic Plan for Enterprise-wide Geographic Information Systems (GIS) at WMATA</u>

This study would define current and future functions at WMATA that would benefit from GIS; identify data sources and management strategies for those data; review planning and implementation experiences at peer transit agencies; ascertain costs and benefits of implementation; and develop an implementation plan. The study would use consultant assistance working with WMATA staff.

Cost Estimate: $33,000 FY 2006

$47,000 carryover from 2005

Product: Study Report

Schedule: June 2006

TOTAL V.D COST ESTIMATE: $184,000

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 elements of the multi-year CASP work program to be performed during FY 2006 are as follows:

Air Passenger Origin/Destination Forecast Update

This project will develop an air passenger forecasting technique. This technique will be used to forecast and distribute total air passenger local originations, by resident status and trip purpose, from each Washington-Baltimore Aviation Analysis Zone (AAZ) to each of the three major commercial airports in the region.
The process of developing the air passenger origin/destination forecasts will involve many steps. Generally this will include, obtaining FAA enplanement forecasts by airport, obtaining MWAA and MAA forecasts, forecasting enplanements through 2035 by airport, reviewing recent Air Passenger Survey data files, reviewing land-use data files, reviewing AAZ, TAZ and district area system files, developing trip rates and factors, and distributing the air passenger forecasts of local originating trips from each AAZ to each of the three airports. Finally, a technical report documenting the methodology used to forecast and distribute local originating air passenger trips to the regions three major airports will be prepared.

Cost Estimate - $200,000

Air Cargo Element Update

Air cargo traffic is growing, and will continue to grow in the future. This growth is placing increased pressure on cargo facilities and access systems throughout the world.
The purpose of this project is to examine the existing demand for air cargo at Washington Dulles International and Baltimore/Washington International Airports, and analyze how current and future traffic congestion affects truck traffic traveling to and from the region’s air cargo facilities. This project would focus on the goods movement portion of airport access, would examine the estimated potential demand for air cargo facilities and would compare this demand with current and planned facilities, to determine what air cargo facilities are needed in this region to meet future demand. This work will be coordinated with any facility master planning efforts and air cargo facility inventories that have been conducted at Dulles Airport and underway at BWI Airport, as well as Intermodal Management System planning and Congestion Management System planning efforts currently underway in the region.
Under the scope of work for this project, the services of a consulting firm will be solicited to conduct three tasks: (A) an air cargo demand analysis, (B) a review of air cargo facilities at Dulles and BWI Airports; and (C) a regional needs assessment. COG staff will then be responsible for conducting the remaining tasks of the study, including a network analysis to determine the impact of traffic congestion on goods movement.

Cost Estimate - $205,300

Total VI. Cost Estimate - $405,300

3. PROPOSED FY 2006 STATE TRANSPORTATION AGENCY STATE PLANNING AND RESEARCH PROGRAMS (SPR)

District of Columbia Department of Transportation
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 2006, 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. Provide 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 Proforma.

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 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. Assist s 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.

TRANSPORTATION 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 2006 SPR Program funding is under development. The FY 2005 SPR Program funding was $2,508,495 (Federal = $2,006,796 and District = $501,699).

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 TEA-21 (and/or its successor).
    - 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 2006-2011 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.

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 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 Urban Boundaries for Federal Function Classification and NHS maps for 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 TEA-21 (and/or its successor) 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	$6,669,182
State	$1,667,295
Total	$8,336,477

NOTE: The $8,336,477 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 $2,917,767.

VIRGINIA DEPARTMENT OF TRANSPORTATION
SPR PROGRAM 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 2006, in support of the Unified Planning Work Program for the Metropolitan Washington Region.

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.

A. Plans, Program and Coordination

This activity includes 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 2006; 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

Department 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

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

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

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

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.

1. "MOBIS" (The MOBility Improvement Study, originally called the Choke Point Mitigation Study). Department staff will continue working on this multi-year study that, based on a review of data from other studies, a review of accident data, and information from other sources, will identify major choke points in the regional highway network. It will also identify potential improvements to mitigate the congestion caused by these choke points, perform travel forecasting to determine any negative impacts on nearby routes, and develop cost estimates for the identified improvements. The study will also compile a comprehensive data base and sample methodology for use in current and possible future analyses. Consultant support may be required. Results of this effort will provide site-specific improvements for consideration when District staff and local jurisdictions develop inputs for the Six Year Program and local construction programs. Study completion is expected in October, 2006.

2. Tysons Circulation Improvements Needs Assessment. This ongoing effort will gather existing data on Tysons Corner mobility operations; complete supplemental traffic counts at intersections and access points of significant traffic generators (mall entrances, retail centers, service drives); and inventory existing lane assignments/markings at key locations, directional signage, and pedestrian crossings (both along mainlines and service drives). Using collected data, the study will analyze short-term improvement needs; make recommendations (including possible access management items); and provide cost estimates for

improvements within VDOT's responsibility. Site-specific study findings have already resulted in programming and implementation of targeted improvements. Study completion is anticipated in October, 2005.

3. Bike Rider Survey. In consultation with MWCOG / Commuter Connections, VDOT's Central Office, advocacy groups, and local jurisdictions, a web-based survey instrument was developed and administered to "Bike-to-Work Day" participants in 2004 to better identify bicycle use in NoVA, particularly as a means of commuting to work. The survey will also be given to participants in the 2005 event. Traffic counts will be conducted at several high usage locations to verify survey findings. The results of this survey will give staff a broader understanding of the magnitude of cycling as a commuter means, in addition to helping identify the routes most frequently used or desired, so that trails projects can be prioritized based on usage data rather than rhetoric or best professional judgment. This study is being conducted by in-house staff over three fiscal years based on staff availability. October, 2005, is the anticipated completion date.

4. Carpooling Characteristics. Using Census data, MWCOG data and other available data, this ongoing study will summarize carpooling data and transit data and compare with socio-economic data available from MWCOG or the Census to better identify socio-economic commuter characteristics. The study will compare findings to 1980 and 1990 Census data to identify trends. Trends in HOV usage by socio-economic stratum and origin may also be identified. This study is being conducted by in-house staff as time is available. The anticipated study completion date is December, 2005.

5. Subzone Traffic Forecasts. Using subzone land use data developed this past year, as well as Census data and data from MWCOG and local jurisdictions, this ongoing study will develop sub-zone level traffic forecasts for all of NoVA. Such data will also be used to calculate the average trip length (in miles, minutes, or both) for every link in the transportation network (about 40,000 links) in order to do an analysis of trip length by roadway functional classification. The results of this study will help NoVA District, local jurisdictions, and MWCOG better understand current travel patterns, and more effectively prioritize proposed transportation improvements. This study is being conducted by in-house staff with December, 2005, being the anticipated completion date.

6. Analysis for Dulles Corridor Rapid Transit Project (DCRTP). This ongoing effort continues in-depth coordination between VDOT and the DCRTP Team as concepts are developed into more detailed designs, to insure compatibility with long term highway improvement plans. This study may include consultant support and is being conducted over a three-year period, with completion anticipated in July, 2006.

7. 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 2006. 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 7 and Route 123 in Tysons Corner, a study of highway/rail co-location in Tysons Corner, a study of American Legion Bridge commuter origins / destinations, and on-going studies of possible transportation improvements in Annandale and Sterling.

PROGRAM FUNDING

VIRGINIA DEPARTMENT OF TRANSPORTATION
SPR ELEMENTS SUPPORTING THE WASHINGTON REGION
FY2006 UNIFIED PLANNING WORK PROGRAM

Item	Work Element	Federal Funds	State Funds	Total
II	**Sub-regional Planning**			
1	MOBIS			
2	Tysons Circulation Improvement			
3	Bike Rider Survey			
4	Carpooling Characteristics			
5	Sub-zone Traffic Forecasts			
6	Analysis for Dulles Corridor RTP			
	Total	(TBD)	(TBD)	(TBD)

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.

_____ WITNESSED BY _____
Chairman, FAMPO DATE _____

_____ WITNESSED BY _____
Chairman, National DATE_____
Capitol Region
Transportation Planning Board

TPB R23-93
December 16, 1993

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.