Technical Committee Item 8

NATIONAL CAPITAL REGION
TRANSPORTATION PLANNING BOARD

FY 2014

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

DRAFT

February 1, 2013

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I. INTRODUCTION

Purpose

The **FY 2014 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, 2013 through June 30, 2014. 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.

Planning Requirements

The planning activities outlined in this work program respond to a variety of regulatory requirements. The Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) of 2005 defines the structure of the metropolitan planning process. On February 14, 2007, the FHWA and FTA issued final regulations regarding metropolitan planning in response to SAFETEA-LU. The Moving Ahead for Progress in the 21st Century (MAP-21) Act, which became law on July 6, 2012, made some important modifications to the metropolitan planning process, primarily requiring metropolitan planning organizations (MPOs) to establish and use a performance-based approach to transportation decision making and development of transportation plans. This work program has been developed to comply with the new MAP-21 requirements regarding metropolitan planning.

On November 17, 2010, the TPB approved the 2010 Financially Constrained Long Range Transportation Plan (CLRP) for the National Capital Region. On May 5, 2011, FHWA and FTA transmitted their final Certification Report on the TPB planning process which found that "the metropolitan planning process of the Washington, DC-VA-MD TMA, conducted by the MWCOG Transportation Planning Board and the Fredericksburg Metropolitan Area Metropolitan Planning Organization, conditionally meets the requirements of the Metropolitan Planning Rule at 23 CFR Part 450 Subpart C and 49 CFR Part 613. The FHWA and the FTA are, therefore, jointly certifying the transportation planning process, subject to implementation of the Recommendations and Corrective Actions within the next 18 months." The report included 11 TPB recommendations and 3 FAMPO recommendations. The report also had 4 corrective actions that FAMPO must address. All of the recommendations and corrective actions have been addressed and a report on their implementation was submitted to FTA and FHWA on July 18, 2012.

On November 16, 2011, the TPB approved the 2011 CLRP. In a February 17, 2012 letter, FHWA and FTA found that the 2011 CLRP conforms to the region's State Implementation Plans. On July 18, 2012, the TPB approved the 2012 CLRP and FY 2013-2018 TIP. In a September 28, 2012 letter, FHWA and FTA found that the 2012 CLRP and FY 2013-2018 TIP conform to the region's State Implementation Plans.

The Clean Air Act Amendments (CAAA) of 1990 requires 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.

Regional Planning Goals

In 1998, the TPB adopted a set of policy goals that have since served to guide its planning work program. These goals are:

- The Washington metropolitan region's transportation system will provide reasonable access at reasonable cost to everyone in the region.
- The Washington metropolitan region will develop, implement, and maintain an interconnected transportation system that enhances quality of life and promotes a strong and growing economy throughout the entire region, including a healthy regional core and dynamic regional activity centers with a mix of jobs, housing, services and recreation in a walkable environment.
- The Washington metropolitan region's transportation system will give priority to management, performance, maintenance, and safety of all modes and facilities.
- The Washington metropolitan region will use the best available technology to maximize system effectiveness.
- The Washington metropolitan region will plan and develop a transportation system that enhances and protects the region's natural environmental quality, cultural and historic resources, and communities.
- The Washington metropolitan region will achieve better inter- jurisdictional coordination of transportation and land use planning.
- The Washington metropolitan region will achieve enhanced funding mechanisms for regional and local transportation system priorities that cannot be implemented with current and forecasted federal, state, and local funding.
- The Washington metropolitan region will support options for international and inter-regional travel and commerce.

Known as the TPB Vision, these goals are broad in scope, and also encompass a variety of strategies and objectives. Together, these goals, strategies, and objectives provide a framework for setting out core principles for regional transportation planning. MAP-21 requires the planning process to consider projects and strategies that address eight planning

factors. These eight planning factors are encompassed by the TPB Vision's policy goals and are considered when developing the CLRP. Each planning factor is included in one or more of the TPB Vision goals, objectives and strategies, except for security, which is implicitly addressed in the TPB Vision.

Addressing Changing Planning Priorities

MAP-21 New Requirements

MAP-21 calls for metropolitan planning organizations, public transportation providers and states **to establish and use a performance-based approach to transportation decision making to support seven national goals**. The USDOT must establish performance measures related to seven goal areas for the federal-aid highway system by April 1, 2014. The goal areas include: safety, infrastructure, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. The goal areas for public transportation address transit safety and transit asset management.

The states then have a year (April 1, 2015) to establish performance targets in support of those measures; and the MPO subsequently has 180 days (October 1, 2015) to establish performance targets coordinated with those of the states and public transportation providers. After these targets are set, the metropolitan transportation plan and the transportation improvement program (TIP) are required to include a description of the performance measures and targets used in assessing the performance of the transportation system. The metropolitan transportation plan will also have to include a system performance report evaluating the condition and performance of the transportation system with respect to the established targets. The TIP is also required to include a description of the anticipated effect of the TIP toward achieving the performance targets set in the plan.

MAP-21 establishes two new programs administered by the state DOTs to fund a variety of projects. The TPB will have an important supporting role in the planning and selection of the projects funded under the new Transportation Alternatives Program and the new Section 5310 Enhanced Mobility Program.

In addition to the changing federal context, other factors that influence activities in this work plan are regional in scope. For example, the TPB established a task force to determine a scope and process for developing a regional transportation priorities plan that will enhance the implementation of regional priorities. In Spring 2011, the TPB approved the scope that guided this plan development process as specified in the FY2012 and FY2013 UPWPs. In FY 2014, policy actions, funding strategies and potential projects will be further assessed and specified for potential incorporation into the 2014 financially constrained long-range transportation plan (CLRP).

Regional and federal factors that are non-regulatory may evolve from one year to the next, but are nonetheless influential in the planning activities that are conducted and described in this work program. As these factors continue to evolve, the UPWP is adjusted annually to focus on new and emerging priorities. 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. This UPWP 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 also 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.

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 Metropolitan Washington Region in accordance with requirements of MAP-21. 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.

The TPB is composed of representatives from the 20 cities and counties, including the District of Columbia, that are members of the Metropolitan Washington Council of Governments(COG), 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. 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 ensure that transportation planning is integrated with comprehensive metropolitan planning and development, and is responsive to the needs of the local governments in the area.

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

The chairman of the TPB and the state transportation directors are members of the Metropolitan Washington Air Quality Committee (MWAQC), which was formed under the authority of the governors of Maryland and Virginia, and the mayor of the District of Columbia

to recommend the region's air quality plans. These recommendations will be forwarded to the governors and mayor for inclusion in the State Implementation Plans (SIPs) they submit to EPA.

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

Also in the Appendix is an agreement involving the TPB and Charles and Calvert counties in Maryland regarding consistency and conformity of their plans, programs and projects is included in the UPWP.

Included in the Appendix is the 2004 agreement between the TPB and the Fredericksburg Area MPO (FAMPO) in Virginia in which FAMPO committed to be responsible for meeting the TMA responsibilities for the transportation planning and programming requirements within the Metropolitan Washington Urbanized Area portion of Stafford County and producing the required planning documents on the TPB's current planning cycle.

Each year, the TPB Call for Projects document is transmitted to FAMPO requesting new and updated information on the projects located in the portion of Stafford County in the Washington DC TMA to be included in the update of the CLRP. FAMPO is also requested updated information on the Congestion Management System (CMS) for this portion of Stafford County. FAMPO transmits this information to TPB on the schedule included in the TPB Call for Projects document.

FY 2014 Regional Planning Priorities

During FY 2014, a priority will be to complete the four-year update of the CLRP as required by MAP-21. A significant effort will be to examine potential regional performance measures in coordination with the three state DOTs, WMATA and the local government public transportation operators to address the new MAP-21 performance management requirements for MPOs. With the completion of the two-year process to develop a regional transportation priorities plan that will enhance the implementation of regional priorities, the focus will turn to specifying policy actions, funding strategies and potential projects for inclusion in the CLRP. Efforts will continue to improve the coordination between land use and transportation planning. The TPB public participation process and technical planning procedures will also continue to be strengthened. In addition to these activities directly involving the TPB, a number of corridor studies and other planning studies and programs are underway throughout the region (see Figure 4).

Figure 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 Transportation Authority
Northern Virginia Regional 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
Charles County
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
Private Transportation Service Providers
Metropolitan Washington Airports Authority
Federal Highway Administration
Federal Transit Administration
National Capital Planning Commission
National Park Service

Figure 2:
Membership of the National Capital Region Transportation Planning Board

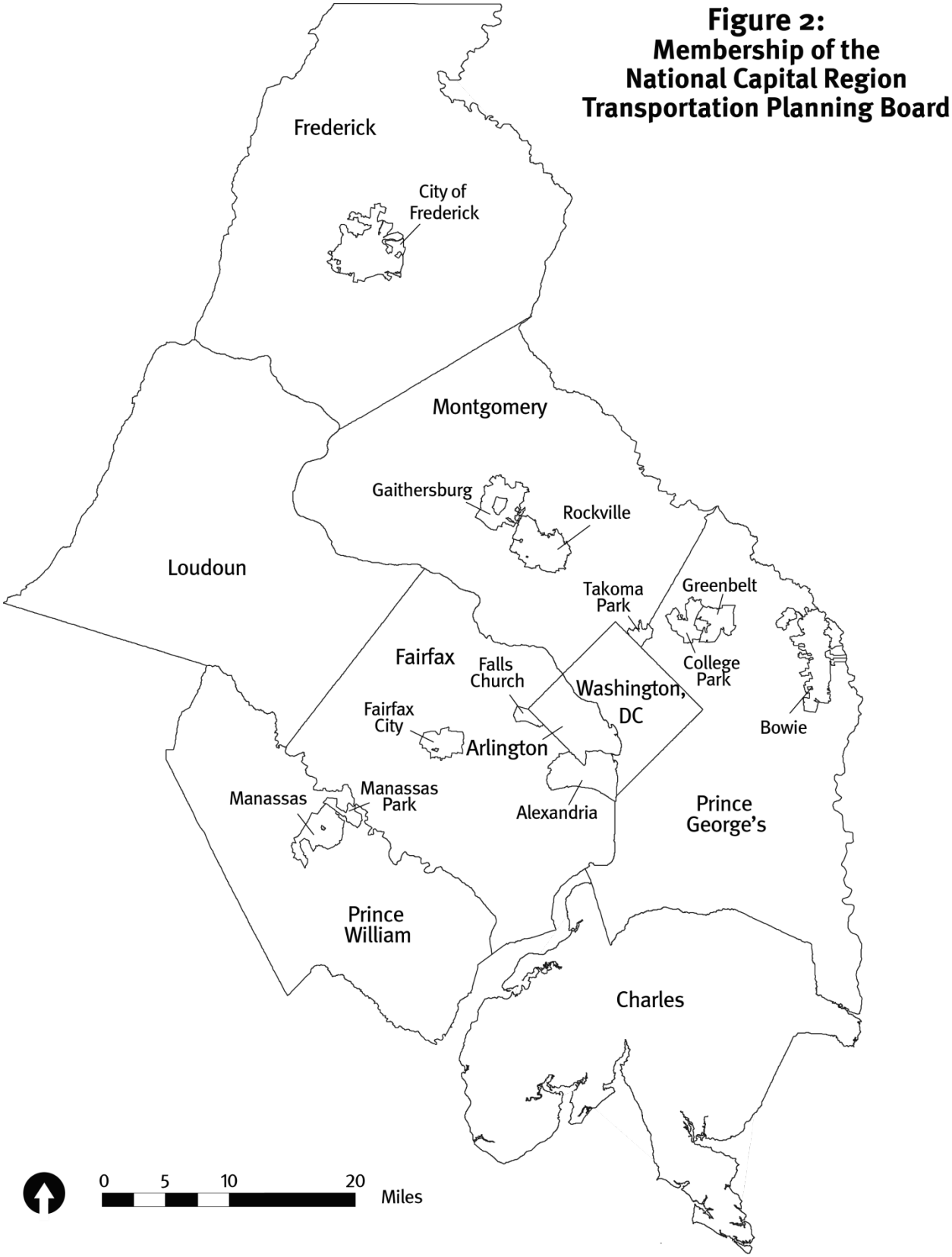


Figure 3

TRANSPORTATION PLANNING AND PROGRAMMING RESPONSIBILITIES

RESPONSIBILITY	AGENCIES
UPWP Development	TPB, DOTs, WMATA, Local Gov'ts
Planning Certification	TPB, DOTs
Performance-based Planning	TPB, DOTs, WMATA
Performance targets	TPB, DOTs, WMATA,
Performance monitoring	TPB, DOTs, WMATA,
CLRP Development	
Transportation/Land-Use Planning	TPB, MDPC, Local Gov'ts
Plan Inputs/Update	DOTs, WMATA, Local Gov'ts, NVTA, PRTC, FAMPO
Project Selection	TPB, DOTs, WMATA, and Local Gov'ts
Air Quality Conformity	TPB, FAMPO
Financial Plan	TPB, DOTs, WMATA
Congestion Management Process	TPB, DOTs, Local Gov'ts, FAMPO
Safety Element	TPB, DOTs, Local Gov'ts,
Participation Plan	TPB
Freight Planning	TPB, DOTs, Local Gov'ts.
TIP Development	
TIP Inputs	DOTs, WMATA, Local Gov'ts, NVTA, PRTC,
Project Selection	TPB, DOTs, WMATA
Air Quality Conformity	TPB, FAMPO
Financial Plan	TPB, DOTs, WMATA, Local Govt., NVTA, PRTC
Human Service Transportation Coordination Planning	TPB, WMATA, human services agencies
Private Enterprise Participation	TPB, WMATA, Local Gov'ts, NVTC/PRTC
Public Involvement Plan	TPB
Listing of Projects with Federal Funding Obligations	TPB, DOTs, WMATA
Air Quality 2010 Attainment Plan	MWAQC, TPB, DOTs
CO_2 Mobile Emissions Reduction	WMATA, state AQ agencies
Climate Change Adaptation	TPB, DOTs, WMATA, Local Gov'ts
Corridor Studies	DOTs, WMATA, TPB
Travel Demand Forecasting	TPB
Travel Monitoring	TPB, DOTs, WMATA, Local Gov'ts

Figure 4

TRANSPORTATION PLANNING STUDIES WITHIN THE WASHINGTON METROPOLITAN AREA 2013

Name	Primary Agencies	Schedule	Products
Regional			
Update of Constrained Long-Range Plan	TPB, state DOTs, WMATA, local govts.	2013	CLRP
Regional Transportation Priorities Plan	TPB, state DOTs, WMATA, local govts.	2013	Report
Station Area Plans (multiple stations)	WMATA	on-going	Plans
Station Access Studies (multiple stations)	WMATA	on-going	Plans
Gallery Place Metro Station Capacity Enhancement	WMATA	2013	Report
Priority Corridor Dev. Plans (multiple corridors)	WMATA	on-going	Plans
Bus Service Eval. Studies	WMATA	on-going	Studies
Bicycle and Pedestrian Phase IV	WMATA	2014	Report
2040 Regional Transit System Plan	WMATA	2013	Report
LRT/ Streetcar Interoperability	WMATA	on-going	Report
Metrorail Passenger Survey	WMATA	2014	Dataset, Report
Late-Night Bus Service	WMATA	2013	Report
Metrorail Yard/Maintenance Facility Study	WMATA	2013	Report, Plans
L'Enfant Metro Station Capacity Enhancement	WMATA	2013	Report

Figure 4 PLANNING STUDIES 2013 (Continued)

Name	Primary Agencies	Schedule	Products
Metrobus Network Effectiveness Study	WMATA	2013	Report
Core Capacity Alternatives: SW approach	WMATA	2013	Report
Virginia			
To be updated			
I-66 Corridor (inside The Beltway)	VDOT	2012	Report
I-66 Corridor Study (Tier 1) (Outside the Beltway)	VDOT	TBD	Report
Tri-County Parkway	VDOT	2012	FEIS
TransAction 2040	NVTA	2012	Report
VRE Extension to Gainesville	VRE	2012	PE/ EIS
Columbia Pike Multi-modal Transportation Study	Arlington Co.	TBD	Prelim. Des.
Columbia Pike Transit Initiative	Arlington Co. Fairfax Co.	TBD	NEPA
Vanpool Incentive Design	NVTC / FAMPO	2012	Report
Maryland			
Capital Beltway Study	MDOT, VDOT, Montgomery & Prince George's Counties	On-hold	DEIS
I-270 Multi-Modal Corridor Study - Highway	MDOT/SHA, Montgomery & Frederick Counties	On-hold	FEIS
Corridor Cities Transitway Study	MDOT/MTA	2013	AA/EA
Purple Line (Bethesda to Silver Spring/ Silver Spring to New Carrollton)	MDOT/MTA	2013	AA/DEIS

MD 5 Transportation Study(I-495 to US 301)	MDOT/SHA	2014	DEIS
US 301 Waldorf Study (US 301from T.B. to south of Waldorf)	MDOT/SHA	On-hold	DEIS
US 301 Governor Harry W. Nice Bridge	MD Transportation Authority	Completed	EA/FONSI 11/27/2012
MD 223 Corridor Study (Steed Road to MD 4)	MDOT/SHA	2014	Report
MD 97 Safety Accessibility Study (16th Street to Forest Glen Road)	MDOT/SHA/MTA	2015	Not Determined
MD 97 (BRT) (Glenmont Metro to Montgomery General Hospital – Olney)	MDOT/SHA/MTA	2014	Not Determined
MD 586 Viers Mill BRT	MDOT/SHA/MTA	2015	DEIS
MD Route 295/Baltimore-Washington Parkway Widening Feasibility Study	FHWA/MDOT	2012	Report Completed 11/2012
US 301 Planning for Operations Study (US 50 to Potomac River)	MDOT/SHA	2015	Report
I-270 Planning for Operations Study (I-495 To MD 109)	MDOT/SHA	2015	Report
Region-wide Bus on Shoulder Feasibility	MDOT/MTA/SHA WMATA/VDOT/ Counties	2013	Report

Figure 4 PLANNING STUDIES 2013 (Continued)

Name	Primary Agencies	Schedule	Products
District of Columbia To be updated			
14th Street Bridge Feasibility Study	FHWA, DDOT, VDOT	on-going	EIS
White House Area Transportation Study	US DOT	on-going	Report
South Capitol Street (EIS)/AWI	DDOT	on-going	EIS
First Place and Galloway NE Redesign (Fort Totten Metrorail Station)	DDOT/WMATA	on-going	Report/Design
Citywide Travel Demand	DDOT	on-going	Travel Model
Great Streets Program	DDOT	on-going	Design/Construct
16th Street Corridor Study	DDOT	2012	Plan/Design
Saint Elizabeth's Campus Master Plan & EIS	GSA	2012	EIS
Climate Change Adaptation Plan	DDOT	2012	Plan
Saint Elizabeth's East Campus Transportation Network EA	DDOT	2012	EA
Managed Lane Study	DDOT	2012	Study
DC Streetcar- Anacostia Ext EA And Section 106	DDOT/FTA/FHWA	2012	EA & Sec 106
Union Station to Georgetown Waterfront Alternatives Analysis	DDOT/FTA	2012	Study
DC Streetcar- Benning Rd Ext Feasibility Study	DDOT	2012	Study
DC Streetcar- Benning Rd EA	DDOT/FTA/FHWA	2012/2013	EA
DC Streetcar- M Street Ext	DDOT	2012/2013	Study

Figure 4 PLANNING STUDIES 2013 (Continued)

Name	Primary Agencies	Schedule	Products
Virginia Avenue Tunnel	CSX/FHWA/DDOT	2012	EA
Long Bridge Integrity and Capacity Study	DDOT	2015	Study
C Street N.E. Implementation Study	DDOT	2014	Study
M Street S.W. Study	DDOT	2012	Study
Long Range Multi Modal Plan	DDOT	2012	Study

Total Proposed Funding by Federal Source for FY 2013

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 17.

The new FY 2014 funding level in Table 1 under the "FTA Section 5303" column is assumed to be the same as the FY 2013 level, and new funding under the "FHWA Section 112" column is assumed to be the same as the FY 2013. The total FY 2014 budget for the Basic Program with unobligated funding from FY 2012 is assumed to be the same as the FY 2013 total.

TABLE 1
FY 2014 TPB PROPOSED FUNDING BY FEDERAL STATE AND LOCAL SOURCES
(July 1, 2013 to June 30, 2014)

	FTA SECT 5303 80% FED & 20% STA/ LOC	FHWA SECT 112 80% FED & 20% STA/ LOC	FAA CASP 90% FED & 10% LOC	TOTALS
ALLOTMENTS PROVIDED BY DDOT				
NEW FY 2014	468,172	1,773,583		2,241,755
UNOBLIGATED FY 2012				234,763
CARRYOVER FY 2013				0
SUBTOTAL	468,172	1,773,583		2,476,518
ALLOTMENTS PROVIDED BY MDOT				
NEW FY 2014	1,134,371	3,295,338		4,429,709
UNOBLIGATED FY 2012				716,558
CARRYOVER FY 2013				0
SUBTOTAL	1,134,371	3,295,338		5,146,267
ALLOTMENTS PROVIDED BY VDRPT & VDOT				
NEW FY 2014	912,243	3,007,926		3,920,169
UNOBLIGATED FY 2012				476,950
CARRYOVER FY 2013				0
SUBTOTAL	912,243	3,007,926		4,397,119
TPB BASIC PROGRAM				
TOTAL NEW FY 2014	2,514,786	8,076,847		10,591,633
TOTAL UNOBLIGATED FY 2012	0	0		1,428,271
SUBTOTAL	2,514,786	8,076,847		12,019,904
TOTAL CARRYOVER FY 2013	0	0		0
TOTAL BASIC PROGRAM	2,514,786	8,076,847		12,019,904
GRAND TOTAL	2,514,786	8,076,847		12,019,904

"New FY2014 funds" are newly authorized funds for the FY2013 UPWP

"Unobligated FY2012 funds" are unexpended funds from the completed FY2012 UPWP

"Carryover FY2013 funds" are programmed from the FY2013 UPWP to complete specific work tasks in the FY2014 UPWP

II. PROPOSED FY 2014 TPB WORK PROGRAM AND BUDGET

Program Structure

The TPB is responsible for the federally required planning process, serves as a forum for regional coordination, and provides technical resources for decision-making. This work program presents the work activities that support the TPB responsibilities. This work program comprises seven major activities and follows the structure in the FY 2013 program. These work activities include: (1) Plan Support; (2) Coordination and Programs; (3) Forecasting Applications; (4) Development of Networks/Models; (5) Travel Monitoring; (6) Technical Assistance; and (7) Continuous Airport System Planning. The tasks to be completed under each of the work activities are described in the following sections. The staff of the COG Department of Transportation Planning will carry out these activities, with the assistance of staff in other COG departments and supplementary consultant support.

The work program has been structured to clearly identify the specific work products to be developed, the linkages between them, and the TPB entity responsible for oversight of the products. Figures 5 and 6 on pages 21-22 illustrates the relationship between and among the TPB work activities.

The first major activity, **Plan Support** includes the preparation and coordination of the policy and planning products necessary for conducting an effective transportation planning process for the region. The UPWP, the transportation improvement program (TIP) and the financially-constrained long-range plan (CLRP) are required by federal law and regulations. The development of the CLRP and TIP will comply with the new requirements in MAP-21.

The second major activity, **Coordination and Programs,** includes related activities such as the regional congestion management process (CMP), safety planning, management, operations and technology, emergency preparedness, freight planning, regional bus planning, and bicycle and pedestrian planning. These activities will address the development of new performance measures and targets required in MAP-21. Public participation applies to all of the policy products. Human services transportation coordination planning incorporates the MPO role in the new MAP-21 FTA Section 5310 Enhanced Mobility program for elderly persons and persons with disabilities. The Transportation /Land Use Connection (TLC) Program supports the improvement of coordination between land use and transportation planning and incorporates the MPO role in the new MAP-21 Transportation Alternatives Program.

The third major activity, **Forecasting Applications,** includes forecasting applications such as air quality conformity and regional studies to provide the substantive inputs for the policy products.

The fourth major activity, **Development of Networks and Models** interacts with **Travel Monitoring**, the fifth major activity. Together, these activities provide empirical travel information from congestion monitoring and survey and analysis activities. Both products and methods activities provide input for the technical products.

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

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

Finally, the seventh major activity, **Continuous Airport System Planning (CASP)** utilizes the methods and data work activities for airport and airport-serving facilities in the region.

Work Activity Budgets

The proposed budget levels by funding source, which include FTA and FHWA funds together with state and local match, are shown in Table 2 on page 23. The TPB committee structure is shown in Figure 6 on page 25. The TPB committee or sub-committee responsible for the specific work activities listed in Table 2 are shown under the descriptions for each task starting on page 27. A detailed breakdown of staffing, consultant costs and other budgetary requirements is provided in Table 3 on page 24.

Funding for the TPB Basic Work Program is similar to the FY 2013 level. The FY 2014 UPWP continues and modifies several work activities in the FY 2013 UPWP to address MAP-21 requirements. The structure and content of this work program are summarized as follows:

- **Under Section 1 - Plan Support,** all of the activities have been conducted on an annual basis in previous years. The development of the CLRP and TIP will comply with the requirements in MAP-21.

- **Under Section 2 - Coordination Planning,** all of the activities have been conducted on an annual basis in previous years and will address the development of new performance measures and targets required in MAP-21.

- **Under Section 3 - Forecasting Applications**, the development of the Regional Transportation Priorities Plan began in FY 2012 and the other activities have been conducted on an annual basis in previous years.

- **Under Section 4 - Development of Networks/Models**, all of the activities have been conducted on an annual basis in previous years.

- **Under Section 5 - Travel Monitoring**, all of the activities have been conducted on an annual basis in previous years.

- **Section 6 - Technical Assistance and Section 7 - Continuous Airport System Planning (CASP)** are conducted each year.

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

Figure 5: Overview of Planning Products and Supporting Activities

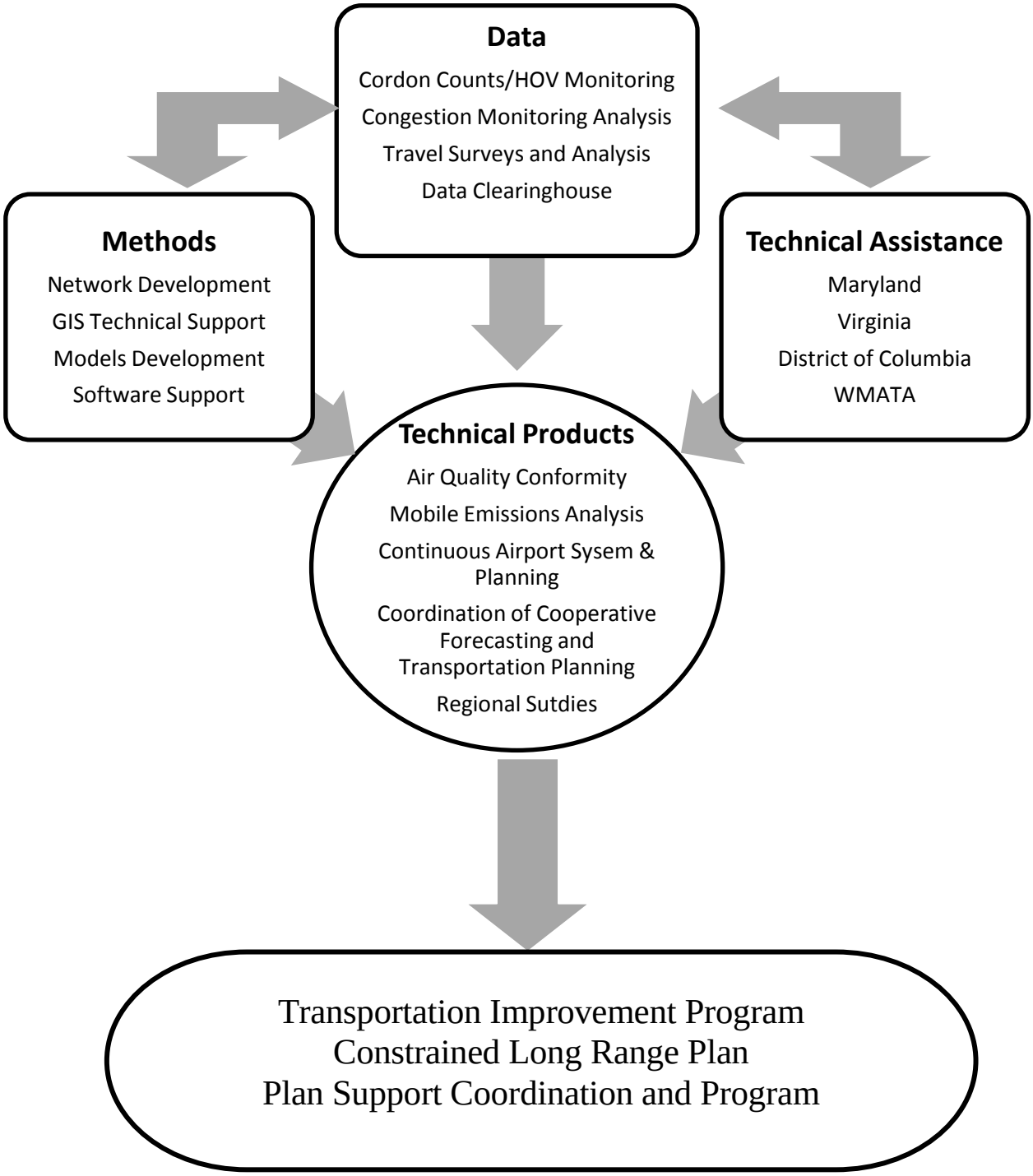


Figure 6: Visual Representation of UPWP Work Activity Relationships

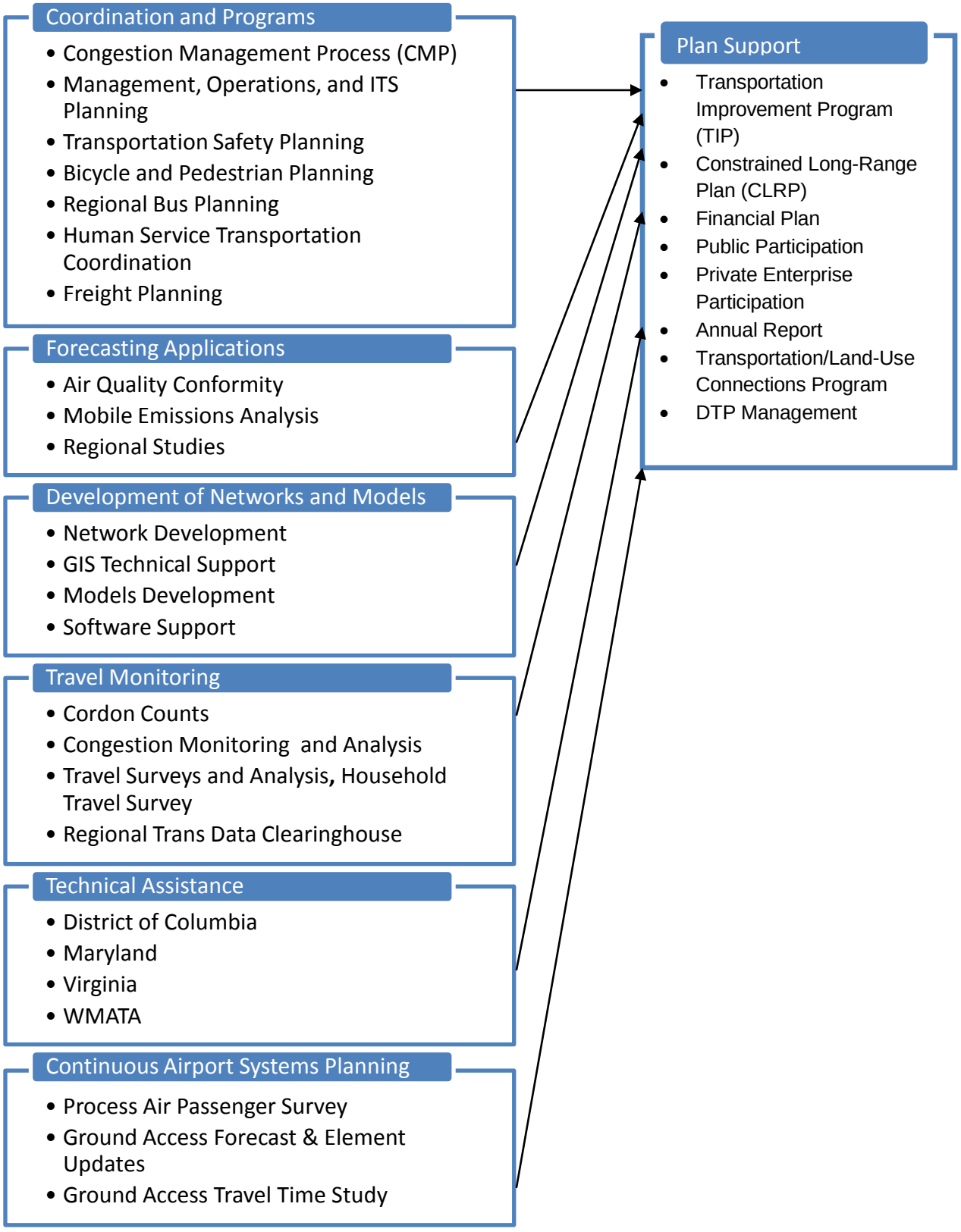


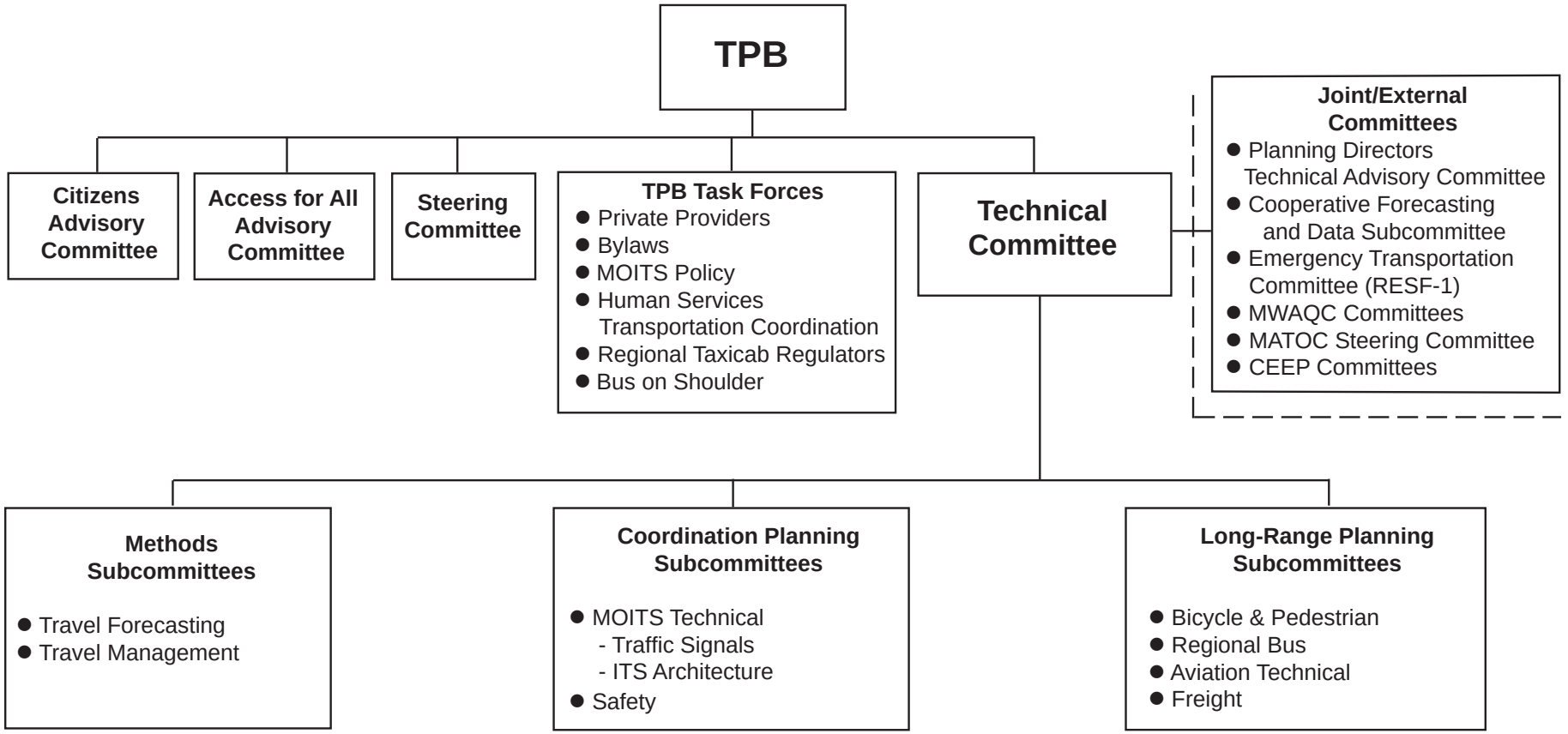
TABLE 2 DRAFT **2.1.2013**

TPB FY 2014 WORK PROGRAM BY FUNDING SOURCES

WORK ACTIVITY	TOTAL COST	FTA/STATE/ LOCAL	FHWA/STATE/ LOCAL	OTHER FUND
1. PLANS SUPPORT				
A. Unified Planning Work Program (UPWP)	70,700	15,568	55,132	
B. Transp Improvement Program (TIP)	240,600	52,980	187,620	
C. Constrained Long-Range Plan	588,400	129,567	458,833	
D. Financial Plan	64,000	14,093	49,907	
E. Public Participation	421,900	92,903	328,997	
F. Private Enterprise Participation	18,300	18,300	0	
G.Annual Report	80,100	17,638	62,462	
H. Transportation/Land Use Connection Program	395,000	86,980	308,020	
I. DTP Management	450,600	99,223	351,377	
Subtotal	2,329,600	527,252	1,802,348	
2. COORDINATION PLANNING				
A. Congestion Management Process (CMP)	205,000	45,141	159,859	
B. Management, Operations, and ITS Planning	340,300	74,935	265,365	
C. Emergency Prepardeness Planning	75,400	16,603	58,797	
D. Transportation Safety Planning	125,000	27,525	97,475	
E. Bicycle and Pedestrian Planning	108,700	23,936	84,764	
F. Regional Bus Planning	100,000	22,020	77,980	
G. Human Services Transportation Coordination	114,800	25,279	89,521	
H. Freight Planning	150,000	33,030	116,970	
I. MATCO Program Planning & Support	120,000	26,424	93,576	
Subtotal	1,339,200	294,894	1,044,306	
3. FORECASTING APPILICATIONS				
A. Air Quality Conformoity	563,200	124,017	439,183	
B. Mobile Emission Analysis	640,100	140,951	499,149	
C. Regional Studies	516,300	113,690	402,610	
D. Coord Coop Forecasting & Transportation Planning	806,800	177,659	629,141	
Subtotal	2,526,400	556,317	1,970,083	
4. DEVELOPMENT OF NETWORKS/MODELS				
A. Network Dvelopment	769,700	169,489	600,211	
B. GIS Technical Support	548,800	120,847	427,953	
C. Models Development	1,071,200	235,880	835,320	
D. Software Support	178,900	39,394	139,506	
Subtotal	2,568,600	565,609	2,002,991	
5. TRAVEL MONITORING				
A. Cordon Counts	250,800	55,227	195,573	
B. Congestion Monitoring and Analysis	350,000	77,071	272,929	
C. Travel Survey and Analysis				
Household Travel Survey	706,300	155,528	550,772	
D. Regional Transportation Clearinghouse	317,900	70,002	247,898	
Subtotal	1,625,000	357,827	1,267,173	
Core Program Total (1 to 5)	10,388,800	2,301,899	8,086,901	
6. TECHNICAL ASSISTANCE				
A. District of Columbia	302,600	67,411	235,189	
B. Maryland	598,000	133,218	464,782	
C. Virginia	529,200	117,892	411,308	
D. WMATA	201,200	201,200	0	
Subtotal	1,631,000	519,721	1,111,279	
Total, Basic Program	12,019,800	2,821,620	9,198,180	
7. CONTINUOUS AIRPORT SYSTEM PLANNING				
A. Update Ground Access Forecasts - Phase 2	60,000			60,000
B. Ground Access Element Update - Phase 1	93,000			93,000
C. Process 2013 Air Passenger Survey - Phase 1	120,000			120,000
Subtotal	273,000			273,000
8. SERVICE/SPECIAL PROJECTS				
GRAND TOTAL	**12,292,800**	**2,821,620**	**9,198,180**	**273,000**

Table 3 goes here

Figure 7
TPB Committee Structure



February 2013

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III. MAJOR WORK ACTIVITIES

1. PLAN SUPPORT

A. THE UNIFIED PLANNING WORK PROGRAM (UPWP)

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

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Clean Air Act Amendments of 1990 (CAAA) created a number of planning requirements. The Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU), which became law on August 11, 2005, reaffirmed the structure of the metropolitan planning process, and increased federal financial support for it. On February 14, 2007, FHWA and FTA issued the final regulations regarding metropolitan planning in response to SAFETEA-LU. The Moving Ahead for Progress in the 21st Century (MAP-21) Act, which became law on July 6, 2012, made some important modifications to the metropolitan planning process, primarily requiring metropolitan planning organizations (MPOs) to establish and use a performance-based approach to transportation decision making and development of transportation plans. This work program has been developed to comply with the new MAP-21 requirements regarding metropolitan planning.

In 1994, the TPB developed and adopted the first financially-constrained Long Range Transportation Plan for the National Capital Region (CLRP). In July 1997, the first three-year update of the CLRP was approved by the TPB, the second update was approved in October 2000, and the third update was approved in December 2003. The fourth update was approved by the TPB in October 2006. On November 17, 2010, the TPB approved the fifth update. In July 2014, the TPB will be asked to approve the sixth update

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 2014 UPWP defined by this document details the planning activities to be accomplished between July 2013 and June 2014 to address the annual planning requirements such as preparing the Transportation Improvement Program, addressing federal environmental justice requirements, and assessing Air Quality Conformity. It describes the tasks required to meet approval dates for the region's SIPs, and outlines the activities for the subsequent years.

In addition, this document describes the integration of program activities and responsibilities of the TPB Technical Committee and its subcommittees for various aspects of the work program. It provides an overview of the regional planning priorities and describes the major transportation planning and air quality planning studies being conducted throughout the region over the next two years.

During FY 2014, 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 2013, staff will prepare the FY 2015 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 2014, as a draft to the Technical Committee in February and as a final document for adoption by the Technical Committee and the TPB in March 2014. The approved UPWP will be distributed to the TPB and the Technical Committee, and made available to the public on the TPB web site.

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

Oversight:	Technical Committee
Cost Estimate:	$70,700
Products:	UPWP for FY 2015, amendments to FY 2014 UPWP, monthly progress reports and state invoice information, federal grant materials
Schedule:	Draft: February 2014 Final: March 2014

B. THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The Transportation Improvement Program (TIP) for the Metropolitan Washington Area is a six year program of highway, transit, bicycle and pedestrian, congestion mitigation/air quality, safety and transportation enhancement projects. The TIP will be updated every two years and amended as necessary between updates. Up-to-date information on project amendments and modifications in the TIP is available in the on-line TIP database. A printed TIP document will now be produced every two years. The TIP must be approved by the TPB and the governors of Maryland and Virginia and the mayor of the District of Columbia, and is required as a condition for all federal funding assistance for transportation improvements within the Washington Metropolitan Statistical Area.

TIP documentation describes major projects from the previous TIP that have been implemented and identifies significant delays in the implementation of major projects. The Program Development Process and Project Development Process sections of the TIP explain the TPB's actions during the project selection process, including:

- Reviewing project inputs for consistency with the Air Quality Conformity Analysis;
- Producing a financial summary of all funding sources proposed by an agency;
- Development of priority project lists by the Bicycle and Pedestrian, Freight, and Regional Bus Subcommittees, for inclusion on the TIP, and;
- TIGER, JARC and New Freedom project development.

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 FY 2015-2020 TIP and any subsequent amendments to the TIP as described under the TPB's public participation plan which was adopted in December 2007. To facilitate public review, project information from the TIP and CLRP will be made accessible through an online, searchable database. Visual representation of the projects will be enhanced with a GIS system for displaying projects. A summary guide that highlights the funding and projects in the TIP will be prepared and will guide users to the online database.

The database application for submitting 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 2012 CLRP and the FY 2013-2018 TIP were adopted by the TPB in July 2012. In October 2012, the TPB issued the Call for Projects document requesting project submissions for the 2013 CLRP and the FY 2013-2018 TIP. Amendments to the FY 2013-2018 TIP that accompany updates to the 2013 CLRP will be prepared for review by the TPB Technical Committee, the TPB, and the public between January and June 2013. The 2013 CLRP and any related TIP amendments are scheduled to be approved on July 17, 2013.

During the year administrative modifications and amendments will likely need to be made to the FY 2013-2018 TIP to revise funding information or reflect changes in priorities or the introduction of new project elements. Such modifications and amendments will follow the procedures adopted by the TPB on January 16, 2008.

In October 2013, the TPB will issue the Call for Projects document requesting project submissions for the 2014 CLRP and the FY 2015-2020 TIP. The FY 2015-2020 TIP will be prepared between January and May 2014 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. Approval of the TIP is scheduled for July 2014.

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. A financial plan will be prepared to demonstrate how the TIP can be implemented, and indicate the sources of public, private and innovative funding. Documentation of the FY 2015-2020 TIP will also include a summary brochure and expanded content online with additional analysis and visual aids such as graphs and charts.

Performance Management and the TIP

MAP-21 calls for MPOs, states, and public transportation providers to establish and use a performance-based approach to transportation decision making to support seven national goals. The USDOT must establish performance measures related to seven areas by April 1, 2014. The states then have a year (April 1, 2015) to establish performance targets in support of those measures; and the MPO subsequently has 180 days (October 1, 2015) to establish performance targets coordinated with those of the states and public transportation providers. After these targets are set, the CLRP and TIP are required to include a description of the performance measures and targets used in assessing the performance of the transportation system. The CLRP will also have to include a system performance report evaluating the condition and performance of the transportation system with respect to the established targets. The TIP is also required to include a description of the anticipated effect of the TIP toward achieving the performance targets set in the CLRP.

Once the USDOT has established performance measures for the seven areas, TPB staff will coordinate with DDOT, MDOT and VDOT staff on their setting of the state performance targets in support of the measures. States may set different targets for urbanized and rural areas. TPB staff will coordinate with the planning area. TPB staff will also coordinate with the DOT staffs to develop the specific performance targets in relation to the applicable performance measures for the TPB planning area. Similarly, TPB staff will coordinate with WMATA and other public transportation providers on their setting of performance targets for USDOT established performance measures.

The 2014 CLRP and new TIP will include a description of the performance measures and targets under development or to be used in assessing the performance of the transportation system. Once the targets are developed in coordination with the State DOTs and public transportation providers, the CLRP will also include a system performance report evaluating the condition and performance of the transportation system with respect to the established targets. The TIP also will include a description of the anticipated effect of the TIP toward achieving the performance targets set in the CLRP.

Annual Listing of TIP Projects that Have Federal Funding Obligated

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 2013.

Oversight:	Technical Committee
Cost Estimate:	$240,600
Products:	Amendments and administrative modifications to the FY 2013-2018 TIP, Draft FY 2015-2020 TIP
Schedule:	June 2014

C. CONSTRAINED LONG-RANGE TRANSPORTATION PLAN (CLRP)

The financially Constrained Long-Range Plan (CLRP) includes all "regionally significant" highway, transit and High-Occupancy Vehicle (HOV), bicycle and pedestrian projects, and studies that the TPB realistically anticipates can be funded and implemented by 2040. Some of these projects are scheduled for completion in the next few years; others will be completed much later. Each year the plan is updated to include new projects and programs, and analyzed to ensure that it meets federal requirements relating to air quality and funding.

Under SAFETEA-LU, the last four-year update of the CLRP was approved by the TPB on November 17, 2010 and included an expanded financial analysis of transportation revenues expected to be available through 2040.. As required by MAP-21, the next four-year update of the CLRP will be in 2014. The 2014 CLRP will address the new MAP-21 long-range transportation plan requirement to incorporate a performance-based approach to transportation decision making to support seven national goals. The CLRP is updated annually with amendments that include new projects or adjust the phasing or other aspects of some of the projects or actions in the plan, or change specific projects as new information on them becomes available.

New Performance-Based Approach

MAP-21 calls for MPOs and state DOTs to establish and use a performance-based approach to transportation decision making to support seven national goals. The USDOT must establish performance measures related to seven areas by April 1, 2014. The states then have a year (April 1, 2015) to establish performance targets in support of those measures; and the MPO subsequently has 180 days (October 1, 2015) to establish performance targets coordinated with those of the states and public transportation providers. After these targets are set, the CLRP and TIP are required to include a description of the performance measures and targets used in assessing the

performance of the transportation system. The CLRP will also have to include a system performance report evaluating the condition and performance of the transportation system with respect to the established targets. The TIP is also required to include a description of the anticipated effect of the TIP toward achieving the performance targets set in the CLRP.

Once the USDOT has established performance measures for the seven areas, TPB staff will coordinate with DDOT, MDOT and VDOT staff on their setting of the state performance targets in support of the measures. States may set different targets for urbanized and rural areas. TPB staff will coordinate with the DOT efforts to ensure consistent state measures that are relevant for the TPB planning area. TPB staff will also coordinate with the DOT staffs to develop the specific performance targets in relation to the applicable performance measures for the TPB planning area. Similarly, TPB staff will coordinate with WMATA and other public transportation providers on their setting of performance targets for USDOT established performance measures.

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, decision-making and implementation in the region. It addresses the planning factors in MAP-21. The Vision is the TPB Policy Element of the CLRP. The CLRP website (www.mwcog.org/clrp) describes how the plan performs related to MAP-21 planning factors as reflected by the goals of the TPB Vision. The goals from COG's Region Forward efforts are reflected in the TPB Vision, which includes a broader set of policy goals for transportation than Region Forward.

The TPB's Regional Transportation Priorities Plan(RTPP) to be completed in early FY 2014 will identify near-term, on-going and long term strategies that address the most pressing challenges that the region faces in meeting the TPB's regional Vision goals. The challenges and high-pay off strategies with wide regional support identified in RTPP can inform the identification of new projects and programs for inclusion in the 2014 CLRP.

The CLRP will be documented in several ways and public materials will be provided during plan development and after plan approval. The CLRP website will be utilized to document the plan update by describing the development process, related planning activities, major projects, performance of the plan and how the public can get involved. The website also makes CLRP-related process and technical documentation readily accessible. The TPB will continue to make the plan information more accessible and visual. Projects in the plan will be accessible through an online database that the public can easily search. Projects will be mapped using GIS where possible and displayed along with project descriptions and in an interactive map. These maps will also be used in printed media, such as the CLRP and TIP summary brochure. The TPB will also continue to improve the quality of public materials about the plan during its development and after approval so that the materials are more useful to a wide variety of audiences, using less technical jargon and more "public friendly" language.

The 2013 CLRP

n October 2012, the TPB issued a "Call for Projects" document requesting projects, programs or strategies for inclusion in the update to the CLRP, the 2013 CLRP. Project updates were due in December 2012. Materials describing the draft 2012 CLRP were developed in the spring of 2013, including maps, major project descriptions, and analysis from the previous year's CLRP.

Documentation of the plan will include an analysis of how the plan performs in regard to transit and auto trips made, vehicle miles of travel, lane miles of congestion and accessibility to jobs. The performance analysis is done after every CLRP update and is documented on the CLRP website. The analysis will be used to describe how the CLRP performs based on regional goals and MAP-21 planning factors and will also examine connectivity between the Regional Activity Centers. The development of the 2013 CLRP will include two opportunities for the public to comment on the Plan.

In June 2013, the 2013 CLRP will be released for a final public comment period and the accompanying air quality conformity analysis. The TPB is scheduled to adopt the 2013 CLRP in July 2013.

The 2014 CLRP

In October 2013, the TPB will issue its "Call for Projects" document for the 2014 CLRP, which is a major four-year update to the plan. The “Call for Projects” document will request new projects programs and strategies, and updated information to be included in the 2014 CLRP. Materials describing the draft 2014 CLRP will be developed in the spring of 2013, including maps, major project descriptions, and analysis from the previous year's CLRP. The development of the 2014 CLRP will include two opportunities for the public to comment on the Plan. The 2014 CLRP and FY2015-2020 TIP will be prepared and reviewed between January and June 2014 with approval scheduled for July 2014.

A description of the performance measures and targets under development or to be used in assessing the performance of the transportation system will be drafted. Once the targets are developed in coordination with the State DOT’s, the CLRP will include a system performance report evaluating the condition and performance of the transportation system with respect to the established targets. The TIP also will include a description of the anticipated effect of the TIP toward achieving the performance targets set in the CLRP. After the TPB approves the 2014 CLRP, anticipated for July 2014, a performance analysis of the CLRP to 2040 will be conducted utilizing the established performance measures. The 2014 CLRP will be also be evaluated for disproportionally high and adverse effects on low-income and minority population groups.

Environmental Consultation

During the development of the CLRP the TPB will continue to consult with the federal, state and local agencies responsible for natural resources, wildlife, land management environmental protection, conservation and historic preservation as necessary in the District of Columbia, Maryland and Virginia on potential environmental mitigation

activities. To aid in the integration of projects for the CLRP with natural and historic resources, maps of transportation and historic resources will be updated with the latest available GIS data from District of Columbia and the States and forwarded to federal, state and local agencies for comments.

Climate Change Adaption

The environmental consultation activities described above also provide an opportunity to engage environmental and transportation agencies on the topic of climate change adaptation. Local, state and national practices will be monitored for potential applicability to the region.

Cost Estimate:	$588,400
Products:	Documentation of the 2013 CLRP, Call for Projects for the 2014 CLRP, draft 2014 CLRP and documentation
Schedule:	July 2014

D. FINANCIAL PLAN

The Financially Constrained Long-Range Transportation Plan (CLRP)

The CLRP must be updated every four years as required by MAP-21. The CLRP is updated annually with amendments that include new projects or adjust the phasing or other aspects of some of the projects or actions in the plan, or change specific projects as new information on them becomes available. The 2010 CLRP was the last major update of the plan and includes an expanded financial analysis of transportation revenues expected to be available for the years 2011 to 2040.

As required under MAP-21 and federal planning regulations, both the TIP and the CLRP must have a financial plan that demonstrates how they can be implemented and show the sources of funding expected to be made available to carry them out. The financial analysis for the 2010 CLRP, which was completed by a consultant in October 2010, includes federal and state revenue projections, cost estimates for new system expansion projects, and cost estimates for system maintenance and rehabilitation. All revenue and cost estimates are in year of expenditure dollars as well as constant dollars through 2040.

In Spring 2013, the financial analysis for the 2010 CLRP was reviewed to ensure that it conforms with MAP-21 requirements and initially updated for the 2014 CLRP. The expected revenues and expenditures for the 2010 CLRP for the years 2011 to 2040, were updated to reflect new state revenue sources and expenditure estimates in consultation with the state and local DOTs and public transportation operators to produce an initial analysis for the 2014 CLRP for the years 2015 to 2040.

In Fall 2013, in consultation with the state and local DOTs and public transportation operators, the initial analysis will be finalized with the estimated revenues reasonably

expected to be available and the projected expenditures determined for use in preparing project submissions for the draft 2014 CLRP.

The Transportation Improvement Program

A financial plan for the FY 2015-2018 TIP will be prepared. Since federal 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 federal funding categories under Surface Transportation (Title I) and Transit (Title III).

The funds programmed in the TIP for each state by federal program category will be compared with the information provided by the states and transit operators on the estimated available Federal and State funds for the program period. The funds programmed in the TIP for each state by federal program category in the first and second years will be compared with the trends of the annual funding programmed in previous TIPs and with the funding reported in the annual listings of TIP projects that have federal funding obligated. Comparisons that indicate significant changes from past trends will be reviewed with the implementing agency to clarify the change. Implementing agencies will ensure that only projects for which construction and operating funds can reasonably be expected to be available will be included in the TIP. In the case of new funding sources, strategies for ensuring their availability will be identified by the implementing agency and included in the TIP. The product will be a financial summary that focuses on the first two years of the six-year period of the TIP, and it will be incorporated as a main section of the TIP for review by the public and approval by the Technical Committee and the TPB. The TIP will also summarize funding that the implementing agencies have programmed specifically for bicycle and pedestrian projects and identify projects that include bicycle and/or pedestrian accommodations.

Oversight:	Technical Committee
Cost Estimate:	$64,000
Products:	Financial analysis for the draft 2014 CLRP and FY 2015-2020 TIP
Schedule:	January 2014

E. PUBLIC PARTICIPATION

The TPB's *Participation Plan*, which was adopted in December 2007, will continue to guide all the TPB's public involvement activities.

- Provide public outreach support for the finalization of the Regional Transportation Priorities Plan (RTPP) as well as conducting outreach related to implementation of the RTPP. Through a variety of public outreach activities, citizens will discuss the benefits, desirability and feasibility of potential RTPP components, including how priorities should be funded. These RTPP public involvement activities will see

a variety of tools and media, including citizen forums, web-based outreach and surveys and innovative visualization techniques. RTPP outreach will seek to engage a variety of constituencies, including community leaders and ordinary citizens not normally involved in the TPB process, as well as citizen partners such as members of the Citizen Advisory Committee and Access for All Advisory Committee.

- Provide staff support for the TPB Citizens Advisory Committee (CAC), including organizing monthly meetings and outreach sessions, and drafting written materials for the committee.

- Ensure that the TPB's website, publications and official documents are timely, thorough and user-friendly.

- Enhance and maintain the National Capital Region Information Hub on Transportation Planning Activities, an online clearinghouse with information on public involvement activities among the TPB's member jurisdictions. The Hub is scheduled to be launched in the spring of 2013.

- Use social media or other forms of web-based communication (including the TPB *Weekly Report*, which is described below in Section G "Annual Report") to provide information to the public about regional transportation issues and engage the public in a dialogue about key topics.

- Conduct at least one session of *the Community Leadership Institute,* a two-day workshop designed to help community activists learn how to get more actively involved in transportation decision making in the Washington region. As appropriate, develop and conduct workshops or events – or participate in events organized by other parties -- to engage the public and community leaders on key regional transportation issues, including challenges reflected in the CLRP and TIP. Conduct webinars and use other web-based tools, as appropriate, to share information among stakeholders and the public.

- Provide staff support for the TPB Access For All Advisory (AFA) Committee that includes leaders of low-income, minority and disabled community groups.

- Prepare AFA Committee comments on key documents before the TPB, including the CLRP, that reflect concerns of people with disabilities as well as minority and low-income communities.

- Continue to implement public involvement procedures, including public comment sessions at the beginning of each TPB meeting and official public comment periods prior to the adoption of key TPB documents. Refine such procedures, as appropriate.

- Identify and implement methods for regular evaluation of the TPB's public involvement activities.

- Support implementation of other aspects of the TPB *Participation Plan*, not explicitly described above.

Oversight:	Transportation Planning Board
Cost Estimate:	$421,900
Products:	TPB Participation Plan with a proactive public involvement process; CAC and AFA Committee Reports
Schedule:	On-going, with forums and meetings linked to preparation of CLRP and TIP

F. PRIVATE ENTERPRISE PARTICIPATION

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

The following activities are anticipated:

- The procedures for involving private transportation providers in urban mass transportation and the activities accomplished will be documented as a section of the Transportation Improvement Program (TIP).

- To facilitate early consultation, TPB will conduct an annual forum for key transit staff from the local jurisdictions and WMATA to meet with interested private providers to discuss in general terms their plans for major bus service changes and expansions.

- Private transit providers will be afforded the opportunity to present their views on the CLRP, the TIP, and the Unified Planning Work Program while these documents are in a draft stage.

- Support will be provided to the Private Providers Task Force. This group will be the vehicle through which the above tasks are accomplished, and will advise the TPB of the private provider perspective on transit service through its chairman, who is a non-voting member of the TPB. Minutes will be prepared for Task Force meetings, as well as other documentation as required.

- Through their representation on the TPB, private transit and taxicab providers will be encouraged to contribute to the shaping of policies and strategies for the CLRP that

promote effective, competitive provision of transit services, particularly in growing suburban areas and activity centers.

- In July 2007, the TPB established the Taxicab Regulators Task Force to: 1) encourage close cooperation and sharing of information between municipal and county taxicab regulators in the National Capital region and to work to resolve common problems and 2) explore the possibility of developing standards to improve the quality of service for taxicab customers in their respective jurisdictions. TPB staff will support the task force meetings which are scheduled every quarter.

  Oversight: Transportation Planning Board

  Cost Estimate: $18,300

  Product: Documentation on Private Provider Involvement

  Schedule: Annual Transit Forum - May 2014
  Draft in TIP – June 2014

G. TPB ANNUAL REPORT AND TPB NEWS

TPB staff annually produces The Region magazine, which provides a non-technical review and analysis of transportation issues in the Washington region. Elected officials and citizens are the primary target audience of this magazine, which has an annual circulation of approximately 1,100 and is distributed throughout the year as the TPB's flagship publication.

The TPB News is produced monthly to provide a timely update on the activities of the TPB, including decisions made at the TPB's monthly meeting. The TPB News has a circulation of approximately 1,100 paper copies, and an electronic distribution of approximately 500.

In January 2012, the TPB launched the new TPB Weekly Report, which is a web-based newsletter featuring a short article every week on a single topic of interest in regional transportation. This publication is distributed electronically, including notifications through social media sites, such as Twitter and Facebook.

- The new issue of *The Region* will describe the main activities completed in 2013.

- Produce the monthly newsletter *TPB News*.

- Write and distribute the *TPB Weekly Report*,

  Oversight: Transportation Planning Board

  Cost Estimate: $80,100

Products: *Region* magazine, *TPB News* and TPB *Weekly Report*

Schedule: June 2014

H. TRANSPORTATION/LAND USE CONNECTION (TLC) PROGRAM

The TLC Program provides support to local governments in the Metropolitan Washington region as they work to improve transportation/ land use coordination at the community level. Through the program, the TPB provides its jurisdictions with consultant-provided, short-term technical assistance to catalyze or enhance planning efforts. Begun as a pilot in November 2006, the program also provides a clearinghouse to document national best practices, as well as local and state experiences with land use and transportation coordination. By the end of FY2013, 62 TLC technical assistance projects will have been completed. These projects cover a range of subjects, including promoting "complete streets" improvements to ensure pedestrian and bicycle access to transit, identifying transportation and public realm improvements to facilitate transit-oriented development, and offering recommended changes in local government policies on issues such as urban road standards or parking policies.

The following activities are proposed for FY 2014:

- Fund at least six technical assistance planning projects at a level between $20,000 and $60,000 each. Fund at least one project for between $80,000 and $100,000 to perform project design to achieve 30% completion.

- Fund one pilot technical assistance project at up to $80,000 to complete preliminary engineering and conceptual design work, enabling one previous TLC technical assistance planning project or other member jurisdiction planning project to move towards construction-readiness.

- Conduct the selection process for small capital improvement projects using funding sub-allocated to the Washington metropolitan region through the state DOTs from the new MAP-21 Transportation Alternatives Program (TAP). Coordinate program implementation with the state DOTs.

- Maintain and update the TLC Regional Clearinghouse and website

- Develop tools and activities to facilitate regional learning about TLC issues among TPB member jurisdictions through the Regional Peer Exchange Network. Organize at least one regional meeting to facilitate an exchange of information about lessons learned from past TLC projects.

- Identify recommended implementation action steps in each planning project report, such as further study needs, more stakeholder collaboration, suggested land use or local policy changes, and transportation investment opportunities and priorities.

- Provide staff support for TLC Technical Assistance Projects to be conducted as part of the MDOT Technical Assistance Program and for other projects

where additional funding is provided by state or local agencies.

Oversight: TPB Technical Committee

Cost Estimate: $395,000

Products: Updated web-based clearinghouse, technical assistance provided by consultant teams to six localities, and implementation toolkit.

Schedule: Technical assistance: September 2013-June 2014

I. DTP MANAGEMENT

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

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

In addition to salaries, nominal amounts are utilized 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:	$450,600
Products:	Materials for the meetings of the TPB, the Steering Committee, the Technical Committee, and the State Technical Working Group; responses to information requests from elected officials, federal agencies and media; and participation in external meetings related to TPB work program.
Schedule:	Ongoing throughout the year

2. COORDINATION AND PROGRAMS

A. CONGESTION MANAGEMENT PROCESS (CMP)

The regional Congestion Management Process (CMP) is a federally required component of the metropolitan transportation planning process. The CMP is to address the systematic management of traffic congestion and provision of information on transportation system performance. No single occupant vehicle (SOV) capacity expanding project can receive federal funds unless it is part of the regional CMP. The federal MAP-21 legislation continues the requirement for a CMP, with emphasis on congestion data as part of a performance measurement- based metropolitan planning process.

The CMP includes information from regional Travel Monitoring programs (see Section 5 of the UPWP) addressing recurring congestion, as well as information on non-recurring congestion as examined in the Management, Operations, and Intelligent Transportation Systems (MOITS) program (see also Task 2.B. below). Additionally, this task includes analysis of transportation systems condition data archives from private sector sources. A major source of this information is the speed data archive from the I-95 Corridor Coalition/INRIX, Inc. Vehicle Probe Project. As an affiliate member of the I-95 Corridor Coalition, TPB has gratis access to data archives on certain roadways in the region covered under the Coalition's Vehicle Probe Project. TPB also has gratis access to data from supplementary, expanded roadway coverage beyond the limited Coalition coverage, funded by the District of Columbia, Maryland, and Virginia Departments of Transportation.

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

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

- Undertake activities to address the federal requirement for a regional Congestion Management Process component of the metropolitan transportation planning process. Include information from regional Travel Monitoring programs (see Section 5 of the UPWP) addressing congestion and reliability, as well as information on non-recurring congestion as examined in the Management, Operations, and Intelligent Transportation Systems (MOITS) program (see also Task 2.B.).
- Identify and assess strategies that address congestion, in coordination with MOITS, the Metropolitan Area Transportation Operations Coordination Program (see also Task 2.I), the Air Quality Conformity program (see also Task 3.A.), the regional Commuter Connections Program(see www.commuterconnections.org).

- Analyze transportation systems condition data archives from private sector sources, especially the speed data archive from the I-95 Corridor Coalition/INRIX, Inc. Vehicle Probe Project.
- Address MAP-21 requirements related to the CMP, including:
    - Analyze data from the above sources to support the “congestion reduction”, “System Reliability” and other relevant National Goals for Performance Management.
    - Develop regional congestion performance measures based on the available data; engage in the federal rulemaking process on performance measures for congestion reduction and system reliability.
    - Coordinate with member states on the establishment of congestion reduction and system reliability targets.
- Compile information and undertake analysis for development on four major aspects of the regional CMP:
    - CMP Components of the Constrained Long-Range Plan (CLRP), portions of the CLRP that specifically address CMP and its subtopics, in the form of interlinked web pages of the on-line CLRP, to be updated in conjunction with major updates of the CLRP;
    - CMP Documentation Form Information addresses federally-required CMP considerations associated with individual major projects, to be included with overall project information submitted by implementing agencies to the annual Call for Projects for the CLRP and Transportation Improvement Program (TIP) (see also Task 1.C), and incorporated into the regional CMP;
    - A CMP Technical Report, published on an as-needed basis, compiling and summarizing the results of monitoring and technical analysis undertaken in support of the regional CMP. A major update of the CMP Technical Report will be produced FY2014 (last published in 2012); and
    - National Capital Region Congestion Report, released quarterly on the TPB website, reviewing recent information on congestion and reliability on the region's transportation system and featured CMP strategies, with a "dashboard" of key performance indicators.

Oversight:	Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee
Cost Estimate:	$205,000
Products:	Updated CMP portions of the CLRP; CMP Documentation Form; National Capital Region Congestion Report; FY2014 CMP Technical Report; documentation as necessary supporting MAP-21 requirements of the CMP; summaries, outreach

materials, and white paper(s) on technical issues as needed; supporting data sets

Schedule: Monthly

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

MAP-21 defines "Regional Transportation Systems Management and Operations (RTSMO)" as:

> *Integrated strategies to optimize the performance of existing infrastructure through the implementation of multimodal and intermodal, crossjurisdictional systems, services, and projects designed to preserve capacity and improve security, safety, and reliability of the transportation system.*

Under this work task, TPB will provide opportunities for coordination and collaborative enhancement of transportation technology and operations in the region, consistent with MAP-21 RTSMO requirements, and advised by its Management, Operations, and Intelligent Transportation Systems (MOITS) Policy Task Force and MOITS Technical Subcommittee.

A key focus of MOITS planning is the region's non-recurring congestion, due to incidents or other day-to-day factors. A MOITS Strategic Plan was completed in 2010 and provided updated guidance and direction to the program. The MOITS program includes planning activities to support the following major topics:

- MAP-21: Address MAP-21 requirements related to MOITS, including:
    - Compile and analyze data to support the "system reliability" National Goal for Performance Management
    - Monitor federal rulemaking on performance measures for system reliability
    - Coordinate with member states on the establishment of system reliability targets
- ITS Data: The collection/compilation, processing, warehousing, and sharing of transportation systems usage and condition data from Intelligent Transportation Systems (ITS) sources
- Regional Transportation Management: Particularly in conjunction with the Metropolitan Area Transportation Operations Coordination (MATOC) Program (see also Task 2.I.); support the MOITS Technical Subcommittee in its long-range planning advisory role for the MATOC Program
- Multi-modal Coordination: Examination of traffic and transit management interactions in daily operations
- Coordination of day-to-day transportation operations planning with emergency preparedness in conjunction with the COG Regional Emergency Support Function 1 – Emergency Transportation Committee (see also Task 2.C.)
- Traveler Information: Real-time traveler information made available to the public

- Congestion Management Process: Technology and operations strategies to address non-recurring congestion aspects of the regional Congestion Management Process (see also Task 2.A.)
- Maintenance and Construction Coordination: Regional sharing of available maintenance and construction information for coordination purposes, in conjunction with MATOC's ongoing development of a regional construction coordination system
- Intelligent Transportation Systems (ITS) Architecture: Maintain the regional ITS architecture in accordance with federal law and regulations
- Traffic Signals: Assist member agencies in the exchange and coordination of interjurisdictional traffic signal operations information and activities; examine traffic signal systems and operations from the regional perspective, including in conjunction with emergency planning needs
- Climate Change Adaptation: Monitor local and national practices regarding transportation operational procedures to adapt to climate change effects. Review the COG Regional Climate Adaption Plan to identify transportation operations-related climate change adaptation activities for the region's transportation agencies to consider
- MOITS Strategies: Analysis of strategies designed to reduce congestion, reduce emissions, and/or better utilize the existing transportation system.
- Member Agency Activities: Work as needed with the MOITS activities of the state and D.C. departments of transportation, the Washington Metropolitan Area Transit Authority, and other member agencies
- Coordinate with supra-regional management and operations activities of the Federal Highway Administration, the I-95 Corridor Coalition, and other relevant stakeholders
- Provide staff support to the MOITS Policy Task Force, MOITS Technical Subcommittee, MOITS Regional ITS Architecture Subcommittee, and MOITS Traffic Signals Subcommittee.

Oversight:	Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee
Cost Estimate:	$340,300
Products:	Agendas, minutes, summaries, outreach materials as needed; white paper(s) on technical issues as needed; revised regional ITS architecture; MOITS input to the CLRP as necessary; review and advice to MOITS planning activities around the region; documentation as necessary supporting MAP-21 requirements of MOITS planning

Schedule: Monthly

C. TRANSPORTATION EMERGENCY PREPAREDNESS PLANNING

Under this work task, TPB will provide support and coordination for the transportation sector's role in overall regional emergency preparedness planning, in conjunction with the Metropolitan Washington Council of Governments (COG) Board of Directors, the National Capital Region Emergency Preparedness Council, and other COG public safety committees and efforts. This task is the transportation planning component of a much larger regional emergency preparedness planning program primarily funded outside the UPWP by U.S. Department of Homeland Security and COG local funding. Here specialized needs for transportation sector involvement in Homeland Security-directed preparedness activities will be addressed. Efforts are advised by a Regional Emergency Support Function #1 - Transportation Committee in the COG public safety committee structure, with additional liaison and coordination with the TPB's Management, Operations, and Intelligent Transportation Systems (MOITS) Policy Task Force and MOITS Technical Subcommittee.
MAP-21 requires the metropolitan planning to address the security of the transportation system for motorized and nonmotorized users.
Major topics to be addressed under this task include the following:

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

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

Cost Estimate: $75,400

Products: Agendas, minutes, summaries, outreach materials as needed; white paper(s) on technical issues as needed; regular briefings and reports to TPB and MOITS as necessary; materials responding to DHS and UASI requirements; documentation as necessary supporting MAP-21 requirements of transportation emergency preparedness planning

Schedule: Monthly

D. TRANSPORTATION SAFETY PLANNING

The Washington metropolitan area is a diverse and rapidly growing region, a major tourist destination, and a gateway for immigrants from all over the world. Growth has meant more people driving more miles and more people walking, especially in inner suburban areas where pedestrians were not common in years past. MAP-21 requires metropolitan planning to increase the safety of the transportation system for motorized and non-motorized users. These and other factors, along with heightened awareness of the safety problem, have demonstrated the need for the regional transportation safety planning program.

- Under this work task, TPB will provide opportunities for consideration, coordination, and collaboration planning for safety aspects of the region's transportation systems. Safety planning will be in coordination with the State Strategic Highway Safety Plan efforts of the District of Columbia, Maryland, and Virginia, as well as other state, regional, and local efforts. Coordination will be maintained with the regional Street Smart pedestrian and bicycle safety outreach campaign. Major topics to be addressed in the Transportation Safety Planning task include the following: Support of the Transportation Safety Subcommittee
- Address MAP-21 requirements related to the CMP, including:
    - Compile fatality and injury data to support the “safety” National Goal for Performance Management.
    - Engage in the federal rulemaking on performance measures for safety.
    - Coordinate with member states on the establishment of safety targets.
- Coordination on metropolitan transportation planning aspects of state, regional, and local safety efforts, and with transportation safety stakeholders
- Coordination with other TPB committees on the integration of safety considerations
- Maintenance of the safety element of region's long-range transportation plan.

Oversight: Transportation Safety Subcommittee

Cost Estimate: $125,000

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

needed; documentation as necessary supporting MAP-21 requirements of transportation safety planning

Schedule: Quarterly

E. BICYCLE AND PEDESTRIAN PLANNING

Under this work task, TPB will provide opportunities for consideration, coordination, and collaborative enhancement of planning for pedestrian and bicycle safety, facilities, and activities in the region, advised by its Bicycle and Pedestrian Subcommittee. An updated Regional Bicycle and Pedestrian Plan was completed in FY2010, and provides guidance for continued regional planning activities. Major topics to be addressed include the following:

- Advise the TPB, TPB Technical Committee, and other TPB committees on bicycle and pedestrian considerations in overall regional transportation planning.
- Complete a major update of the Regional Bicycle and Pedestrian Plan.
- Maintain the Regional Bicycle and Pedestrian Plan and supporting Bicycle and Pedestrian Plan database on the TPB website for member agency and public access.
- Provide the TPB an annual report on progress on implementing projects from the Regional Bicycle and Pedestrian Plan. Provide the public with information on the status of bicycle and pedestrian facilities planning and construction in the Washington region.
- Monitor regional Complete Streets and Green Streets activities.
- Compile bicycle and pedestrian project recommendations for the Transportation Improvement Program (TIP).
- Coordinate with the annual "Street Smart" regional pedestrian and bicycle safety public outreach campaign (Street Smart is supported by funding outside the UPWP).
- Advise on the implementation and potential expansion of the regional bikesharing system and associated marketing materials.
- Examine regional bicycle and pedestrian safety issues, their relationship with overall transportation safety, and ensure their consideration in the overall metropolitan transportation planning process, in coordination with task 2.D above.
- Examine bicycle and pedestrian systems usage data needs for bicycle and pedestrian planning, and ensure their consideration in the overall metropolitan transportation planning process.
- Coordinate and host one or more regional bicycle and pedestrian planning or design training, outreach, or professional development opportunities for member agency staffs or other stakeholders.

- Provide staff support to the Bicycle and Pedestrian Subcommittee, supporting the regional forum for coordination and information exchange among member agency bicycle and pedestrian planning staffs and other stakeholders.

Oversight:	Regional Bicycle and Pedestrian Subcommittee
Cost Estimate:	$108,700
Products:	Compilation of bicycle and pedestrian facilities for the TIP; completion of a new regional bicycle and pedestrian plan; maintenance of the regional bicycle and pedestrian plan on the TPB website; one or more regional outreach workshops; Subcommittee minutes, agendas, and supporting materials; white papers or other research and advisory materials as necessary
Schedule:	Bimonthly

F. REGIONAL BUS PLANNING

This work activity will provide support to the Regional Bus Subcommittee for the coordination of bus planning throughout the Washington region, and for incorporating regional bus plans into the CLRP and TIP. The Regional Bus Subcommittee is a forum for local and commuter bus, rail transit, and commuter rail operators and other agencies involved in bus operation and connecting transit services. The Subcommittee focuses on bus planning as well as regional transit issues, such as data sharing and technical projects.

The major topics to be addressed in FY 2014 include the following:

- Continued refinement of a priority list of regional projects to improve bus transit services.

- Provide a forum for discussion of the development of the performance measures and selection of performance targets required under MAP-21, in order to coordinate with relevant providers of public transportation to ensure consistency to the maximum extent practicable.

- Development and publication of useful operations, customer, and financial data on regional bus services for TPB and public utilization.

- Coordination and evaluation of CLRP and TIP proposals and amendments with regard to bus transit service plan implementation.
- Provide technical advice and input regarding regional transportation and land use coordination, including the development of transit assumptions for TPB planning studies.

- Facilitation of technology transfer and information sharing as it relates to regional, state and local bus transit services, including for Bus Rapid Transit (BRT) projects, customer information, and other common issues.

- Coordination with other regional committees regarding bus transit participation in planning and training activities, including but not limited to the Regional Emergency Support Function (RESF) #1 at COG, and the MATOC Transit Task Force.

- Coordination with the TPB Management, Operations, and Intelligent Transportation Systems (MOITS) Policy Task Force and MOITS Technical Subcommittee regarding integrated planning for bus services and street operations.

- Coordination with the TPB Access for All (AFA) Committee to enhance regional mobility for all populations.

Oversight:	Regional Bus Subcommittee
Cost Estimate:	$100,000
Products:	Data compilation, reports on technical issues, and outreach materials
Schedule:	Monthly

G. HUMAN SERVICE TRANSPORTATION COORDINATION

Under the final USDOT planning requirements for SAFETEA-LU, a Coordinated Plan was required to guide funding decisions for three Federal Transit Administration (FTA) programs: 1) Formula Program for Elderly Persons and Persons with Disabilities (Section 5310); 2) Job Access and Reverse Commute for Low Income Individuals (JARC, Section 5316); and 3) New Freedom Program for Persons with Disabilities (Section 5317). In 2009, the TPB adopted an Update to the Coordinated Human Service Transportation Plan for the National Capital Region ("Coordinated Plan"). The TPB became the designated recipient of the SAFETEA-LU's JARC and New Freedom programs in 2006 for the Washington DC-VA-MD Urbanized Area.

MAP-21 eliminated the JARC program and consolidated the New Freedom and the Section 5310 Elderly and Individuals with Disabilities Program into a new program "Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities". A Joint Designated Recipient arrangement between the TPB, the D.C. Department of Transportation (DDOT), the Maryland Transit Administration (MTA), and the Virginia Department of Rail and Public Transportation (DRPT) was finalized in FY2013. Under the Joint Designated Recipient arrangement, the TPB is responsible for the federally required Coordinated Plan, project solicitation and selection. DDOT, DRPT and MTA receive the funds directly from the FTA and

administer the projects in their jurisdiction.

The TPB established the Human Service Transportation Coordination Task Force ("Task Force") to develop and help implement the Coordinated Plan which guided project selection for .JARC and New Freedom, and under MAP-21, and will establish criteria to guide project selection for the new Section 5310 Enhanced Mobility program. The Task Force is comprised of human service and transportation agency representatives from each TPB jurisdiction as well as consumers and private providers. The Task Force establishes priorities for the annual solicitations and assists with outreach. Proposed work activities include:

Support the activities of the TPB Human Service Transportation Coordination Task Force which will oversee the following work activities:

- Review and update the Coordinated Plan as needed based on FTA guidance on MAP-21 for human service transportation coordination and the new Section 5310 Enhanced Mobility Program;

- The TPB will carry out the following activities as defined under the joint designated recipient arrangement between the TPB, DDOT, DRPT and MTA:

    - Finalize the regional application for the new Section 5310 Enhanced Mobility Program in coordination with DDOT, DRTP and MTA;

    - Develop priority projects in preparation for the first solicitation for the Enhanced Mobility Program in the Washington DC-VA-MD Urbanized Area;

    - Conduct a project solicitation for the Enhanced Mobility Program; and

    - Convene a selection committee that will make grant funding recommendations for the Enhanced Mobility funding to the TPB in coordination with DDOT, DRTP and MTA based on the regional criteria in the Coordinated Plan.

- Coordinate the activities of the coordination task force with the TPB Access For All Advisory Committee and the Private Providers Task Force.

Oversight:	Transportation Planning Board
Cost Estimate:	$114,800
Products:	Updated Coordinated Plan, Project Priorities for 2014 Solicitation, and Project Recommendations for Enhanced Mobility Funding

Schedule: June 2014

H. FREIGHT PLANNING

Under this work task, TPB will provide opportunities for consideration, coordination, and collaborative enhancement of planning for freight movement, safety, facilities, and activities in the region. An updated Regional Freight Plan was completed in FY2010, and provides guidance for continued regional planning activities. Major topics to be addressed include the following:

- Support the TPB Freight Subcommittee.
- Complete a new Regional Freight Plan.
- Maintain the Regional Freight Plan and supporting information on the TPB website for member agency and public access.
- Ensure consideration of freight planning issues in overall metropolitan transportation planning, including:
    - Work proactively with the private sector for consideration of private sector freight issues. Identify topics of interest to private sector, often competing trucking and freight stakeholders.
    - Continue following up on recommendations from the Regional Freight Forum held in FY2011.
    - Advise the TPB and other committees in general on regional freight planning considerations for overall metropolitan transportation planning.
    - Coordinate with federal, state, and local freight planning activities.
- Address MAP-21 requirements related to freight planning, including:
    - Analyze available freight movement data for the region including FHWA Freight Analysis Framework total tonnage and total value data for truck, rail, air cargo, and maritime movements in our region; this data may inform freight performance measures.
    - Monitor federal rulemaking on freight performance measures.
    - Coordinate with member states on the establishment of freight targets.
    - Coordinate with TPB travel monitoring and forecasting activities on freight considerations.
    - Examine truck safety issues.
    - Develop ongoing freight component input to the Constrained Long Range Plan (CLRP).
    - Keep abreast of regional, state, and national freight planning issues.
    - Undertake the "Freight Around the Region" project, to collect information and analyze each National Capital Region jurisdiction’s role in goods movement and its contribution to the regional economy.

- o Undertake freight stakeholder outreach with representatives of the freight community, including carriers, shippers, and other stakeholders, to gain their input on regional freight movement, safety and other issues and to gauge their interest in state and MPO planning and programming processes.
- o Publish a periodic e-newsletter on regional freight planning issues.

Oversight:	TPB Freight Subcommittee
Cost Estimate:	$150,000
Products:	New Regional Freight Plan; data compilation and outreach materials as needed; white paper(s) on technical issues as needed; structured interviews and summarized results; documentation as necessary supporting MAP-21 requirements of freight planning
Schedule:	Bimonthly

I. METROPOLITAN AREA TRANSPORTATION OPERATIONS COORDINATION PROGRAM PLANNING

Under this work task, TPB will provide planning support for the Metropolitan Area Transportation Operations Coordination (MATOC) Program, in conjunction with the MATOC Steering Committee, subcommittees, and partner agencies. This task is the metropolitan transportation planning component of a larger set of MATOC Program activities, including operational and implementation activities, funded outside the UPWP. The Metropolitan Area Transportation Operations Coordination (MATOC) Program's mission is to provide situational awareness of transportation operations in the National Capital Region (NCR) through the communication of consistent and reliable information, especially during incidents. MATOC's information sharing is undertaken in large part through the Regional Integrated Transportation Information System (RITIS). RITIS is an automated system that compiles, formats, and shares real-time traffic and transit data among the region's transportation agencies. RITIS was developed on behalf of the region by the Center for Advanced Transportation Technology Laboratory at the University of Maryland. Data provided through RITIS is in daily use by the region's major transportation operations centers.

As a complement to the externally-funded operations activities of MATOC, this UPWP task is to provide ongoing TPB staff planning assistance to the MATOC Program, as a part of the TPB's metropolitan transportation planning activities. Planning activities under this task include:

- Committee Support: Provide administrative support of MATOC Steering Committee and subcommittee meetings, including preparation of agendas and summaries and tracking of action items.
- TPB Reports: Provide briefings to the TPB on MATOC Program progress.

- TPB Staff Participation: Provide input and advice to the MATOC Information Systems Subcommittee and Operations Subcommittee.
- Coordinate as necessary with the Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee
- Outreach: Coordinate the work of MATOC with other organizations, for example, with public safety or emergency management groups and media representatives; prepare articles, presentations and brochures to convey MATOC concepts, plans, and accomplishments. Also coordinate with the COG Regional Emergency Support Function # 1 - Emergency Transportation Committee.
- Implementation Planning: Prepare implementation plans describing the work required to reach defined stages of MATOC operating capability, including expert input from MATOC subcommittees.
- Financial and Legal Analysis: Support discussion of the identification of funding sources, estimation of funding needs, as well as preparation of legal agreement materials that provide for the long term sustainability of MATOC.
- Performance Measurement: Support MATOC committee discussions of assessing progress against MATOC's defined goals and objectives.
- Supporting Materials: Develop supporting or informational materials for the above activities as necessary.

Oversight:	MATOC Steering Committee; MOITS Technical Subcommittee
Cost Estimate:	$120,000
Products:	Agendas, minutes, summaries, and outreach materials as needed; white paper(s) on technical issues as needed; regular briefings and reports to the TPB, MATOC committees, and the MOITS Policy Task Force and Technical Subcommittee
Schedule:	Monthly

3. FORECASTING APPLICATIONS

A. AIR QUALITY CONFORMITY

The objective of this work activity is to ensure that TPB plans, programs and projects meet air quality requirements. The 1990 Clean Air Act Amendments require that detailed systems level detailed technical analyses are conducted to assess air quality conformity of transportation plans and programs. Procedures and definitions for the analyses were originally issued as EPA regulations in the November 24, 1993 *Federal Register*, and subsequently amended and issued, most recently in a March 2010 EPA publication. In addition, federal guidance has also been published at various times by the EPA, FHWA and FTA.

The 2013 Constrained Long Range Plan (CLRP) and FY2013-18 Transportation Improvement Program (TIP) will address ozone, wintertime carbon monoxide, and fine particles (particulate matter, PM2.5) requirements, including differing geographical boundaries, inventory time periods, and evaluation criteria by pollutant. The schedule for adoption of the updated plan and TIP calls for most of the work to be completed in FY2013. As the Public Comment Period extends beyond the end of FY2013 and into the start of FY2014, it is anticipated that the final stages of the plan development consisting of incorporation of the public comments, development of the final report, adoption by the TPB and subsequent transmittals will take place in July 2013. Upon adoption of the 2013 CLRP, a new Air Quality Conformity cycle will begin for the 2043 CLRP and FY2015-19 TIP, which will run throughout FY2014.

The interagency and public consultation procedures of TPB are based on the November 24, 1993 EPA regulations, which were adopted by TPB in September 1994 and subsequently amended to reflect additional requirements in August 15, 1997 regulations, which were adopted by TPB in May 1998. These procedures address the 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 air quality conformity and distribution of relevant material for consultation purposes.

The FY2014 work program will include the following tasks:

- Completion of conformity analysis of the 2013 CLRP including addressing any emissions, mitigation needs, preparation of a final report to document procedures and results and to address comments and testimony received, and documenting and organizing all data files for use in subsequent regional and corridor/subarea planning studies.

- Preparation and execution of a work program for analysis of the 2014 CLRP & FY2015-20 TIP using the most up-to-date project inputs, planning assumptions, travel demand model, software and emissions factor model (MOVES); preparation of a draft report on the conformity assessment.

- TPB interagency and public consultation procedures; this includes

funding for review and coordination work on the part of COG/DEP staff to reflect involvement by the Metropolitan Washington Air Quality Committee (MWAQC) in the public and interagency consultation process.

- Coordination of project solicitation, documentation, and emissions reduction analysis associated with CMAQ projects. Perform incidental air quality conformity reviews (non-systems level), as required throughout the year.

- Keeping abreast of federal requirements – as they are updated throughout the year – on air quality conformity regulations and guidance; revision of work program elements as necessary.

Oversight:	Technical Committee in consultation with MWAQC committee
Cost Estimate:	$563,200
Products:	Final report on 2013 CLRP Air Quality Conformity Assessment; Work Program for 2015 CLRP & FY2015-20 TIP Conformity Assessment
Schedule:	June 2014

B. MOBILE EMISSIONS ANALYSIS

The objective of this work activity is to conduct a broad range of analyses aiming to quantify emissions levels of various pollutants and ensure that TPB plans, programs and projects meet air quality requirements. A component of this work activity is the analysis, assessment and evaluation of the performance of Transportation Emissions Reduction Measures (TERMs) associated with PM2.5 and 8-hour ozone SIPs.

The FY2014 work program will include the following tasks:

- Development of input data for MOVES model runs for the 2014 CLRP & FY2015-20 TIP Air Quality Conformity Assessment, review and evaluation of MODEL outputs. Mobile emissions will also be developed for GHG pollutants using the MOVES model as deemed necessary in support of strategic planning scenarios as part of the TPB's Scenario Task Force activities and the COG Board's Climate, Energy, and Environment Policy Committee (CEEPC).

- Execution of sensitivity tests (as necessary) assessing the likely impacts of input data changes in MOVES model runs

- Measurement of the on road mobile emissions reductions attributable to current and future Transportation Emissions Reductions Measures (TERMs)

- Technical support to the Commuter Connections Program in support of developing implementation plans and evaluating current and future TERMs

- Funding for the COG Department of Environmental Programs (DEP) in support of its contributions towards provision of data from the state air agencies, and updates on federally-mandated issues related to mobile emissions as part of the annual air quality conformity determinations

- Response to requests for technical assistance by governmental entities and/or their consultants working on technical analyses or municipal transportation planning.

- Development of presentation material, rendering technical support and attendance of MWAQC and CEEPC meetings, policy discussions and public hearings.

- Monitoring of performance measures development associated with Air Quality as mandated by MAP-21

Oversight:	Technical Committee and Travel Management Subcommittee, in consultation with MWAQC committees
Cost Estimate:	$640,100
Products:	Reports on TERM evaluation and on greenhouse gas emissions reduction strategies; Updated mobile source emissions inventories / reports as required addressing ozone and $PM_{2.5}$ standards and climate change requirements
Schedule:	June 2014

C. REGIONAL STUDIES

Regional Transportation Priorities Plan

In July 2011, the TPB approved a work scope and process for developing the TPB Regional Transportation Priorities Plan (RTPP). Development of the two-year plan began in July 2011 in FY 2012 with completion anticipated by the beginning of FY 2014. The priority planning process will use a set of performance measures to quantify progress toward regional goals and to identify the near and long term challenges and ten to fifteen potential actions or strategies needed to address them. The process includes three tasks:

Task 1: Reaffirm Regional Goals and Agree Upon Performance Measures

In January 2012, the final Interim Report on Task 1 was presented to the TPB. The

report reaffirmed regional goals, and presented possible performance measures, challenges, and strategies for addressing regional challenges.

Five listening sessions with citizen groups and regional stakeholders were held in January and February 2012 to get feedback on the possible performance measures, goals challenges, and strategies for addressing regional challenges. Based upon this feedback from the listening sessions, simpler, less technical performance measures, challenges, and strategies were developed for use in a Citizens Forum on June 2, 2012. During the 5-hour forum, the RTPP materials were presented to a representative sample of the persons in region. The feedback from the forum provided lessons for effectively communicating with the broader public about regional challenges and obtaining useful feedback on transportation priorities.

Task 2: Determine Regional Challenges and Strategies to Address Them

In July 2012, the final Interim Report on Task 2 was presented to the TPB. This report documented the activities from January to June 2012 and presented a comprehensive and refined set of goals, challenges, and (near-term, ongoing, and long-term) strategies to be used in developing the plan. It also presented a proposed public involvement methodology to be utilized to obtain public input on the strategies for the plan.

Task 3: Develop Regional Priorities

In the first half of FY 2013, content was developed for inclusion in a web-based community engagement tool to survey a large representative sample of the public to obtain their assessments of the strategies. Statements of the regional transportation challenges were crafted together with clear descriptions of strategies for addressing them. Potential funding methods are part of all of the strategies. The web-based tool was developed and tested and content loaded. In the second half of FY 2013, the web-based tool was utilized to survey a representative sample of about 600 persons to obtain their assessments about which strategies are the most feasible. In June 2014, the Interim Report on Task 3 on the ten to fifteen near-term, ongoing, and long-term prioritized strategies will be prepared. The final report incorporating the three interim reports on the regional transportation priorities plan will be produced in early FY 2014.

In FY 2014, the following activities are proposed:

- For the highest prioritized near-term, on-going, and long-term strategies identify policy actions and potential projects to be incorporated into the 2014 CLRP. Assess project benefits and costs and identify existing funding sources for near-term implementation. For the unfunded on-going high priority strategies, identify detailed funding needs and develop specific funding proposals.

- For the highest prioritized long-term transportation and land use strategies, develop more details on new projects' costs and implementation phasing for comparison to the adopted CLRP baseline. Support a comprehensive assessment of regional benefits and costs using performance measures and proposed funding sources for long-term implementation.

Support for COG's Region Forward

Since FY 2011, TPB staff has provided support for the Metropolitan Washington Council of Government's (COG) Region Forward regional planning efforts involving transportation. Region Forward is supported by a voluntary compact signed by all of the COG member jurisdictions, and outlines a series of targets and indicators that measure progress towards creating and attaining a more accessible, sustainable, prosperous, and livable future. In FY 2014, TPB staff will continue to provide support for these regional planning efforts involving transportation.

Prepare Grant Applications for US DOT Grant Funding Programs

In February 2010, the TPB was awarded $58.8 million for a regional priority bus network under the TIGER I grant program. In September 2012, the TPB was awarded a $200,000 Transportation, Community, and System Preservation (TCSP) Grant to identify strategic bicycle and pedestrian access improvements for rail station areas in the region. In FY 2014, TPB staff will respond to promising opportunities for submitting project grant applications for USDOT grant funding programs, as approved by the TPB.

Oversight:	Transportation Planning Board
Cost Estimate:	$516,300
Products:	Final report on regional priorities plan- September 2013
	Policy actions and potential projects to be incorporated into the 2014 CLRP- December 2013
	Report on comprehensive assessment of long-term strategies – June 2014
	Project grant applications for USDOT grant funding programs as approved by TPB

D. COORDINATION OF COOPERATIVE FORECASTING AND TRANSPORTATION PLANNING PROCESSES

Under this work activity staff will support the Planning Directors Technical Advisory Committee (PDTAC) and the TPB Technical Committee in the coordination of local, state and federal planning activities and the integration of land use and transportation planning in the region.

The following work activities are proposed for FY 2014:

- Work with the Planning Directors Technical Advisory Committee (PDTAC) to update the map of Regional Activity Centers and refine the development of

community investment typologies.

- Work with members of the Cooperative Forecasting Subcommittee to review and update the national and regional economic growth assumptions that are inputs into the top-down Cooperative Forecasting regional econometric model and analyze changes in regional economic, demographic and housing trends drawing on the results from the Census American Communities Survey (ACS) and from other available federal, state, local data sources.

- Work with members of the Cooperative Forecasting Subcommittee to enhance and improve the quality of small area (TAZ-level) employment data. This effort will involve the tabulation and analysis of state ES-202 employment data files for DC, MD and VA and collaboration with the National Capital Planning Commission (NCPC) and the General Services Administration (GSA) to obtain site specific employment totals for federal employment sites in the region.

- Work with the members of the Cooperative Forecasting Subcommittee, the region's Planning Directors, the Baltimore Metropolitan Council, the Tri-County Council for Southern Maryland, the George Washington Regional Planning Commission and the Planning Directors of Fauquier County- VA, Clarke County-VA and Jefferson County-WV to develop updates to the Round 8.2 Cooperative Forecasts by jurisdiction and reconcile these updated local jurisdiction forecasts with the regional econometric benchmark projections.

- Work with the Cooperative Forecasting Subcommittee and the region's Planning Directors to develop updated Round 8.3 Transportation Analysis Zone (TAZ)-level growth forecasts.

- Update and maintain Cooperative Forecasting land activity databases that are used as input into TPB travel demand-forecasting model. Prepare updated Round 8.3 TAZ-level population, household, and employment forecasts for both COG member and non-member jurisdictions in the TPB Modeled Area.

- Work with the Cooperative Forecasting Subcommittee and the region's Planning Directors to assess the effects of significant transportation system changes on the Cooperative Forecasting land activity forecasts. Document key land use and transportation assumptions used in making updates to the Cooperative Forecasting land activity forecasts

- Respond to public comments on updated Round 8.3 forecasts and the Cooperative Forecasting process.

- Develop and publish useful economic, demographic and housing-related information products including the Regional Economic Monitoring Reports (REMS) reports, the annual "Commercial Development Indicators" and economic and demographic data tables to be included in the Region Forward Baseline analysis.

Oversight:	Technical Committee
Estimated Cost:	$806,800
Products:	Coordination of Land Use and Transportation Planning in the Region, Review and Update of Regional Econometric Model, Update of Regional Planning Databases, Mapping of Updated Regional Activity Centers, Development and Distribution of technical reports and information products.
Schedule:	June 2014

4. DEVELOPMENT OF NETWORKS AND MODELS

A. NETWORK DEVELOPMENT

This activity will involve the development of transportation network files which are primary inputs to the regional travel demand model and are used to reflect system improvements as specified in the evolving TIP and CLRP. During FY-2014, TPB staff will continue to develop network files that are compliant with the adopted Version 2.3 travel demand model (or its successor) to support regional and project planning needs. Staff will continue to serve network-related needs associated with long-term models development activities.

The following FY 2014 work activities are proposed:

- Update the TPB's base-year (2013) transit network to the most current operating conditions, in cooperation with the local transit providers in the Metropolitan Washington Region.

- Prepare base- and forecast-year highway and transit networks in accordance with the latest TIP and CLRP elements and in accordance with the Version 2.3 travel demand model requirements. The future-year networks will be subsequently developed over the updated base-year network. Provide guidance in the development of network inputs to other technical staff members in the department.

- Support the development of networks for special regional planning studies, and for other developmental work in the Models Development program.

- Continue to support technical refinements in the models development, including a multi-year migration in the transit network building software, from TRNBUILD to Public Transport (PT).

- Support the ongoing analysis of newly collected INRIX speed data and traffic ground count data for the evaluation of the regional travel model performance. Network analysis may also include the review of federal functional facility-type designations that have been established as part of the 2010 CTPP.

- Respond to technical data requests associated with network-related information, including transit line files, station files, and shape files associated with features of the regional highway or transit network.

- Further refine the TPB's existing ArcGIS-based system which is used to facilitate network coding and network file management.

Oversight: Travel Forecasting Subcommittee

Cost Estimate: $769,700

Products: A series of highway and transit networks reflecting the latest TIP and Plan, and compliant with the Version 2.3 travel model. Technical documentation will be furnished.

Schedule: June 2014

B. GIS TECHNICAL SUPPORT

Under this work activity staff will provide Geographic Information System (GIS) data and technical support to users of the COG/TPB GIS for many important TPB planning activities, including Regional Studies, the CLRP, the TIP, Congestion Monitoring and Analysis, Cooperative Forecasting, Regional Transportation Data Clearinghouse, Network and Models Development, and Bicycle Planning.

The following work activities are proposed for FY 2014:

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

- Provide ongoing maintenance and support of GIS-based transportation network management and editing tools.

- Enhance GIS-based transportation network management and editing tools based on user experience.

- Enhance the COG/TPB GIS Spatial Data Library with updated transportation and non-transportation features as these data become available.

- Add additional transportation attribute data, land use features and imagery data to the COG/TPB GIS Spatial Data Library.

- Update GIS Spatial Data Library documentation, GIS User Guides and technical documentation of various GIS software applications as required.

- Maintain and update an intranet-based GIS Project Information Center that lists and describes DTP GIS databases and applications currently being developed, as well as those that are currently available.

- Train staff on use of GIS databases for transportation planning.

- Continue to coordinate the regional GIS activities with state DOTs, WMATA, and the local governments through COG's GIS Committee and subcommittees.

- Maintain and update COG/TPB's GIS-related hardware and software.

- Respond to request for COG/TPB GIS metadata, databases, and applications.

Oversight:	Technical Committee
Estimated Cost:	$548,800
Products:	Updated GIS software, Databases, User Documentation and Training materials; Support of GIS transportation network management.
Schedule**:**	June 2014

C. MODELS DEVELOPMENT

The Models Development activity functions to maintain and advance the TPB's travel forecasting methods and practices, which are critical to ongoing transportation planning work. Models development activities are formulated around the areas of data collection, short- and long-term models development, research, and maintenance. During FY 2014, staff will continue to support the application and refinement of the currently adopted Version 2.3 travel model to serve regional and project planning needs. Staff will also maintain a consultant-assisted effort to evaluate existing forecasting practices and to provide advisement on longer-term improvements. All staff-proposed improvements to the regional travel model will be implemented in consultation with the TPB Travel Forecasting Subcommittee (TFS).

The following FY 2014 work activities are proposed:

- Support the application of the Version 2.3 travel model for air quality planning work and other planning studies conducted by TPB staff. This will include the update of travel modeling inputs as necessary (external trips and other exogenous trip tables), investigating technical problems that might arise during the course of application, and documenting refinements to the model. Staff will also support local project planning work on an "as needed" basis.

- Continue the consultant-assisted effort to improve the TPB travel model and to conduct focused research on selected technical aspects of travel modeling in order to keep abreast of best practices.

- Staff will work with state and local transportation agencies in identify ways in which the regional model might be used to formulate performance-based measures as required in MAP-21.

- Continue the investigation of refinements to the Version 2.3 model, drawing from recommendations compiled from past consultant-generated reviews of the regional travel model. These refinements will focus most immediately on enhancements to

the existing traffic assignment process, the mode choice model, including the use of the PT transit building platform for building transit networks. Staff will also continue efforts to reduce model computation times using distributed processing and high-end workstations.

- Continue with sensitivity testing with the Version 2.3 travel model, in consultation with the TFS.

- Supporting the integration of the travel demand model with the new EPA MOVES model for estimating mobile emissions. This work may involve the use of INRIX travel speed data as a way of refining speed-flow functions used to estimate hourly volumes and volume flows on network links.

- Continue the analysis of geographically focused household travel survey data that TPB staff has collected during FY 2012. This will include a comparison of surveyed data against modeled data as a way of assessing model performance and reasonability.

- Keep abreast of new developments in travel demand forecasting, both short-term developments (such as for trip-based, four-step models) and long-term developments (such as ABMs and airport choice and ground access mode choice models). Staff will also continue participation in the AMPO Travel Modeling Work Group, other organizations and activities, such as the Transportation Research Board (TRB), the Travel Modeling Improvement Program (TMIP), the Federal Transit Administration (FTA) guidelines on modeling for New Starts, the Institute of Transportation Engineers (ITE).

- Staff will keep abreast of hardware and software needs and opportunities, including the potential use of "cloud computing" and the use of versioning software as an efficient way of tracking model code as it evolves with model refinements over time.

- Provide staff support for the TPB Travel Forecasting Subcommittee which is the forum charged with overseeing technical practices and improvements to the TPB travel forecasting process. This will include organizing meetings, preparing regular presentations, and coordinating with internal and external meeting participants on presentation items.

Oversight:	Travel Forecasting Subcommittee
Cost Estimate:	$1,071,200
Products:	Updated travel models; documentation of models development activities; and recommendations for continued updating of the travel demand modeling process, where applicable.

Schedule: June 2014

D. SOFTWARE SUPPORT

This work element supports the infrastructure needs of the TPB microcomputer-based travel demand forecasting model and the emissions models used in air quality applications. It consists of software, hardware and knowledge-based maintenance of all the systems needed for successful model runs. Activities performed under this work activity include: (1) development and testing of revisions and upgrades of the software currently in use (2) tests of new software needed for the successful execution of model runs, file management and upkeep, data storage, retrieval and transfer systems etc. (3) training of TPB staff in use of models and adopted systems. Throughout FY2013 staff will closely monitor the performance of all software and hardware systems and it will research and evaluate potential system upgrades through testing and demonstration.

The FY2014 work program will include the following tasks:

- Continued support on executing CUBE / TP+ runs and migration to CUBE / Voyager in running TPB travel demand forecasting applications.
- Continued support on MOVES emissions model runs and supporting software applications.
- Training of DTP staff in various applications of CUBE/ TP+, CUBE / Voyager and MOVES.
- Monitoring of the performance of DTP desktop and laptop microcomputer hardware and software and make upgrades as appropriate.
- Coordination with the COG Office of Technology Programs and Services (OTPS) staff in this task and in applications under the Microsoft Windows operating system.
- Maintenance of the data storage systems for the back-up, archiving and retrieval of primary regional and project planning data files.
- Support development and execution of applications of micro simulation software as appropriate.

Oversight: TPB Technical Committee

Cost Estimate: $178,900

Products: Operational travel demand forecasting process plus operational MOVES2010 Models; File transfer, storage and retrieval processes; DTP staff training in CUBE/ TP+, CUBE / Voyager, and MOVES2010 systems; and Microcomputer hardware to support CUBE/ TP+, CUBE / Voyager, MOVES2010, and other operations.

Schedule: June 2014

5. TRAVEL MONITORING

A. CORDON COUNTS

Monitoring of the volume of period weekday travel entering the Central Employment Area of the region during the AM Peak Period and exiting the Central Employment Area during the PM Peak Period is performed on a 3 to 4-year cycle. In FY 2014 staff will process, tabulate and analyze the auto and transit count data collected in the spring 2013 Central Employment Area Cordon Count and prepare a technical report summarizing the key findings and changes from previous Central Employment Area Cordon Counts. Staff will also prepare a technical report appendix containing the detailed auto and transit count data for each 2013 Central Employment Area Cordon Count site.

Oversight:	Travel Forecasting Subcommittee
Estimated Cost:	$250,800
Products:	2012 Central Area Cordon Count Technical Report and Appendix
Schedule**:**	January 2014

B. CONGESTION MONITORING AND ANALYSIS

Congestion Monitoring supplies data for the Congestion Management Process (CMP - Item 2A) and Models Development (Item 4C). The program monitors congestion on both the freeway and the arterial highway systems, to understand both recurring and non-recurring congestion. Data collection methods include a combination of aerial surveys, field data collection, and/or data procured from private sources. Examples of emerging technologies include probe-based data and Bluetooth-based data. As part of three-year cycles since 1993, in spring 2014 an aerial survey of the region's freeway system will be conducted, results to be coordinated with other data sources under this task as well as the Congestion Management Process. Data collection methods and sources for both freeways and arterials will also be examined from the perspective of MAP-21 requirements, especially as related to the CMP.

Oversight:	MOITS Technical Subcommittee
Cost Estimate:	$350,000
Products:	Transportation systems monitoring data sets and analysis reports from the aerial survey of the region's freeways; documentation as necessary supporting MAP-21 requirements of congestion monitoring and analysis

Schedule: June 2014

C. TRAVEL SURVEYS AND ANALYSIS

Household Travel Survey

In FY 2012-2013, the 2007/2008 Regional Household Travel Survey data was supplemented with collection of household travel survey data from 4800 households in 14 focused geographic subareas of the region. This additional household travel survey data collection was in response to the need expressed by local jurisdiction users of the household travel survey to have additional household samples in smaller geographic subareas to analyze specific aspects of daily travel behavior in these smaller geographic areas. In FY 2014, staff a will continue to support users of TPB household travel survey data, update user documentation and provide technical assistance to the users of these survey data and collect additional household travel survey data.

The following work activities are proposed for FY 2014:

- Provide data, documentation, and technical support to users of 2007/2008 Regional Household Travel Survey and the Geographically-Focused Household Surveys conducted in 2011-2013. Update of survey data files and user documentation as required.

- Continue to mine data collected in the 2007/2008 Regional Household Travel Survey the Geographically-Focused Household Surveys conducted in 2011-2013 support analysis of regional growth and transportation issues of topical interest to the members of the TPB. Prepare information reports on various aspects of daily household and vehicle travel in the TPB modeled area.

- Collect household travel survey data for 2,400 households in six focused geographic subareas of the region for more intensive analysis of specific growth and transportation issues. Examples of focused geographic subarea could include Metrorail station areas of a specific type, highway corridors with recent or planned major improvements, proposed light rail study area, or regional activity centers of with specific characteristics. *Proposed focused geographic subareas for FY 2014 include: (1) St Elizabeths/Anacostia (2) Fort Totten (3) Greenbelt (4) Kentlands (5) Tysons (6) Leesburg. The proposed geographic subareas will be reviewed and subject to refinement by the TPB Technical Committee and local jurisdiction planning staff.*

Oversight: Travel Forecasting Subcommittee

Estimated Cost: $706,300

Product: Household Travel Survey Data Collection and Processing, Household Travel Survey Analyses, Information Reports and Technical Memorandum,

Maintenance of Travel Survey Data and Documentation

Schedule**:** June 2014

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. Under this work item state will continue to work with local, state, WMATA and other regional agencies to transfer data to and from the Regional Transportation Data Clearinghouse and to update the Data Clearinghouse with updated highway and transit performance data as these data become available.

The following work activities are proposed for FY 2014:

- Update Clearinghouse data files with FY 2012-2013 highway and transit network data.
- Update Clearinghouse traffic volume data with AADT and AAWDT volume estimates, hourly directional traffic volume counts and vehicle classification counts received from state DOTs and participating local jurisdiction agencies.
- Update Clearinghouse transit ridership data with data received from WMATA, PRTC, VRE, MTA and local transit agencies including the Ride-On, The Bus, ART, DASH and the Fairfax Connector.
- Add newly collected and processed freeway and arterial road speed and level of service (LOS) data to the Regional Transportation Data Clearinghouse network.
- Add updated Cooperative Forecasting data to the Clearinghouse by TAZ.
- Update Regional Clearinghouse user manuals and documentation.
- Display Clearinghouse volume, speed and LOS data on a web-based application that utilizes satellite/aerial photography imagery with zooming user interface.
- Enhance an ArcGIS server-based application for distribution of Regional Transportation Clearinghouse Data to TPB participating agencies via web browser application.

Oversight: Technical Committee

Estimated Cost: $317,900 total

Product: Updated Clearinghouse Database and Documentation;

Web Interface to Access Clearinghouse Data

Schedule: June 2014

6. TECHNICAL ASSISTANCE

The TPB work program responds to requests for technical assistance from the state and local governments and transit operating agencies. This activity takes the form of individual technical projects in which the tools, techniques, and databases developed through the TPB program are utilized to support corridor, project, and sub-area transportation and land use studies related to regional transportation planning priorities. The funding level allocated to technical assistance is an agreed upon percentage of the total new FY 2014 funding in the basic work program. The funding level for each state is an agreed upon percentage of the total new FTA and FHWA planning funding passed through each state. The funding level for WMATA is an agreed upon percentage of the total new FTA funding. The specific activities and levels of effort are developed through consultation between the state and WMATA representatives and TPB staff.

Technical assistance projects anticipated in FY 2014 are described below. Total funds allocated to the District of Columbia, Maryland, Virginia, and WMATA for technical assistance are shown in Table 2. Work on each project is directed by staff from the respective state DOT or WMATA and is conducted by TPB staff or consultants as noted.

A. DISTRICT OF COLUMBIA

1. 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: $10,000

Product: specific scopes of work

Schedule: on-going activity

The program for FY 2014 remains to be specified.

TOTAL DISTRICT OF COLUMBIA COST ESTIMATE: $302,600

B. MARYLAND

1. Program Development Management

This work task will account for DTP staff time associated with the administration of this Technical Assistance work program throughout the year. Work activities would involve meetings with participating agencies to discuss proposed/new projects, development of monthly progress reports, budgetary reporting and technical quality control. This work task also includes staff time needed for the development of the annual planning work program.

Cost Estimate: $30,000

Schedule: On-going activity

The program for FY 2014 remains to be specified.

TOTAL MARYLAND COST ESTIMATE: $ 598,000

C. VIRGINIA

1. Program Development And Data/Documentation Processing

This work element accounts for DTP staff time associated with the administration of this Technical Assistance work program throughout the year. Work activities would involve meetings with participating agencies to discuss proposed/new projects, development of monthly progress reports, budgetary reporting and technical quality control. This work task also includes staff time to process requests for data/documents from Northern Virginia as advised by VDOT throughout the year.

Cost Estimate: $25,000

Product: Data, documentation, scopes of work, progress reports

Schedule: On-going activity

The program for FY 2014 remains to be specified.

TOTAL VIRGINIA COST ESTIMATE: $529,200

D. WMATA

1. 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

2. 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: $8,500

Schedule: on-going activity

The program for FY 2013 remains to be specified.

TOTAL WMATA COST ESTIMATE: $201,200

7. CONTINUOUS AIRPORT SYSTEM PLANNING PROGRAM

The purpose of the CASP program is to provide a regional process that supports the planning, development and operation of airport and airport-serving facilities in a systematic framework for the Washington-Baltimore Region, which includes the region's three major commercial airports: Thurgood Marshall Baltimore Washington International Airport, Ronald Reagan Washington National Airport, and Washington Dulles International Airport. Oversight of the program is the responsibility of the TPB Aviation Technical Subcommittee. The elements of the multi-year CASP work program to be performed during FY 2014 are as follows:

Update Ground Access Forecasts – Phase 2

The update of forecasts of ground access trips to the region's three commercial airports is an important step in the airport systems planning process. This project will use the results of the most recent (2011) regional air passenger survey together with the latest available airport terminal area forecasts and land activity forecasts of future growth in the Washington-Baltimore region to update forecasts of ground access trips from local area Aviation Analysis Zones (AAZ) to each of the region's three commercial airports. Phase 1 of this project will result in updated ground access trip generation rates by AAZ and will be completed during FY 2013. Phase 2 will result in updated forecasts of ground access trips by time of day and mode of arrival and will be completed during FY 2014.

In Phase 2, trip generation rates calculated in Phase 1 will be used to develop new forecasts of ground access trips from all local area aviation analysis zones to each of the region's three commercial airports by time of day and major mode of travel used to reach the airport.

Specific tasks to be completed in Phase 2 are: determination of the time of day distribution of base year and forecast weekday ground access trips to each airport from each AAZ, calculation of base year and forecast average weekday ground access trips to each airport from each AAZ by time of day and major arrival mode, determination of average vehicle occupancy for base year and forecast ground access auto trips and calculation of base year and forecast average weekday auto driver trips to each airport from each AAZ by time of day. The products of Phase 2 will be base year and forecast ground access trip tables and a report that summarizes the project results and documents the project methodology. These ground access forecasts will then be used as inputs for the update of the CLRP and will serve as the basis for revising the Ground Access Element of the Regional Airport System Plan during FY 2015.

Cost Estimate: $ 93,000

Ground Access / Air Cargo Element Update – Phase 1

The purpose of this project is to update the Ground Access/Air Cargo Element of the Regional Airport System Plan to examine ground accessibility for both air passengers and cargo. Maintaining ground access to the region's airports by both passengers and cargo provides significant benefits to the region's economy. However, ground access and

landside congestion problems are expected to increase in the future. These ground access problems could adversely impact airport use in the Washington-Baltimore region.

This update will provide an analysis of current and forecast ground access problems at DCA, IAD, and BWI. It will analyze how current and future traffic congestion affects access to the airports by passengers and cargo. It will also look at overall conditions and demand for air cargo facilities in the region. Further, this plan element will integrate airport system ground access and facility planning into the overall regional transportation planning process for the National Capital Region and include recommendations for improving ground access to the region's airports. Phase 1 entails preparation of the scope of work of the Ground Access/Air Cargo Element Update and completion of the supply analysis, which will entail identifying current and planned ground access facilities and services for passengers and cargo and identifying cargo facilities at these airports.

Specific tasks to be completed in this phase include: review and documentation of existing facilities and services providing ground access to the region's three major commercial airports; review and documentation of existing and proposed ground access projects and service improvements; review and documentation of other regionally-significant access studies; review and identification of major ground access issues and constraints; and, for cargo specifically, focus on the goods movement portion of airport access. This phase concludes with a final report of the supply analysis findings.

Cost Estimate: $ 60,000

Process 2013 Air Passenger Survey – Phase 1

The purpose of the APS is to collect information about travel patterns and user characteristics of air passengers using the three major commercial airports and to help determine airport terminal and groundside needs. Data from the air passenger surveys will provide the basis for analysis of major changes in airport use in the region and planning for future airport improvements. Phase 1 of this project will result in a final survey database for general analysis. Phase 2 will involve geocoding and further data analysis including preparation of summary findings and a full technical report. Survey design, sample generation and data collection for the 2013 APS will be jointly funded by MWAA and MAA. The processing of the data collected in the 2013 APS will be carried out in this CASP project. Specific tasks in Phase 1 of this project are: data editing and final database creation.

Cost Estimate: $120,000

TOTAL CASP COST ESTIMATE: $273,000

8. SERVICE/SPECIAL PROJECTS

In addition to the TPB basic work program in the UPWP and the Continuous Airport System Planning (CASP) program, service work or special technical studies as specified in contracts between the transportation agencies and COG may be included in the UPWP. Services or special projects are authorized and funded separately by the transportation

agencies.