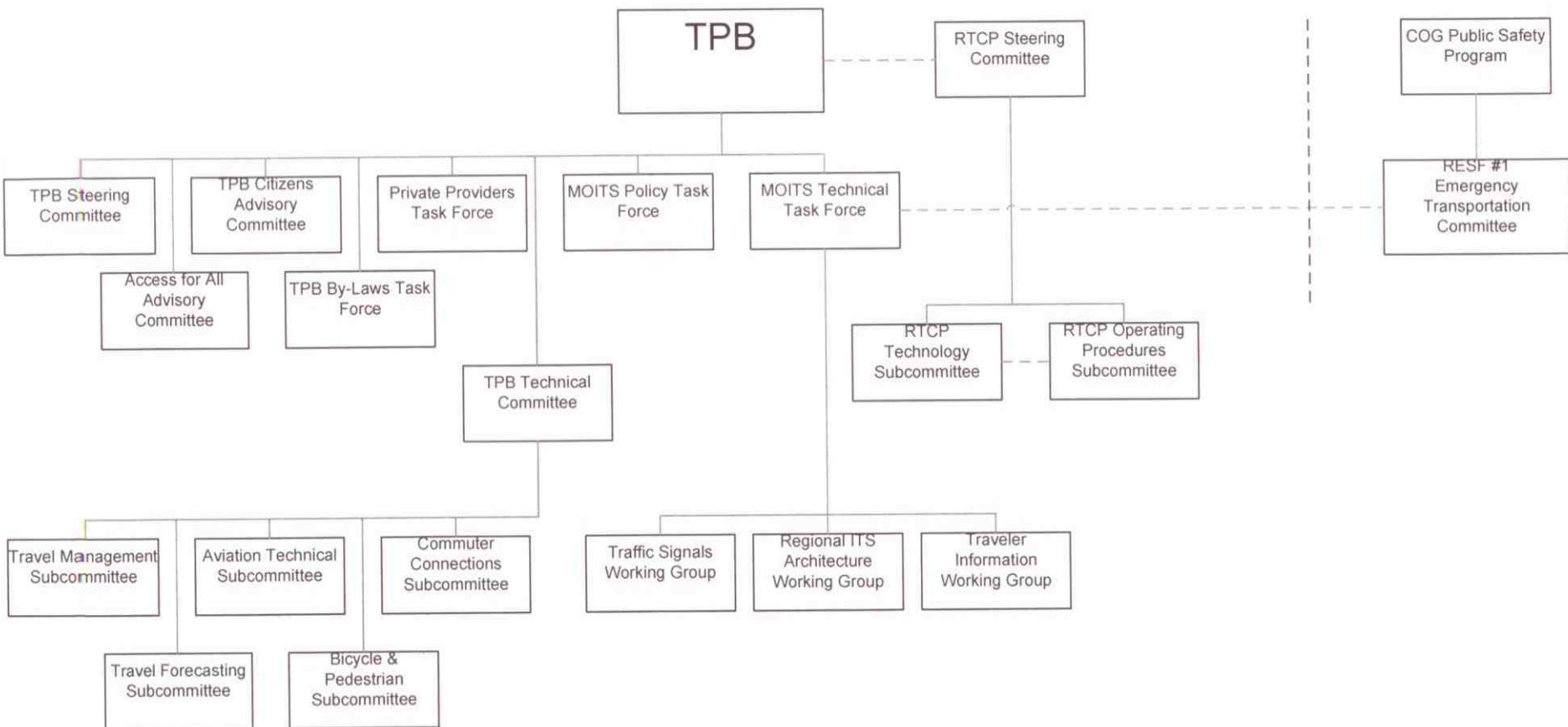


# Committee Structure Context of MOITS



**NATIONAL CAPITAL REGION  
TRANSPORTATION PLANNING BOARD**

**FY 2007**

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

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March 3, 2006

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## 1. INTRODUCTION

### Purpose

The **FY 2007 Unified Planning Work Program (UPWP) for Transportation Planning for the Washington Metropolitan Region** incorporates in one document all federally assisted state, regional, and local transportation planning activities proposed to be undertaken in the region from July 1, 2006 through June 30, 2007. The UPWP provides a mechanism for the coordination of transportation planning activities in the region, and is required as a basis and condition for all federal funding assistance for transportation planning by the joint planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

This work program describes all transportation planning activities utilizing federal funding, including Title I Section 112 metropolitan planning funds, Title III Section 5303 metropolitan planning funds, and Federal Aviation Administration Continuing Airport System Planning (CASP) funds. It identifies state and local matching dollars for these federal planning programs, as well as other closely related planning projects utilizing state and local funds.

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Clean Air Act Amendments of 1990 (CAAA) created a number of planning requirements. On October 28, 1993, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued final regulations regarding metropolitan planning.

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU), which became law on August 11, 2005, reaffirms the structure of the metropolitan planning process, and increases federal financial support for it. Most of the modifications to the process are aimed at streamlining and strengthening the provisions included in ISTEA in 1991 and the Transportation Equity Act for 21st Century (TEA-21) of 1998. The National Capital Region Transportation Planning Board (TPB) has developed this work program to comply with the final regulations regarding metropolitan planning and to address the new requirements in SAFETEA-LU.

On September 21, 1994, the TPB adopted the initial financially-constrained Long Range Transportation Plan for the National Capital Region (CLRP) as required by the final regulations. On September 30, 1996, FHWA and FTA issued a joint "Certification Review" of the TPB planning process and found that "the metropolitan planning process fully meets all the requirements of the October 28, 1993 Federal metropolitan planning regulations, 23 CFR Part 450, Subpart C." On July 15, 1998 the TPB approved the document: *1997 Update to the Financially Constrained Long Range Transportation Plan for the National Capital Region*, which summarizes the first three-year update to the 1994 plan. On January 19, 2000, FHWA and FTA presented their final Certification Report on the TPB planning process and found that

" the metropolitan planning process fully meets all the requirements of the October 28, 1993 Federal metropolitan planning regulations, 23 CFR Part 450, Subpart C." On October 18, 2000 the TPB approved the *2000 Financially Constrained Long Range Transportation Plan for the National Capital Region*, which is the second three-year update to the CLRP. On June 9, 2003, FHWA and FTA transmitted their final Certification Report on the TPB planning process which found that " the metropolitan planning process fully meets all the requirements of the October 28, 1993 Federal metropolitan planning regulations, 23 CFR Part 450, Subpart C." On December 17, 2003, the TPB approved the *2003 Financially Constrained Long Range Transportation Plan for the National Capital Region*, which is the third three-year update to the CLRP.

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

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

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

## **Responsibilities for Transportation Planning**

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

The TPB is composed of representatives from the 19 cities and counties, including the District of Columbia, that are members of the Metropolitan Washington Council of

Governments(COG), the City of Manassas, the St. Charles Urbanized Area of Charles County, the two state and the District transportation agencies, the Washington Metropolitan Area Transit Authority (WMATA), the Metropolitan Washington Airports Authority (MWWA), four federal agencies, the General Assemblies of Maryland and Virginia, and private transportation service providers. When matters of particular importance are before the TPB, a special voting procedure may be invoked that weights the votes of local jurisdiction members according to population.

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

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

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

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

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

**VIRGINIA**

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

**MARYLAND**

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

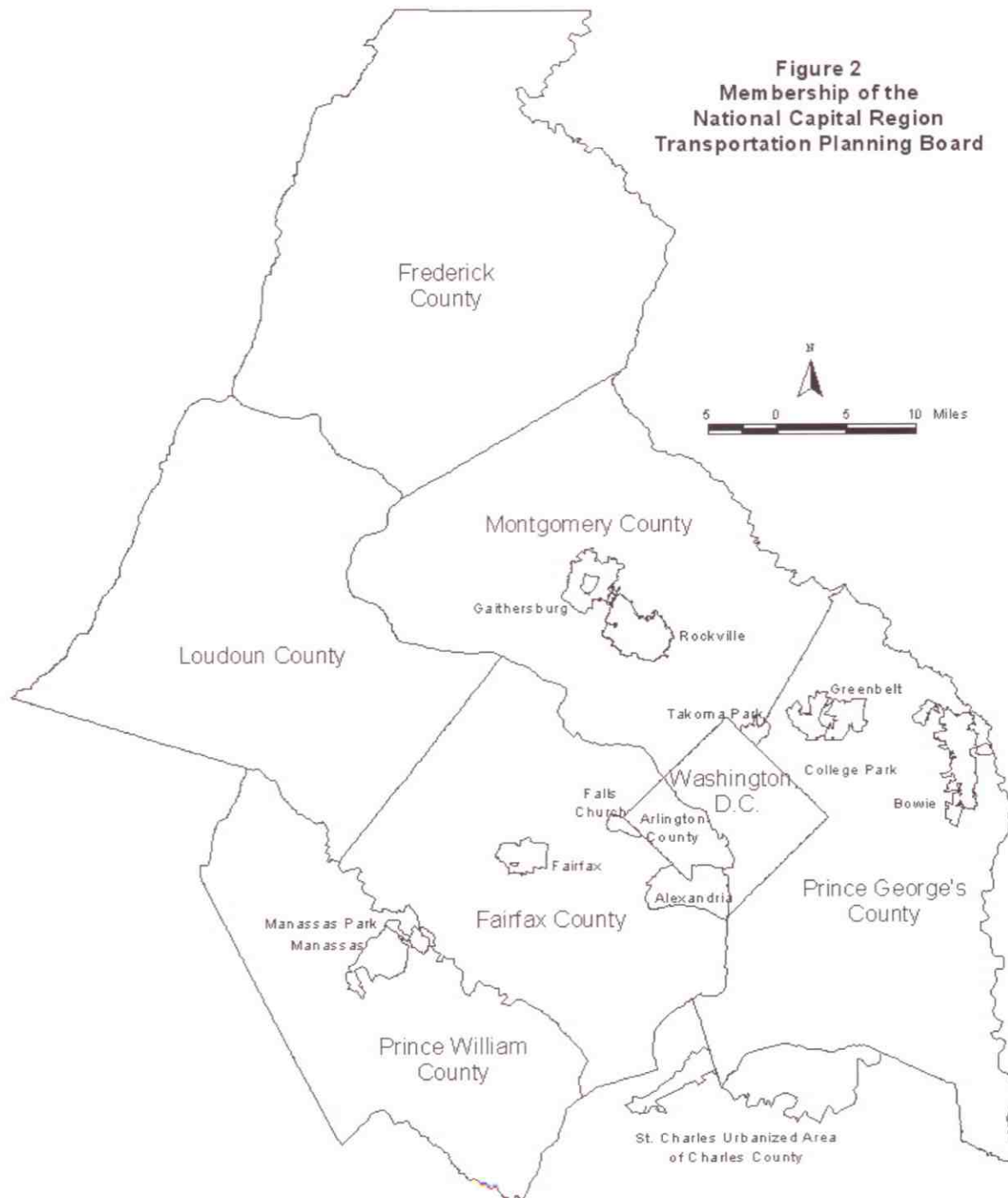
**DISTRICT OF COLUMBIA**

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

**REGIONAL, FEDERAL AND PRIVATE SECTOR**

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

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



**Figure 3**

**TRANSPORTATION PLANNING AND PROGRAMMING RESPONSIBILITIES**

<b>Responsibility</b>	<b>Agencies</b>
UPWP Development	TPB, DOTs, WMATA, Local Govts
CLRP Development	
LRP Inputs/Update	DOTs, WMATA, Local Govts, NVTC/PRTC, MWAA
Project Selection	TPB, DOTs, WMATA, and Local Govts
Planning Certification	TPB, DOTs
Air Quality Conformity	TPB, Fredericksburg Area MPO
Financial Plan	TPB, DOTs, WMATA
Transportation/Land-Use Planning	TPB, MDPC, Local Govts
Public Involvement Process	TPB
TIP Development	
TIP Inputs	DOTs, WMATA, Local Govts, NVTC/PRTC, MWAA
Project Selection	TPB, DOTs, WMATA
Planning Certification	TPB, DOTs
Air Quality Conformity	TPB, Fredericksburg Area MPO
Financial Plan	TPB, DOTs, WMATA, Local Govt., NVTC/PRTC
Transit Financial Capacity	TPB, WMATA, Local Govts
ADA Transit Planning	WMATA, Frederick County, TPB
Human Service Transportation	
Coordination Planning	TPB, WMATA, human services agencies
Private Enterprise Participation	TPB, WMATA, Local Govts, NVTC/PRTC
Public Involvement Plan	TPB
Congestion Management System	TPB, DOTs, WMATA
Air Quality 2010 Attainment Plan	MWAQC, TPB, DOTs WMATA, state AQ agencies
Corridor Studies	DOTs, WMATA, TPB
Travel Demand Forecasting	TPB
Travel Monitoring	TPB, DOTs, WMATA, Local Govts



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

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

### **Total Proposed Funding by Federal Source for FY 2007**

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

Funding levels for this UPWP are higher than those for FY 2006. The FY 2007 Basic Program funding level in Table 1 under the "FTA Section 5303" column has increased about 20 percent from the FY 2006 level, and funding under the "FHWA Section 112" column has increased about 10 percent from FY 2006. The total budget for the Basic Program is about 12 percent more than the FY 2005 total.

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

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

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

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

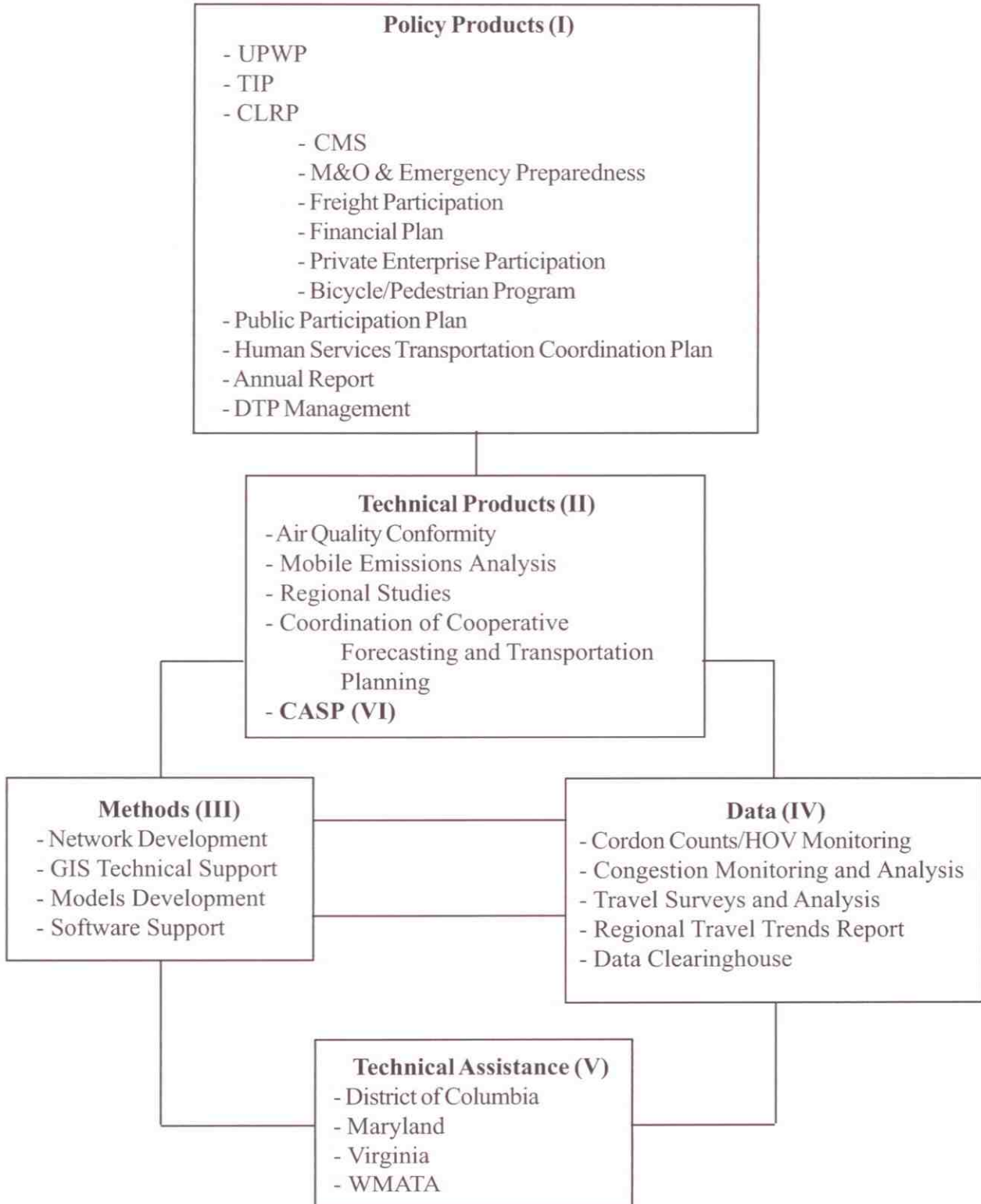
Figure 4 **PLANNING STUDIES 2006** (Continued)

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

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

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

Figure 5  
**How FY2007 UPWP Work Items are Related**



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

WORK ACTIVITY	TOTAL COST	FTA/STATE/ LOCAL	FHWA/STATE/ LOCAL	OTHER FUND
<b>I. PLANS, PROGRAMS AND COORDINATION</b>				
A. Unified Planning Work Program (UPWP)	69,400	13,326	56,074	
B. Transp Improvement Program (TIP)	148,700	28,554	120,146	
C. Constrained Long-Range Plan	540,460	103,780	436,680	
D. Management, Operations, and ITS	355,900	68,341	287,559	
E. Financial Plan	82,300	15,803	66,497	
F. Private Enterprise Participation	18,000	17,600		
G. Bicycle and Pedestrian Program	75,200	14,440	60,760	
H. Human Service Transportation Coordination	103,000	19,778	83,222	
I. Public Participation	317,500	60,967	256,533	
J. Annual Report	78,500	15,074	63,426	
K. DTP Management	443,200	85,104	358,096	
L. Emergency Preparedness Planning	61,200	11,752	49,448	
M. Freight Planning	61,000	11,713	49,287	
Subtotal	2,354,360	466,234	1,887,726	
<b>II. FORECASTING APPLICATIONS</b>				
A. Air Quality Conformity	503,100	96,607	406,493	
B. Mobile Emissions Analysis	627,600	120,513	507,087	
C. Regional Studies	667,600	128,194	539,406	
D. Coord Coop Forecasting & Transp Planning	663,500	127,407	536,093	
Subtotal	2,461,800	472,721	1,989,079	
<b>III. DEVELOPMENT OF NETWORKS/MODELS</b>				
A. Network Development	691,000	132,688	558,312	
B. GIS Technical Support	489,000	93,899	395,101	
C. Models Development	1,019,000	195,671	823,329	
D. Software Support	175,400	33,681	141,719	
Subtotal	2,374,400	455,938	1,918,462	
<b>IV. TRAVEL MONITORING</b>				
A. Cordon Counts	425,900	81,782	344,118	
B. Congestion Monitoring and Analysis	511,100	98,143	412,957	
C. Travel Surveys and Analysis				
Household Travel Survey	1,625,760	312,182	1,313,578	
Regional Travel Trends Report	147,300	28,285	119,015	
D. Regional Trans Data Clearinghouse	262,600	50,425	212,175	
Subtotal	2,972,660	570,818	2,401,842	
Core Program Total (I to IV)	10,163,220	1,965,710	8,197,110	
<b>V. TECHNICAL ASSISTANCE</b>				
A. District of Columbia	391,800	36,160	355,640	
B. Maryland	567,200	52,348	514,852	
C. Virginia	513,900	47,429	466,471	
D. WMATA	164,300	164,300		
Subtotal	1,637,200	300,236	1,336,964	
Total, Basic Program	11,800,420	2,265,946	9,534,074	
<b>VI. CONTINUOUS AIRPORT SYSTEM PLANNING</b>				
A. Process Air Passenger Survey	240,000			240,000
B. Update Ground Access Forecasts-Phase 1	69,357			69,357
Subtotal	309,357			309,357
		-	-	
<b>GRAND TOTAL</b>	<b>12,109,777</b>	<b>2,265,946</b>	<b>9,534,074</b>	<b>309,357</b>