

**NATIONAL CAPITAL REGION  
TRANSPORTATION PLANNING BOARD**

**FY 2008**

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

DRAFT

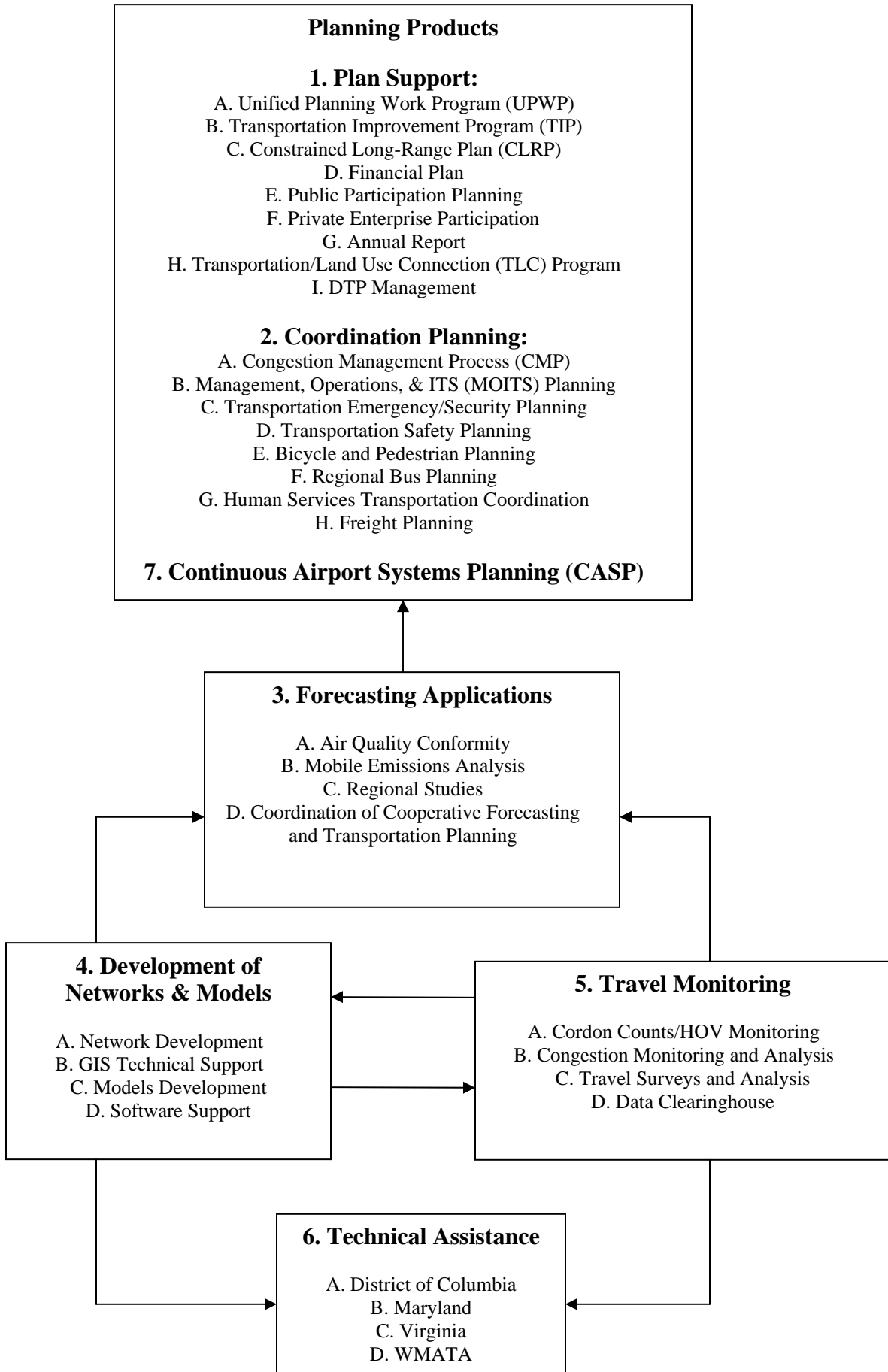
March 2, 2007

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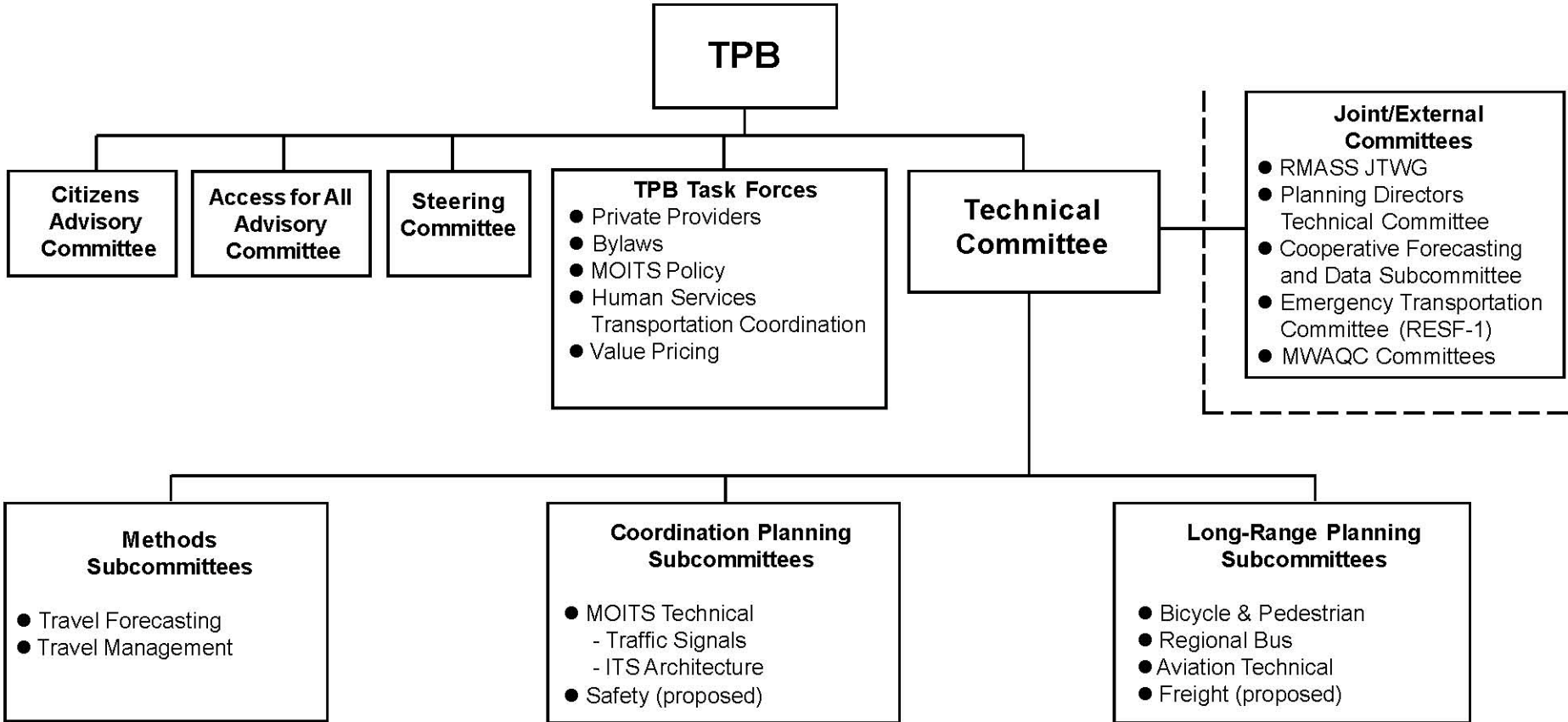
## TPB FY 2008 WORK PROGRAM FUNDING CHANGES FROM FY 2007

Work Activity	FY 2008	FY 2007	FY08-FY07	% Change
<b>1. PLAN SUPPORT</b>				
A. Unified Planning Work Program (UPWP)	70,700	69,400	1,300	2
B. Transp Improvement Program (TIP)	151,700	148,700	3,000	2
C. Constrained Long-Range Plan	508,100	526,200	-18,100	-3
D. Financial Plan	84,000	82,300	1,700	2
E. Public Participation	323,900	317,500	6,400	2
F. Private Enterprise Participation	18,300	18,000	300	2
G. Annual Report	80,100	78,500	1,600	2
H. Transportation/Land Use Connection Progr	255,000	250,000	5,000	2
I. DTP Management	452,100	443,200	8,900	2
Subtotal	1,943,900	1,933,800	10,100	1
<b>2. COORDINATION and PROGRAMS</b>				
<b>A. Congestion Management Process (CMP)*</b>	150,000		150,000	
B. Management, Operations, and ITS Planning	350,000	355,900	-5,900	-2
C. Emergency Preparedness Planning	75,400	61,200	14,200	23
<b>D. Transportation Safety Planning*</b>	75,000		75,000	
E. Bicycle and Pedestrian Planning	108,700	75,200	33,500	45
<b>F. Regional Bus Planning*</b>	100,000	50,000	50,000	100
G. Human Service Transportation Coordination	105,000	103,000	2,000	2
H. Freight Planning	101,000	61,000	40,000	66
Subtotal	1,065,100	706,300	358,800	51
<b>3. FORECASTING APPLICATIONS</b>				
A. Air Quality Conformity	513,200	503,100	10,100	2
B. Mobile Emissions Analysis	640,100	627,600	12,500	2
C. Regional Studies	415,800	407,600	8,200	2
D. Coord Coop Forecasting & Transp Planning	676,800	663,500	13,300	2
Subtotal	2,245,900	2,201,800	44,100	2
<b>4. DEVELOPMENT OF NETWORKS/MODELS</b>				
A. Network Development	694,500	681,000	13,500	2
B. GIS Technical Support	498,800	489,000	9,800	2
C. Models Development	969,200	1,009,000	-39,800	-4
D. Software Support	178,900	175,400	3,500	2
Subtotal	2,341,400	2,354,400	-13,000	-1
<b>5. TRAVEL MONITORING</b>				
A. Cordon Counts	230,000	425,900	-195,900	-46
B. Congestion Monitoring and Analysis	521,200	511,100	10,100	2
C. Travel Surveys and Analysis			0	
Household Travel Survey	1,128,400	1,575,800	-447,400	-28
Regional Travel Trends Report		147,300	-147,300	-100
D. Regional Trans Data Clearinghouse	267,900	262,600	5,300	2
Subtotal	2,147,500	2,922,700	-775,200	-27
<b>Core Program Total (I to V)</b>	9,743,800	10,119,000	-375,200	-4
<b>6. TECHNICAL ASSISTANCE</b>				
A. District of Columbia	300,600	389,400	-88,800	-23
B. Maryland	579,600	562,700	16,900	3
C. Virginia	454,400	513,900	-59,500	-12
D. WMATA	166,300	164,300	2,000	1
Subtotal	1,500,900	1,630,300	-129,400	-8
<b>Total, Basic Program</b>	11,244,700	11,749,300	-504,600	-4
<b>7. CONTINUOUS AIRPORT SYSTEM PLANNING</b>				
A. Update Ground Access Forecasts	318,000	309,357	8,643	3
<b>GRAND TOTAL</b>	11,562,700	12,058,657	-495,957	-4

**Figure 5 - DRAFT**  
**How FY2008 UPWP Work Items are Related**



**Figure 6  
TPB Committee Structure  
and FY2008 Work Activity Oversight**



2-7

## 2. COORDINATION PLANNING

### A. CONGESTION MANAGEMENT PROCESS (CMP)

The regional Congestion Management Process (CMP) is a required component of the regional transportation planning process. The CMP is to address the systematic management of traffic congestion and provision of information on transportation system performance. A CMP is to include alternative strategies for alleviating congestion and enhancing the mobility of persons and goods to levels that meet state and local needs. Recommended components of a CMP include a system for data collection and performance monitoring, a range of strategies for addressing congestion, performance measures or criteria for identifying when action is needed, and a system for prioritizing which congestion management strategies would be most effective. No single occupant vehicle (SOV) capacity expanding project can receive federal funds unless it is part of a CMP.

Under this work task, TPB will compile information and undertake analysis for development of the CMP components of the Constrained Long-Range Plan. Major topics to be addressed include the following:

- Identify alternative strategies for alleviating congestion and enhancing the mobility of persons and goods.
- Identify CMP performance measures, costs, benefits, and evaluation information.
- Compile and analyze information on transportation systems usage and congested locations.
- Examine the impact on congested locations of current and potential alternate strategies, and provide information on strategy prioritization.
- Compile information on CMP strategies considered by implementing agencies in conjunction with major SOV capacity-expanding projects.
- Develop a CMP annual report in conjunction with the annual update of the CLRP, and ensure that the CLRP reflects CMP findings in all pertinent aspects.
- Coordinate CMP tasks with other UPWP and Commuter Connections Work Program tasks and advisory committees:
  - o the Travel Forecasting Subcommittee on the monitoring of recurring congestion as well as on alternatives analysis,
  - o the Commuter Connections Subcommittee on demand management considerations.
  - o the MOITS Policy Task Force and MOITS Technical Subcommittee on non-recurring congestion and incident management considerations, and
  - o the Regional Travel Trends Report and Regional Transportation Data Clearinghouse efforts.
  - o the TPB Technical Committee for inter-task coordination.
- Keep abreast of national, state, regional, and local requirements and issues.

Oversight:	TPB Technical Committee
Cost Estimate:	\$150,000
Products:	CMP Report; summaries, outreach materials, and white paper(s) on technical issues as needed; data sets
Schedule:	Quarterly

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

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

Under this work task, TPB will provide opportunities for coordination and collaborative enhancement of transportation technology and operations in the region, advised by its MOITS Policy Task Force and MOITS Technical Subcommittee. Major topics to be addressed include the following:

- **Metropolitan Area Transportation Operations Coordination (MATOC) Program and Related Activities:** Coordinate with member transportation agency efforts to strengthen regional coordination and communications on everyday conditions, management and major regional transportation incidents, particularly through the MATOC Program officially established in FY2007 under a SAFETEA-LU grant.
- **Emergency Coordination:** Facilitate links between everyday transportation operations planning and overall regional planning for emergencies, especially in coordination with the dedicated UPWP Emergency Preparedness Planning Task II.C.

- **Traveler Information:** Coordinate enhancement of the collection, processing, and public delivery of real-time roadway and transit condition information, including potential regional Internet-based and "511" telephone information systems and the University of Maryland's Regional Integrated Transportation Information System (RITIS) project.
- **Intelligent Transportation Systems (ITS) Architecture, and Transportation Technology Development and Application:** Maintain the regional ITS architecture in accordance with federal law and regulations; help provide coordination of the use of the regional ITS architecture as guidance to regional MOITS communications and technology project implementation; address regional ITS standards.
- **Traffic Signals:** Assist member agencies in the exchange and coordination of inter-jurisdictional traffic signal operations information and activities, including regional annual reporting of operations maintenance and improvement activities.
- **Non-Recurring Congestion:** Support regional efforts to monitor and analyze transportation systems conditions, particularly focusing on temporal variations from average conditions, congestion due to incidents, and other non-recurring congestion.
- **Traffic and Transit:** Coordination with the Regional Bus Planning Task 2. F and the Regional Bus Subcommittee on planning and information exchange for traffic management, bus operations, and advanced technology.
- **Member Agency Activities:** Work as needed with the MOITS activities of the state and D.C. departments of transportation, the Washington Metropolitan Area Transit Authority, and other member agencies.
- **National issues:** Monitor national emerging MOITS activities for potential application in the region.

Oversight: TPB MOITS Policy Task Forces and MOITS Technical Subcommittee

Cost Estimate: \$350,000

Products: Agendas, minutes, summaries, outreach materials as needed; white paper(s) on technical issues as needed; revised regional ITS architecture; review and advice to MOITS planning activities around the region

Schedule: Monthly

### C. TRANSPORTATION EMERGENCY/SECURITY PLANNING

Emergency preparedness is a critical element of overall metropolitan planning. SAFETEA-LU requires metropolitan transportation planning to look at ways to "increase the security of the transportation system for motorized and nonmotorized users". 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. Within that overall structure, this task is where specialized needs for transportation sector involvement in Homeland Security-directed preparedness activities will be addressed. Efforts will be advised by a Regional Emergency Support Function #1 - Transportation Committee in the COG public safety committee structure, with additional liaison and coordination with the TPB's Management, Operations, and Intelligent Transportation Systems (MOITS) Policy Task Force and MOITS Technical Subcommittee.

Major topics to be addressed under this specific 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:
  - o emergency coordination and response planning through the emergency management and Homeland Security Urban Area Security Initiative (UASI) processes.
  - o Emergency communications, technical interoperability, and capabilities.
  - o Public outreach for emergency preparedness.
  - o Coordination with regional critical infrastructure protection and related security planning.
  - o Emergency preparedness training and exercises.



- o Conformance with U.S. Department of Homeland Security (DHS) directives and requirements.
- o Applications for and management of UASI and other federal Homeland Security funding.

Oversight: TPB MOITS Policy Task Force and MOITS Technical Subcommittee  
COG Regional Emergency Support Function (RESF) #1 - Transportation Committee

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 the MOITS Task Forces as necessary; materials responding to DHS and UASI requirements

Schedule: Monthly

#### D. TRANSPORTATION SAFETY PLANNING

As required under SAFETEA-LU, 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. The safety element of the regional Constrained Long-Range Plan will be developed.

Major topics to be addressed include the following:

- Safety data compilation and analysis.
- 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.
- Development and maintenance of the safety element of region's long-range transportation plan.

Oversight:	TPB Technical Committee
Cost Estimate:	\$75,000
Products:	Safety element of the CLRP; summaries, outreach materials, and white paper(s) on technical issues as needed.
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 adopted by the TPB in FY 2007, and provides guidance for continued regional planning activities. Major topics to be addressed include the following:

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

- Coordinate and host one or more regional bicycle and pedestrian planning or design training, outreach, or professional development opportunities for member agency staffs or other stakeholders.
- Provide staff support to the Bicycle and Pedestrian Subcommittee, supporting the regional forum for coordination and information exchange among member agency bicycle and pedestrian planning staffs and other stakeholders.
- Fund Phase I of the planning and implementation of a bicycle route-finding web site for the region. Consultant assistance for implementation is anticipated.

Oversight: Bicycle and Pedestrian Subcommittee

Cost Estimate: \$108,700

Product: Compilation of bicycle and pedestrian facilities for the FY 2009-2014 TIP; maintenance of the regional bicycle and pedestrian plan on the TPB Web Site; one or more regional outreach workshops; Subcommittee minutes, agendas, and supporting materials; white papers or other research and advisory materials as necessary

Schedule: Bimonthly

## F. REGIONAL BUS PLANNING

Under this work task, TPB will provide opportunities for consideration, coordination, and collaborative enhancement of planning for bus transit services in the region. In January 2007, the TPB established the Regional Bus Subcommittee of the TPB Technical Committee.

The mission of the Regional Bus Subcommittee is to provide a permanent process for the coordination of bus planning throughout the Washington region, and for incorporating regional bus plans into the CLRP and TIP. High quality bus service in the region depends upon successfully linking vehicles, services, stops and stations, running ways, operating facilities, maintenance shops, storage yards, and passenger and operating support systems to produce a service that is easy to use, provides rider information where and when needed, and facilitates intra- and inter-agency service transfers. Increased customer satisfaction can broaden the appeal of transit in the transportation market place and generate increased ridership. Considerable cooperation among the agencies responsible for bus service and transportation in the region is

required to implement these high quality bus services, owing to the complex nature of transit service provision and transportation facility ownership in this multi-state region.

Tasks to be addressed include the following goals of the Subcommittee:

1. Review and refinement and update of the recommendations of the Regional Bus Study completed in 2002, and development of a priority list of near term service implementation strategies for inclusion in annual operations budgets.
2. Coordination and evaluation of CLRP and TIP proposals and amendments with regard to bus transit service plan implementation.
3. Coordination and input definition for the TPB regional travel forecasting model.
4. Provide technical advice and input for a regional transit network to be integrated into the variably-priced lanes scenario for TPB planning studies, including the Regional Mobility and Accessibility Scenario Study.
5. Facilitation of technology transfer and information sharing, as it relates to regional, state and local bus transit services.
6. 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 associated regional transit operators group.
7. 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.
8. Coordination with Commuter Connections regarding ridesharing facilities and joint promotional messages.
9. Coordination with the TPB Private Providers Task Force to sponsor the Nineteenth Annual Public Transit Forum in May 2008.
10. Coordination with the TPB Access for All Committee to enhance regional mobility for all populations.

Oversight: TPB Regional Bus Subcommittee

Cost Estimate: \$100,000

Products: Data compilation and outreach materials as needed;  
white paper(s) on technical issues as needed;  
structured interviews and summarized results

Schedule: Monthly

#### G. HUMAN SERVICE TRANSPORTATION COORDINATION PLANNING

In 2007, as required under SAFETEA-LU, the TPB will adopt the Human Service Transportation Coordination Plan for the Washington Region. The Coordinated Plan includes an assessment of needs, an inventory of service, strategies and actions to better meet users needs and coordinate existing services, priorities for funding and the framework for competitively selecting projects. The Coordination Plan will guide funding decisions for the following three 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 2006, the TPB was designated by the Mayor of the District of Columbia, and the Governors of Maryland and Virginia as the designated recipient of JARC and New Freedom program funds. SAFETEA-LU also requires that the CLRP and TIP shall consider the design and delivery of non-emergency transportation services.

Work activities include:

- Under the guidance of the TPB Human Service Transportation Coordination Task Force, review how the initial 2007 coordination plan was utilized by sponsors to fund projects for the three FTA programs, and identify recommended changes and revisions to the plan and the framework for the competitive selection process.
- Provide staff support to the Coordination Task Force, as a regional forum to identify further options to coordinate transportation services
- Coordinate the activities of the Coordination Task Force with the TPB Access For All Advisory Committee and the COG Human Services Committee to effectively involve local jurisdictions and leaders of low- income, minority and disabled community groups.
- Continue to review the implementation of improvements to Metro Access service as identified in the February 2006 TPB study: "Improving Demand Responsive Services for People with Disabilities in the Washington Region."

Oversight:	Technical Committee and TPB Access For all Advisory Committee
Cost Estimate:	\$105,000
Products:	An updated human service transportation coordination plan
Schedule:	June 2008

## H. FREIGHT PLANNING

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

Under this work task, TPB will provide opportunities for consideration, coordination, and collaborative enhancement of planning for freight movement, safety, facilities, and activities in the region. Major topics to be addressed include the following:

- Ensure consideration of freight planning issues in overall metropolitan transportation planning, including:
  - o Follow up on findings and recommendations from the FY2007 Regional Freight Planning Study.
  - o 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.
  - o Advise the TPB and other committees in general on regional freight planning considerations for overall metropolitan transportation planning.
  - o Obtain expert input on freight considerations for metropolitan transportation planning.
  - o Coordinate with federal, state, and local freight planning activities.
  - o Coordinate with TPB travel monitoring and forecasting activities on freight considerations.
  - o Examine truck safety issues.
  - o Keep abreast of regional, state, and national freight planning issues.
- Undertake data compilation and analysis on freight movement and freight facilities in the region.

- 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.

Oversight:	TPB Technical Committee
Cost Estimate:	\$101,000
Products:	Data compilation and outreach materials as needed; white paper(s) on technical issues as needed; structured interviews and summarized results
Schedule:	Bimonthly