

Travel Management Subcommittee
November 27, 2007
Item #1

**NATIONAL CAPITAL REGION TRANSPORTATION
PLANNING BOARD (TPB)**

**Call for Projects
(Excerpts)**

**For the 2008 Financially Constrained Long Range
Transportation Plan (CLRP) and Fiscal Year 2009 –
2014 Transportation Improvement Program (TIP)**



October 17, 2007



Alternative formats of this publication can be made available for persons with disabilities. Phone: 202.962.3300 or 202-962.3213 (TDD) Email: accommodations@mwkog.org. For details: www.mwkog.org.

TABLE OF CONTENTS

INTRODUCTION	5
Proposed Schedule for the 2008 Financially Constrained Long-Range Plan (CLRP) and FY 2009 – 2014 Transportation Improvement Program (TIP).....	9
SECTION 1: POLICY FRAMEWORK.....	11
THE TPB VISION.....	13
SECTION 2: FEDERAL REQUIREMENTS.....	15
AIR QUALITY CONFORMITY REQUIREMENTS	17
Background.....	17
Current Status	18
FINANCIAL CONSTRAINT	19
TITLE VI AND ENVIRONMENTAL JUSTICE	21
CONGESTION MANAGEMENT DOCUMENTATION	22
OTHER FEDERAL REQUIREMENTS	24
Planning Factors.....	24
Public Participation	24
Consultation	25
Environmental Mitigation Discussion.....	25
Freight Planning	25
Annual Listing of Projects.....	26
SECTION 3: PROJECT SUBMISSION INSTRUCTIONS	27
INTRODUCTION	29
The iTIP Online Database	29
CLRP Project Description Forms.....	30
Project Phasing For TIP and Conformity Inputs.....	35
Sample Forms.....	38

APPENDICES

Appendix A: Transportation Emission Reduction Measure (TERM) Analysis Instructions	A-1
Appendix B: Transportation Emission Reduction Measure (TERM) Reporting.....	B-1

This page is intentionally blank.

- ~~c. Increases the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.~~
- ~~d. Increase accessibility and mobility of people and freight~~
- ~~e. Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns.~~
- ~~f. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.~~
- ~~g. Promote efficient system management and operation.~~
- ~~h. Emphasize the preservation of the existing transportation system.~~

Environmental Mitigation

The following section is new. The questions here address a new emphasis in SAFETEA-LU on environmental impacts, both short and long term and strategies for mitigating those impacts.

25. ~~Have any potential mitigation activities been identified for this project? If so, identify the types of activities below.~~

Use the checkboxes to select “Yes” or “No” and to identify any mitigation activities being planned for this project.

- ~~Air Quality,~~
- ~~Energy,~~
- ~~Floodplains,~~
- ~~Geology, Soils and Groundwater,~~
- ~~Hazardous and Contaminated Materials,~~
- ~~Noise,~~
- ~~Rare, Threatened and Endangered Species,~~
- ~~Socioeconomics,~~
- ~~Surface Water,~~
- ~~Vibrations,~~
- ~~Visual and Aesthetic Conditions,~~
- ~~Wetlands,~~
- ~~Wildlife and Habitat~~

Congestion Management Process Documentation

The following section has been revised to address the new SAFETEA-LU component called the Congestion Management Process. Please see the discussion on Congestion Management Documentation in Section 2 of this document for more information. Questions 24 and 25 should be answered for every project. Questions 26 through 28 still apply to any new projects that

propose an increase in SOV capacity. In addition, a Congestion Management Documentation Form should be completed for each project or action proposing an increase in SOV capacity.

26. *Do traffic congestion conditions on this or another facility necessitate the proposed project or program?*

Check “Yes” if this project is being planned specifically to address congestion conditions.

- a. *If so, is the congestion recurring or incident-related non-recurring in nature?*

Use the checkboxes to identify either option.

- b. *If the congestion is on a different facility, please identify it here:*

Identify the name of the congested parallel or adjacent route that this project is intended to relieve.

- c. *What is the measured or estimated 2007 Level of Service on this facility?*

Use the drop-down menu to select the level of service (LOS) and indicate whether this is a measured LOS

27. *Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial?*

Check “Yes” if the project will increase capacity on a SOV facility of functional class 1, 2 or 5.

- a. *If yes, does this project require a Congestion Management Documentation form under the given criteria?*

The following categories of projects require a congestion management form, except if they fall under one or more of the exemption criteria listed under Question 28:

- *New limited access or other principal arterial roadways on new rights-of-way*
- *Additional through lanes on existing limited access or other principal arterial roadways*
- *Construction of grade-separated interchanges on limited access highways where previously there had not been an interchange.*

If a Congestion Management Documentation Form is required, contact TPB staff.

- b. *If no, please identify the criteria that exempt the project from CMP requirements:*

Use the checkboxes to identify the exemption criteria:

- *The number of lane-miles added to the highway system by the project totals less than 1 lane-mile*

- The project is an intersection reconstruction or other traffic engineering improvements, including replacement of an at-grade intersection with an interchange
- The project will not allow motor vehicles, such as bicycle or pedestrian facilities
- The project consists of preliminary studies or engineering only, and is not funded for construction
- Any project that received NEPA approval on or before April 6, 1992
- Any project that was already under construction on or before September 30, 1997, or for which construction funds were committed in the FY98-03 TIP. Note that funds being committed in the FY99-04 TIP does not exempt a project.
- Any project whose construction cost is less than \$5 million.

Intelligent Transportation Systems

The following section is new. The questions here address a new emphasis in SAFETEA-LU on environmental impacts, both short and long term and strategies for mitigating those impacts.

28. *Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to federal Rule 940 requirements?*

Use the checkboxes to select "Yes" or "No".

a. *If yes, what is the status of the systems engineering analysis compliant with federal Rule 940 for the project?*

Use the checkboxes to select: *Not Started, Ongoing, not complete, or Completed*

b. *Under which Architecture: DC, Maryland, or Virginia State Architecture, WMATA Architecture, COG/TPB Regional ITS Architecture or Other; Please specify _____*

c. *Comments: Provide any additional comments which may better describe the Architecture of the project.*

Record Tracking

This section is used to keep track of modifications to records. These fields are automated and are not editable.

- 29. Creator Recorded ID of the user that created the record
- 30. Created On Date record was originally created on (will not work for original imported data)
- 31. Last Updated On Recorded date and time of last modifications to record
- 32. Last Updater Recorded ID of last person to make modifications to record

Project Phasing For TIP and Conformity Inputs

9. *Environmental Review*.....Type of NEPA documentation required, if any
10. *Review Status*.....Current status of any required NEPA documentation

Questions 11—15 only need to be completed for projects that have conformity impacts.

11. *Improvement*.....Pulldown field to identify type of improvement being made to the facility (e.g. construct, widen, upgrade, etc.)
12. *Facility Type From/To*
a. *Facility Type From*Functional class of facility before improvement
b. *Facility Type To*Functional class of facility after improvement
13. *Lanes From/To*
a. *Lanes From*Number of lanes on facility before improvement
b. *Lanes To*Number of lanes on facility after improvement
14. *R.O.W. Acquired*.....Right of way has been acquired for the facility
15. *Under Construction?*Construction has begun on the facility
16. *Projected Completion Year*Estimated year that the project will be open to traffic or implemented.
17. *Completed*.....Date the project was completed (open to traffic) or implemented
18. *TIP Project Status*Project is delayed, reprogrammed, complete, withdrawn, or ongoing
19. *Capital Costs*
a. *Amount*Funds shown in \$1,000s
b. *Phase*.....Funds obligated for: a) Planning and Engineering, b) R.O.W. acquisition, c) Construction, d) Studies and e) Other
c. *Fiscal Year*Fiscal year in which funds are expected to be obligated
d. *Source*Federally recognized source of funds
e. *Fed/State/Local Share*.....Percentage distribution of federal, state and local funds
20. *Creator*.....Recorded ID of the user that created the record
21. *Created On*.....Date record was originally created on
22. *Last Updated On*.....Recorded date and time of last modifications to record
23. *Last Updater*.....Recorded ID of last person to make modifications to record

Congestion Management Documentation Form for SOV Projects

A Congestion Management Documentation Form should be completed for each project or action intended for the Plan that involves a significant increase in single-occupant vehicle (SOV) carrying capacity of a highway.

Brief and complete answers to all questions are recommended. A reference to an external document or an attachment without further explanation on the form itself is not recommended; findings of studies, Major Investment Studies, for example, should be summarized on the form itself. References to other documents can be made if desired *in addition to* the answer provided on the form.

As a rule of thumb, the scale and detail in the responses to the questions should be in proportion to the scale of the project. For example, a relatively minor project needs less information than a major, multi-lane-mile roadway construction project.

The form can summarize the results of EISs or other studies completed in association with the project, and can also summarize the impact or regional studies or programs. It allows the submitting agency to explain the context of the project in the region's already-adopted and implemented programs, such as the Commuter Connections program, and to go on to explain what new and additional strategies were considered for the project or corridor in question.

Sample Forms

The following pages are samples for the CLRP Project Description Form, TIP Project Description Form, and Congestion Management Documentation Form.

Financially Constrained Long-Range Transportation Plan for 2030 Project Description Form



1. Secondary Agency:			
2. Agency Project ID:	64476		
3. Project Type:	a. Primary	b.	
4. Project Name:	USMC Heritage Center Road Improvements		
5. Facility:	Prefix	Number	Location
			USMC Heritage Center Road
6. From:	Prefix	Number	Location
	US	1	
(at):	☐		
7. To:	Prefix	Number	Location
	VA	619	Joplin Road
8. Description:	Improve the access to the planned United States Marine Corps Heritage Center, to be located off U.S. Route 1. The improvements will consist of the widening of eastbound Joplin Road (Route 619) and southbound U.S. Route 1 to accommodate an exclusive right-turn lane to facilitate access to the United States Marine Corps Heritage Center. A U.S. Route 1		
9. Projected Completion Date:	June	30	2007
10. Project Manager:			
11. Project Manager Email:			
12. Project Info URL:			
13. Total Miles:			
14. Schematic:		Browse	
15. Documentation:		Browse	
16. Accommodation:	Bicycle/pedestrian accommodations included		
17. Jurisdictions: Hold Down CTRL to Select Multiple Values	Arlington County City of Alexandria Fairfax County City of Fairfax City of Falls Church Loudoun County Montgomery County Prince George's County District of Columbia Frederick County Charles County Calvert County City of Manassas City of Manassas Park Town of Herndon		
18. Total Cost: (in thousands)	3751		

19. Remaining Cost:
(in thousands) \$

20. Sources:
Hold Down CTRL to Select
Multiple Values

☐ Federal
☐ State
☐ Local
☐ Private
☐ Bonds
☐ Other

21. Actual Completion Year: / /

22. Project Withdrawn: ☐ as of / /

23. Comments:

To be funded 100% w / Federal Public Lands Highways
 Discretionary Funds.

SAFETEA-LU Planning Factors

24. Please identify any and all planning factors that are addressed by this project:
- a. ☐ Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- b. ☐ Increase the safety of the transportation system for all motorized and non-motorized users.
- i. ☐ Is this project being proposed specifically to address a safety issue?
- ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem.
-
- c. ☐ Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.
- d. ☐ Increase accessibility and mobility of people and freight.
- e. ☐ Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- f. ☐ Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- g. ☐ Promote efficient system management and operation.
- h. ☐ Emphasize the preservation of the existing transportation system.

Environmental Mitigation

25. Have any potential mitigation activities been identified for this project?

☐ Yes

a. If so, what types of mitigation activities have been identified?

Hold Down CTRL to
Select Multiple Values

Air Quality
 Energy
 Floodplains
 Geology, Soils and Groundwater
 Hazardous and Contaminated Materials
 Noise
 Socioeconomics
 Surface Water
 Vibrations
 Wetlands

Congestion Management Information

26. Do traffic congestion conditions on this or another facility necessitate the proposed project?

☐ Yes

a. If so, is the congestion recurring or incident-related non-recurring?

☐ Recurring ☐ Non-Recurring

b. If the congestion is on another facility, please identify it here.

c. What is the measured or estimated Level of Service on this facility?

☐ Measured ☐ Estimated

27. Is this a capacity- increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial?

☐ Yes

a. If yes, does the project require a Congestion Management Documentation form under the given criteria?

☐ Yes

b. If not, please identify the criteria that exempt the project:

Intelligent Transportation Systems

28. Is this an ITS project as defined in federal law, and therefore subject to federal Rule 940 requirements?

☐ Yes

a. If yes, what is the status of the systems engineering analysis compliant with federal Rule 940 for the project?

☐ Not Started ☐ Ongoing, not complete ☐ Completed

b. Under which Architecture?

c. Other Architecture comments:

Record Tracking

29. Creator:

30. Created Date:

12/13/2006 10:22:19 AM

31. Last Updater:

32. Last Updated Date:

Save

Transportation Improvement Program for FY 2008-2013 Project Description Form



1. Submitting Agency:	MDOT/State Highway Administration		
2. Project Name:	MD 3, Robert Crain Highway		
3. *Phase Name:	Robert Crain Highway		
4. Facility:	Prefix	Number	Location
	MD	3	Robert Crain Highway
			Modifier
5. From:	Prefix	Number	Location
	US	50	
			Modifier
6. To:	Prefix	Number	Location
			Anne Arundel County Line
			Modifier
7. Description:	MD 3 is currently a 4 to 6-lane divided principal arterial serving north/south travel from US 50 to		
8. Agency Phase ID:			
9. Environmental Review:	DEIS		
10. Review Status:	Under preparation		
11. Improvement Type:	Construct		
12. Facility Type From/To:	Facility Type From:	Facility Type To:	
	2 - Major Arterial	2 - Major Arterial	
13. Lanes From/To:	Lanes From:	4	Lanes To: 6
14. Under Construction?	☐		
15. R.O.W. Acquired?	☐		
16. Projected Completion Date:	January	1	2020
17. Completed:			
18. TIP Status:	In previous TIP, proceeding as scheduled		

Funding

To remove an existing funding record, delete ALL data in that row

Up to 10 new Funding records may be entered at a time

The Save button must be pressed for updates in this subform to apply.

Amount: (1000s)	Phase:	Fiscal Year:	Source:	Fed: (%)	St: (%)	Local :
\$ 2867	Study	2006	NHS	80	20	0
\$ 150	Study	2007	NHS	80	20	0
\$ 100	Study	2008	NHS	80	20	0
\$		2007				
\$		2007				
\$		2007				
\$		2007				
\$		2007				
\$		2007				
\$		2007				
\$		2007				
\$		2007				
\$		2007				

Creator:

Created Date:

5/9/2006 10:35:10 AM

Last Updater:

arhodes

Last Updated Date:

2/23/2007 2:31:24 PM

Comments:

Congestion Management Documentation Form for Projects in the 2030 CLRP



BASIC PROJECT INFORMATION

1. Agency: _____ Secondary Agency: _____

2. Project Title: _____

	Prefix	Route	Name	Modifier
4. Facility:				
5. From (_ at):				
6. To:				

7. Jurisdiction(s): _____

8. Indicate whether the proposed project's location is subject to or benefits significantly from any of the following in-place congestion management strategies:

- ☐ Metropolitan Washington Commuter Connections program (ridesharing, telecommuting, guaranteed ride home, employer programs)
- ☐ A Transportation Management Association is in the vicinity
- ☐ Channelized or grade-separated intersection(s) or roundabouts
- ☐ Reversible, turning, acceleration/deceleration, or bypass lanes
- ☐ High occupancy vehicle facilities or systems
- ☐ Transit stop (rail or bus) within a 1/2 mile radius of the project location
- ☐ Park-and-ride lot within a one-mile radius of the project location
- ☐ Real-time surveillance/traffic device controlled by a traffic operations center
- ☐ Motorist assistance/hazard clearance patrols
- ☐ Interconnected/coordinated traffic signal system
- ☐ Other in-place congestion management strategy or strategies (briefly describe below:)

9. List and briefly describe how the following categories of (additional) strategies were considered as full or partial alternatives to single-occupant vehicle capacity expansion in the study or proposal for the project.

a. Transportation demand management measures, including growth management and congestion pricing

b. Traffic operational improvements

c. Public transportation improvements

d. Intelligent Transportation Systems technologies

e. Other congestion management strategies

f. Combinations of the above strategies

10. Could congestion management alternatives fully eliminate or partially offset the need for the proposed increase in single-occupant vehicle capacity? Explain why or why not.

11. Describe all congestion management strategies that are going to be incorporated into the proposed highway project.

12. Describe the proposed funding and implementation schedule for the congestion management strategies to be incorporated into the proposed highway project. Also describe how the effectiveness of strategies implemented will be monitored and assessed after implementation.